

# 2009

# ***AIRPORT TRAFFIC REPORT***

***Kennedy • Newark Liberty • LaGuardia • Stewart • Teterboro***



**THE PORT AUTHORITY OF NY & NJ**



THE PORT AUTHORITY OF NY & NJ

## MEMORANDUM

### AVIATION DEPARTMENT

*From:* Ralph Tragale  
*Date:* June 1, 2010  
*Subject:* **2009 ANNUAL TRAFFIC REPORT**

Attached is the Port Authority Aviation Department's 2009 Annual Traffic Report, which provides important statistics on air traffic at our NY/NJ regional aviation facilities—including comparative data on airports worldwide and the multitude of destinations our airports offer our customers.

While the airline industry is accustomed to perpetual turbulence, 2009 was an especially difficult year for passenger travel and air cargo. The year began in the midst of the worst global recession since World War II, was further hampered by outbreaks of the H1N1 influenza, and ended with more than five million job losses and a U.S. unemployment rate in excess of 10 percent. This represented the highest rate recorded since 1983, and paired with a gross domestic product (GDP) decline of 2.4 percent—the biggest decrease since 1946.

Due to these negative influences, the region's four airports handled five million fewer passengers in 2009 than they did in 2008. Relative to other airports, the overall total was an impressive 101.9 million passengers, but still represented a 4.8 percent decline, which led to the first back-to-back years of decreasing passenger counts for our airports since 2001-2002 following the 9/11 terrorist attacks.

It also was a disastrous year for our region's cargo, which fell 18.3 percent following a 10.2 percent decline in 2008. This pushed overall cargo levels down to 1.94 million tons, a level not seen since 1991—and a decline of 35 percent, or a million tons, from the 2000 peak of nearly three million tons.

#### **Outlook 2010**

The good news is that 2010 began on a noticeably positive note as the global economy began what some observers believe is a recovery and gave us a cautiously optimistic outlook for air traffic this year. We are particularly encouraged by the following developments:

- The global economic recovery, which has been powering the international passenger traffic and cargo growth, appears to be sustainable.
- Following a 5.6 percent gain in the final quarter of 2009, the U.S. GDP grew 3 percent in the first quarter of 2010. More important, the recovery is becoming less dependent on fiscal stimulus and driven more by private demand. The jobs outlook has improved and advance airline bookings for summer and beyond remain positive.



**THE PORT AUTHORITY** OF NY & NJ

- Similarly, on the cargo front, a reversal of cyclical drivers (declining exports, depressed consumer demand and business inventory buildup, slower international economic growth) has generated four consecutive months of double-digit growth in early 2010.
- Anticipating that the recoveries in the U.S. economy and the rest of the world, which are being powered more by private demand than governmental fiscal stimulus, will be sustained, we anticipate passenger and cargo recovery in 2010.
- Passenger traffic is expected to grow about 2.4 percent and cargo is expected to grow in excess of 10 percent.

In spite of the short-term fluctuations the region's traffic remains resilient, and we anticipate long-term growth. To meet long-term challenges in the context of tight revenues, 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 safe and secure environments, an excellent customer experience, and environmentally sustainable and friendly services delivered by a first-rate staff.

A handwritten signature in black ink, appearing to read "RT", located below the text of the letter.

Ralph Tragale  
Assistant Director  
Aviation Public Affairs

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## JOHN F. KENNEDY INTERNATIONAL AIRPORT

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### OPERATED BY

The Port Authority of New York and New Jersey, under a lease with the City of New York since June 1, 1947. In 2004 the Port Authority and the City of New York concluded an agreement that ensures the agency's continued operation of 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. A total of 74 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 since then.

### 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

Recent JFK redevelopment efforts include several major projects undertaken by the Port Authority and its airline and airport partners. In addition to the inauguration of JetBlue's new Terminal 5 and the renovated American Airlines' Terminal 8, upgrades were made to Terminals 1, 4 and British Airways' Terminal 7 within the last five years.

Other efforts include plans to advance a \$20 million planning study for the redevelopment of Delta's Terminals 2 and 3 and the

opening of a 1,300-vehicle parking garage near Terminal 5.

The Bay Runway reconstruction project, which will widen runway 13R-31L by 50 feet, will make way for new delay-reducing taxiways. Begun in July of 2009, the Port Authority has committed to providing an excess of \$200 million towards this effort. In addition to addressing airport delays, the Bay Runway reconstruction is expected to support 1,000 direct and as many as 2,500 ancillary jobs including direct construction work, asphalt and concrete production, procurement and installation of aeronautical lighting and food services.

### 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 contain redesigned first and business class lounges, new ticket counters, lighting and flooring and new baggage facilities. New food, beverage and retail outlets opened in 2008 and 2009.
- **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.
- **Terminal 5** opened in September 2008. The Port Authority provided nearly \$800 million towards the jointly financed, 26-gate, 635,000 square-foot terminal which is designed to handle up to 20 million passengers per year. 40,000 square feet of new concessions were also opened there. JetBlue is also exploring the prospects for using JFK's old Terminal 6 as an international facility.
- **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' **Terminal 8** 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.
- The **TWA Eero Saarinen Terminal** has been classified as a historical and architectural landmark and is currently undergoing interior restoration in preparation for public re-opening in mid-2010.

### 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. In 2009, AirTrain JFK had a ridership of nearly 4.5 million passengers.

Recent improvements to AirTrain JFK include digital signage providing real-time information on arrival times and delays to customers in stations and on AirTrain. In addition, extensive overhaul is projected for vehicle equipment subsystems.

### AIR TRAFFIC CONTROL TOWER

The 321-foot Air Traffic Control Tower, which opened in 1994, includes state-of-the-art communications, radar and wind shear 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 18,000 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 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.

## JOHN F. KENNEDY INTERNATIONAL AIRPORT

### 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, but the Bay Runway reconstruction project will expand 13R-31L from 150 to 200 feet wide by the end of 2011 in order to make way for new delay-reducing taxiways. 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) also began operation in 1996, and a 325-foot control tower was commissioned in 2003 – the fourth in the airport's history.

Approximately 40 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 over \$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. Additionally, Terminal B is benefiting from a \$325 million modernization program.

### 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 within 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. The Port Authority has authorized a study to determine strategies for the modernization of Terminal A, and has already begun discussions with probable tenant airlines.
- In **Terminal B**, Delta performed a \$5.5 million modernization of its gate area. Boarding and baggage areas were also updated there. 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 the \$325 million dollar modernization of Terminal B is completed, there will be new ticket counters, a domestic baggage claim, updated in-line baggage screening and passenger screening in addition to more shops and restaurants.
- 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 and concessions space and customs facilities. Continental also completed its state-of-the-art International Arrivals

Facility adding another 1,500 passengers-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. In 2009, AirTrain Newark had a ridership of nearly 1.9 million riders.

### 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 were added.

### PARKING

The airport provides more than 19,000 parking spaces. Two of Newark Liberty's parking garages were completed within the last five 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 lighting 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 has been dedicated to fund technical and customer-service initiatives identified by the Flight Delay Task Force, convened by the Port Authority to study airport delays. Additionally, the airport partnered with Continental Airlines in 2008 to test the use of Ground-Based Augmentation System (GBAS) navigation technology which is projected to reduce air traffic congestion.



## LAGUARDIA AIRPORT

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### OPERATED BY

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

### LOCATION

In the Borough of Queens, New York City, bordering on Flushing Bay and Bowers 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 20 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

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. Advanced planning for the second \$40 million phase of the study is expected to be completed by the first quarter of 2011.

### 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 11 aircraft gate positions.

#### 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. The mural hangs inside of the MAT and commemorates the terminal's status as one of the nation's oldest passenger terminals. On September 1, 1991, Delta began shuttle operations to Boston and Washington, D.C. from the MAT, and 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

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### OPERATED BY

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

### LOCATION

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

### SIZE

SWF covers 2,400 acres.

### HISTORY

In 1930, Archie Stewart, an aviation buff and descendant of 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.

In 2007, the Port Authority 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. Since 2007, the Port Authority has invested roughly \$40 million in far-reaching improvements. Upcoming plans include a new customs station and a new cargo transfer station.

### 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

Stewart Airport maintains 536, 800 square feet of air cargo facilities. The

airport handles a variety of cargo from oversized 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 per 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.

## TETERBORO AIRPORT

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### OPERATED BY

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

### LOCATION

Located in the boroughs of Teterboro and Moonachie in Bergen County, NJ, it is twelve miles by highway from 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 1, North American Aviation operated a manufacturing plant on the site. After the war, the airport served as a base of operations for Dutch aircraft designer Anthony Fokker. The first flight from the present airport site was made in 1919. During World War 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 Country 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 1996 to 2009

#### Domestic

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
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	188,079	50	6,820	82,776	1,679	8,621	288,025
2009	177,208	30	5,729	81,100	1,486	7,143	272,696

#### International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
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	14,471	5,208	1,324	-	119,793
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	125,785	488	10,926	11,962	1,205	-	150,366
2009	123,462	151	7,591	10,497	531	-	142,232

#### Domestic and International Totals

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
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	22,515	65,117	3,135	9,886	350,054
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	313,864	538	17,746	94,738	2,884	8,621	438,391
2009	300,670	181	13,320	91,597	2,017	7,143	414,928

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

### 1.1.1 EWR

## Commercial and Non-Commercial Aircraft Movements

Annual Totals 1996 to 2009

Domestic	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	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	179	21,804	137,506	343	12,736	341,069
	2009	160,182	415	18,478	132,572	401	11,443	323,491

  

International	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	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	71,357	85	3,363	18,135	45	-	92,985
	2009	67,466	104	3,148	16,937	30	-	87,685

  

Domestic and International Totals	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	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	239,858	264	25,167	155,641	388	12,736	434,054
	2009	227,648	519	21,626	149,509	431	11,443	411,176

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



### 1.1.1 LGA

## Commercial and Non-Commercial Aircraft Movements

Annual Totals 1996 to 2009

Domestic	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	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	-	169,650	490	10,866	356,118
	2009	156,940	96	-	164,919	693	8,495	331,143

  

International	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	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
	2009	11,093	2	-	11,783	27	-	22,905

  

Domestic and International Totals	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	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	-	179,805	507	10,866	378,908
	2009	168,033	98	-	176,702	720	8,495	354,048

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

### 1.1.1 SWF

## Commercial and Non-Commercial Aircraft Movements

Annual Totals 1996 to 2009

Domestic	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	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	-	1,602	6,740	12	58,840	72,635
	2009	1,454	-	933	5,417	23	36,738	44,565

  

International	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	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
	2009	-	-	3	-	3	-	6

  

Domestic and International Totals	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	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	-	1,610	6,740	12	58,840	72,643
	2009	1,454	-	936	5,417	26	36,738	44,571

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

### 1.1.1 TETERBORO

## Commercial and Non-Commercial Aircraft Movements

Annual Totals 1996 to 2009

#### Domestic

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
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
2009	-	-	-	-	-	137,890	137,890

#### International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
1996	-	-	-	-	-	-	-
1997	-	-	-	-	-	-	-
1998	-	-	-	-	-	-	-
1999	-	-	-	-	-	-	-
2000	-	-	-	-	-	-	-
2001	-	-	-	-	-	-	-
2002	-	-	-	-	-	-	-
2003	-	-	-	-	-	-	-
2004	-	-	-	-	-	-	-
2005	-	-	-	-	-	-	-
2006	-	-	-	-	-	-	-
2007	-	-	-	-	-	-	-
2008	-	-	-	-	-	-	-
2009	-	-	-	-	-	-	-

#### Domestic and International Totals

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
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
2009	-	-	-	-	-	137,890	137,890

\* 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 1996 to 2009

#### Domestic

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
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	537,081	281	30,226	396,672	2,524	253,496	1,220,280
2009	495,784	541	25,140	384,008	2,603	201,709	1,109,785

#### International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
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	16,607	24,603	1,660	-	219,675
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	209,741	592	14,297	40,252	1,267	-	266,149
2009	202,021	257	10,742	39,217	591	-	252,828

#### Domestic and International Totals

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
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	49,314	396,453	4,415	236,713	1,399,338
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	746,822	873	44,523	436,924	3,791	253,496	1,486,429
2009	697,805	798	35,882	423,225	3,194	201,709	1,362,613

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

## 1.1.2 JFK

Commercial and Non-Commercial  
Aircraft Movements

## Monthly Totals 2009

## Domestic

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL	% Change 2008 to 2009
Jan	14,351	1	424	7,376	105	532	22,789	-3.6%
Feb	13,176	5	419	6,826	111	456	20,993	-5.2%
Mar	15,287	1	504	7,048	146	520	23,506	-4.6%
Apr	14,803	2	475	6,981	111	510	22,882	-6.3%
May	15,481	-	472	7,651	147	560	24,311	-0.6%
Jun	15,579	2	470	7,104	103	755	24,013	-1.8%
Jul	16,265	8	509	7,038	146	804	24,770	-3.1%
Aug	16,303	1	460	7,130	169	792	24,855	-1.2%
Sep	13,994	-	475	5,888	121	684	21,162	-9.4%
Oct	13,951	1	456	6,250	100	542	21,300	-11.2%
Nov	13,664	5	442	5,920	111	552	20,694	-9.9%
Dec	14,354	4	623	5,888	116	436	21,421	-8.0%
<b>Total 2009</b>	<b>177,208</b>	<b>30</b>	<b>5,729</b>	<b>81,100</b>	<b>1,486</b>	<b>7,143</b>	<b>272,696</b>	<b>-5.3%</b>
<b>% Change 2008 to 2009</b>	<b>-5.8%</b>	<b>-40.0%</b>	<b>-16.0%</b>	<b>-2.0%</b>	<b>-11.5%</b>	<b>-17.1%</b>	<b>-5.3%</b>	

## International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL	% Change 2008 to 2009
Jan	10,138	8	599	942	48	-	11,735	-2.8%
Feb	8,961	16	555	761	44	-	10,337	-7.5%
Mar	10,106	6	653	835	46	-	11,646	-6.3%
Apr	9,890	14	576	816	61	-	11,357	-6.7%
May	11,021	6	612	828	49	-	12,516	-6.1%
Jun	10,807	19	571	938	33	-	12,368	-4.6%
Jul	11,719	5	648	1,009	37	-	13,418	-6.0%
Aug	11,688	18	653	1,041	15	-	13,415	-5.8%
Sep	10,103	16	622	855	30	-	11,626	-3.8%
Oct	9,757	21	689	863	41	-	11,371	-5.7%
Nov	9,320	12	703	810	30	-	10,875	-4.7%
Dec	9,952	10	710	799	97	-	11,568	-4.8%
<b>Total 2009</b>	<b>123,462</b>	<b>151</b>	<b>7,591</b>	<b>10,497</b>	<b>531</b>	<b>-</b>	<b>142,232</b>	<b>-5.4%</b>
<b>% Change 2008 to 2009</b>	<b>-1.8%</b>	<b>-69.1%</b>	<b>-30.5%</b>	<b>-12.2%</b>	<b>-55.9%</b>	<b>-</b>	<b>-5.4%</b>	

Domestic and  
International  
Totals

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL	% Change 2008 to 2009
Jan	24,489	9	1,023	8,318	153	532	34,524	-3.4%
Feb	22,137	21	974	7,587	155	456	31,330	-6.0%
Mar	25,393	7	1,157	7,883	192	520	35,152	-5.2%
Apr	24,693	16	1,051	7,797	172	510	34,239	-6.4%
May	26,502	6	1,084	8,479	196	560	36,827	-2.5%
Jun	26,386	21	1,041	8,042	136	755	36,381	-2.8%
Jul	27,984	13	1,157	8,047	183	804	38,188	-4.2%
Aug	27,991	19	1,113	8,171	184	792	38,270	-2.9%
Sep	24,097	16	1,097	6,743	151	684	32,788	-7.5%
Oct	23,708	22	1,145	7,113	141	542	32,671	-9.3%
Nov	22,984	17	1,145	6,730	141	552	31,569	-8.2%
Dec	24,306	14	1,333	6,687	213	436	32,989	-6.9%
<b>Total 2009</b>	<b>300,670</b>	<b>181</b>	<b>13,320</b>	<b>91,597</b>	<b>2,017</b>	<b>7,143</b>	<b>414,928</b>	<b>-5.4%</b>
<b>% Change 2008 to 2009</b>	<b>-4.2%</b>	<b>-66.4%</b>	<b>-24.9%</b>	<b>-3.3%</b>	<b>-30.1%</b>	<b>-17.1%</b>	<b>-5.4%</b>	

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

## 1.1.2 EWR

Monthly Totals 2009

## Commercial and Non-Commercial Aircraft Movements

### Domestic

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL	% Change 2008 to 2009
Jan	13,168	7	1,556	11,132	14	620	26,497	-4.3%
Feb	12,381	37	1,534	10,129	10	646	24,737	-3.6%
Mar	14,004	55	1,573	11,608	41	764	28,045	-3.4%
Apr	14,181	31	1,589	11,005	32	806	27,644	-5.7%
May	13,862	26	1,488	11,100	10	816	27,302	-6.3%
Jun	13,937	34	1,485	10,606	26	1,165	27,253	-5.8%
Jul	14,352	35	1,576	11,112	38	1,198	28,311	-7.2%
Aug	14,260	44	1,388	11,030	31	1,436	28,189	-6.0%
Sep	12,244	38	1,457	11,085	36	1,174	26,034	-3.2%
Oct	13,063	27	1,544	11,371	40	978	27,023	-8.5%
Nov	12,339	43	1,375	11,360	59	944	26,120	-4.1%
Dec	12,391	38	1,913	11,034	64	896	26,336	-3.1%
<b>Total 2009</b>	<b>160,182</b>	<b>415</b>	<b>18,478</b>	<b>132,572</b>	<b>401</b>	<b>11,443</b>	<b>323,491</b>	<b>-5.2%</b>
<b>% Change 2008 to 2009</b>	<b>-4.9%</b>	<b>131.8%</b>	<b>-15.3%</b>	<b>-3.6%</b>	<b>16.9%</b>	<b>-10.2%</b>	<b>-5.2%</b>	

### International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL	% Change 2008 to 2009
Jan	5,407	12	285	1,300	2	-	7,006	-5.3%
Feb	4,877	13	270	1,404	2	-	6,566	-5.9%
Mar	5,777	9	289	1,689	1	-	7,765	-1.7%
Apr	5,993	33	238	1,598	4	-	7,866	-5.8%
May	5,785	16	218	1,655	2	-	7,676	-8.9%
Jun	5,909	7	243	1,464	7	-	7,630	-5.7%
Jul	6,553	5	241	1,517	-	-	8,316	-3.0%
Aug	6,587	-	255	1,574	2	-	8,418	-3.2%
Sep	5,105	-	239	1,475	2	-	6,821	-8.6%
Oct	5,153	-	275	1,489	-	-	6,917	-6.9%
Nov	4,970	-	276	458	3	-	5,707	-16.2%
Dec	5,350	9	319	1,314	5	-	6,997	2.0%
<b>Total 2009</b>	<b>67,466</b>	<b>104</b>	<b>3,148</b>	<b>16,937</b>	<b>30</b>	<b>-</b>	<b>87,685</b>	<b>-5.7%</b>
<b>% Change 2008 to 2009</b>	<b>-5.5%</b>	<b>22.4%</b>	<b>-6.4%</b>	<b>-6.6%</b>	<b>-33.3%</b>	<b>-</b>	<b>-5.7%</b>	

### Domestic and International Totals

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER	TOTAL	% Change 2008 to 2009
Jan	18,575	19	1,841	12,432	16	620	33,503	-4.5%
Feb	17,258	50	1,804	11,533	12	646	31,303	-4.1%
Mar	19,781	64	1,862	13,297	42	764	35,810	-3.1%
Apr	20,174	64	1,827	12,603	36	806	35,510	-5.7%
May	19,647	42	1,706	12,755	12	816	34,978	-6.8%
Jun	19,846	41	1,728	12,070	33	1,165	34,883	-5.8%
Jul	20,905	40	1,817	12,629	38	1,198	36,627	-6.3%
Aug	20,847	44	1,643	12,604	33	1,436	36,607	-5.4%
Sep	17,349	38	1,696	12,560	38	1,174	32,855	-4.4%
Oct	18,216	27	1,819	12,860	40	978	33,940	-8.1%
Nov	17,309	43	1,651	11,818	62	944	31,827	-6.5%
Dec	17,741	47	2,232	12,348	69	896	33,333	-2.1%
<b>Total 2009</b>	<b>227,648</b>	<b>519</b>	<b>21,626</b>	<b>149,509</b>	<b>431</b>	<b>11,443</b>	<b>411,176</b>	<b>-5.3%</b>
<b>% Change 2008 to 2009</b>	<b>-5.1%</b>	<b>96.6%</b>	<b>-14.1%</b>	<b>-3.9%</b>	<b>11.1%</b>	<b>-10.2%</b>	<b>-5.3%</b>	

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



## 1.1.2 LGA

# Commercial and Non-Commercial Aircraft Movements

Monthly Totals 2009

### Domestic

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL	% Change 2008 to 2009
Jan	13,127	5	-	12,814	69	599	26,614	-12.1%
Feb	12,369	4	-	12,330	74	542	25,319	-8.6%
Mar	13,439	1	-	14,033	57	686	28,216	-8.0%
Apr	12,998	15	-	13,681	72	748	27,514	-9.6%
May	13,073	8	-	13,840	79	794	27,794	-10.8%
Jun	12,973	11	-	13,885	69	682	27,620	-6.8%
Jul	13,862	3	-	14,862	61	738	29,526	-5.2%
Aug	13,885	9	-	14,417	63	636	29,010	-6.3%
Sep	12,737	14	-	14,172	54	908	27,885	-6.5%
Oct	13,179	11	-	14,440	40	874	28,544	-8.4%
Nov	12,839	15	-	13,768	35	866	27,523	1.9%
Dec	12,459	-	-	12,677	20	422	25,578	-2.0%
<b>Total 2009</b>	<b>156,940</b>	<b>96</b>	<b>-</b>	<b>164,919</b>	<b>693</b>	<b>8,495</b>	<b>331,143</b>	<b>-7.0%</b>
<b>% Change 2008 to 2009</b>	<b>-10.4%</b>	<b>84.6%</b>	<b>-</b>	<b>-2.8%</b>	<b>41.4%</b>	<b>-21.8%</b>	<b>-7.0%</b>	

### International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL	% Change 2008 to 2009
Jan	917	-	-	856	2	-	1,775	-5.9%
Feb	984	-	-	811	1	-	1,796	7.3%
Mar	1,022	-	-	914	1	-	1,937	3.4%
Apr	974	-	-	874	4	-	1,852	-5.1%
May	979	-	-	937	2	-	1,918	-4.4%
Jun	886	-	-	938	3	-	1,827	-2.1%
Jul	925	1	-	972	3	-	1,901	-5.3%
Aug	888	1	-	1,003	-	-	1,892	-2.9%
Sep	883	-	-	1,174	1	-	2,058	6.6%
Oct	894	-	-	1,194	1	-	2,089	3.6%
Nov	862	-	-	1,071	1	-	1,934	5.2%
Dec	879	-	-	1,039	8	-	1,926	7.7%
<b>Total 2009</b>	<b>11,093</b>	<b>2</b>	<b>-</b>	<b>11,783</b>	<b>27</b>	<b>-</b>	<b>22,905</b>	<b>0.5%</b>
<b>% Change 2008 to 2009</b>	<b>-12.0%</b>	<b>-</b>	<b>-</b>	<b>16.0%</b>	<b>58.8%</b>	<b>-</b>	<b>0.5%</b>	

### Domestic and International Totals

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL	% Change 2008 to 2009
Jan	14,044	5	-	13,670	71	599	28,389	-11.8%
Feb	13,353	4	-	13,141	75	542	27,115	-7.6%
Mar	14,461	1	-	14,947	58	686	30,153	-7.3%
Apr	13,972	15	-	14,555	76	748	29,366	-9.3%
May	14,052	8	-	14,777	81	794	29,712	-10.4%
Jun	13,859	11	-	14,823	72	682	29,447	-6.5%
Jul	14,787	4	-	15,834	64	738	31,427	-5.2%
Aug	14,773	10	-	15,420	63	636	30,902	-6.1%
Sep	13,620	14	-	15,346	55	908	29,943	-5.7%
Oct	14,073	11	-	15,634	41	874	30,633	-7.6%
Nov	13,701	15	-	14,839	36	866	29,457	2.1%
Dec	13,338	-	-	13,716	28	422	27,504	-1.4%
<b>Total 2009</b>	<b>168,033</b>	<b>98</b>	<b>-</b>	<b>176,702</b>	<b>720</b>	<b>8,495</b>	<b>354,048</b>	<b>-6.6%</b>
<b>% Change 2008 to 2009</b>	<b>-10.5%</b>	<b>38.0%</b>	<b>-</b>	<b>-1.7%</b>	<b>42.0%</b>	<b>-21.8%</b>	<b>-6.6%</b>	

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

### 1.1.2 SWF

## Commercial and Non-Commercial Aircraft Movements

Monthly Totals 2009

#### Domestic

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL	% Change 2008 to 2009
Jan	122	-	80	446	-	1,662	2,310	-77.9%
Feb	112	-	74	409	-	2,850	3,445	-36.8%
Mar	124	-	76	442	-	2,977	3,619	-43.0%
Apr	120	-	80	452	-	2,972	3,624	-52.7%
May	124	-	76	456	-	3,473	4,129	-42.5%
Jun	120	-	76	443	-	3,045	3,684	-49.9%
Jul	124	-	86	474	-	3,681	4,365	-37.3%
Aug	124	-	76	468	-	3,511	4,179	-34.7%
Sep	120	-	80	458	-	3,676	4,334	-14.4%
Oct	124	-	86	467	-	3,214	3,891	11.9%
Nov	120	-	61	446	13	3,359	3,999	21.0%
Dec	120	-	82	456	10	2,318	2,986	-0.5%
<b>Total 2009</b>	<b>1,454</b>	<b>-</b>	<b>933</b>	<b>5,417</b>	<b>23</b>	<b>36,738</b>	<b>44,565</b>	<b>-38.6%</b>
<b>% Change</b>								
<b>2008 to 2009</b>	<b>-73.3%</b>	<b>n/a</b>	<b>-41.8%</b>	<b>-19.6%</b>	<b>91.7%</b>	<b>-37.6%</b>	<b>-38.6%</b>	

#### International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL	% Change 2008 to 2009
Jan	-	-	-	-	-	-	-	-
Feb	-	-	-	-	-	-	-	-
Mar	-	-	-	-	-	-	-	-
Apr	-	-	-	-	-	-	-	-
May	-	-	-	-	-	-	-	-
Jun	-	-	-	-	-	-	-	-
Jul	-	-	-	-	-	-	-	-
Aug	-	-	-	-	-	-	-	-
Sep	-	-	-	-	-	-	-	-
Oct	-	-	1	-	1	-	2	-
Nov	-	-	2	-	2	-	4	-
Dec	-	-	-	-	-	-	-	-
<b>Total 2009</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3</b>	<b>-</b>	<b>6</b>	<b>-</b>
<b>% Change</b>								
<b>2008 to 2009</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

#### Domestic and International Totals

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL	% Change 2008 to 2009
Jan	122	-	80	446	-	1,662	2,310	-77.9%
Feb	112	-	74	409	-	2,850	3,445	-36.8%
Mar	124	-	76	442	-	2,977	3,619	-43.0%
Apr	120	-	80	452	-	2,972	3,624	-52.7%
May	124	-	76	456	-	3,473	4,129	-42.5%
Jun	120	-	76	443	-	3,045	3,684	-49.9%
Jul	124	-	86	474	-	3,681	4,365	-37.3%
Aug	124	-	76	468	-	3,511	4,179	-34.7%
Sep	120	-	80	458	-	3,676	4,334	-14.4%
Oct	124	-	87	467	1	3,214	3,893	11.9%
Nov	120	-	63	446	15	3,359	4,003	21.0%
Dec	120	-	82	456	10	2,318	2,986	-0.5%
<b>Total 2009</b>	<b>1,454</b>	<b>-</b>	<b>936</b>	<b>5,417</b>	<b>26</b>	<b>36,738</b>	<b>44,571</b>	<b>-38.6%</b>
<b>% Change</b>								
<b>2008 to 2009</b>	<b>-73.3%</b>	<b>-</b>	<b>-41.9%</b>	<b>-19.6%</b>	<b>116.7%</b>	<b>-37.6%</b>	<b>-38.6%</b>	

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

## 1.1.2 TETERBORO

## Commercial and Non-Commercial Aircraft Movements

Monthly Totals 2009

### Domestic

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON- REVENUE	OTHER*	TOTAL	% Change 2008 to 2009
Jan	-	-	-	-	-	9,634	9,634	-30.7%
Feb	-	-	-	-	-	9,881	9,881	-26.9%
Mar	-	-	-	-	-	10,828	10,828	-24.7%
Apr	-	-	-	-	-	11,114	11,114	-23.5%
May	-	-	-	-	-	12,137	12,137	-21.0%
Jun	-	-	-	-	-	11,712	11,712	-18.3%
Jul	-	-	-	-	-	9,906	9,906	-22.7%
Aug	-	-	-	-	-	10,240	10,240	-9.7%
Sep	-	-	-	-	-	13,148	13,148	-7.0%
Oct	-	-	-	-	-	13,508	13,508	-2.2%
Nov	-	-	-	-	-	12,834	12,834	3.8%
Dec	-	-	-	-	-	12,948	12,948	8.3%
<b>Total 2009</b>	-	-	-	-	-	<b>137,890</b>	<b>137,890</b>	<b>-15.1%</b>
<b>% Change 2008 to 2009</b>	-	-	-	-	-	<b>-15.1%</b>	<b>-15.1%</b>	

### International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON- REVENUE	OTHER*	TOTAL	% Change 2008 to 2009
Jan	-	-	-	-	-	-	-	-
Feb	-	-	-	-	-	-	-	-
Mar	-	-	-	-	-	-	-	-
Apr	-	-	-	-	-	-	-	-
May	-	-	-	-	-	-	-	-
Jun	-	-	-	-	-	-	-	-
Jul	-	-	-	-	-	-	-	-
Aug	-	-	-	-	-	-	-	-
Sep	-	-	-	-	-	-	-	-
Oct	-	-	-	-	-	-	-	-
Nov	-	-	-	-	-	-	-	-
Dec	-	-	-	-	-	-	-	-
<b>Total 2009</b>	-	-	-	-	-	-	-	-
<b>% Change 2008 to 2009</b>	-	-	-	-	-	-	-	-

### Domestic and International Totals

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON- REVENUE	OTHER*	TOTAL	% Change 2008 to 2009
Jan	-	-	-	-	-	9,634	9,634	-30.7%
Feb	-	-	-	-	-	9,881	9,881	-26.9%
Mar	-	-	-	-	-	10,828	10,828	-24.7%
Apr	-	-	-	-	-	11,114	11,114	-23.5%
May	-	-	-	-	-	12,137	12,137	-21.0%
Jun	-	-	-	-	-	11,712	11,712	-18.3%
Jul	-	-	-	-	-	9,906	9,906	-22.7%
Aug	-	-	-	-	-	10,240	10,240	-9.7%
Sep	-	-	-	-	-	13,148	13,148	-7.0%
Oct	-	-	-	-	-	13,508	13,508	-2.2%
Nov	-	-	-	-	-	12,834	12,834	-100.0%
Dec	-	-	-	-	-	12,948	12,948	-100.0%
<b>Total 2009</b>	-	-	-	-	-	<b>137,890</b>	<b>137,890</b>	<b>-15.1%</b>
<b>% Change 2008 to 2009</b>	-	-	-	-	-	<b>-15.1%</b>	<b>-15.1%</b>	

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

## 1.1.2 REGION

## Commercial and Non-Commercial Aircraft Movements

Monthly Totals 2009

### Domestic

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% Change 2008 to 2009
Jan	40,768	13	2,060	31,768	188	13,047	87,844	-17.1%
Feb	38,038	46	2,027	29,694	195	14,375	84,375	-10.7%
Mar	42,854	57	2,153	33,131	244	15,775	94,214	-10.3%
Apr	42,102	48	2,144	32,119	215	16,150	92,778	-12.8%
May	42,540	34	2,036	33,047	236	17,780	95,673	-10.8%
Jun	42,609	47	2,031	32,038	198	17,359	94,282	-9.9%
Jul	44,603	46	2,171	33,486	245	16,327	96,878	-9.5%
Aug	44,572	54	1,924	33,045	263	16,615	96,473	-7.1%
Sep	39,095	52	2,012	31,603	211	19,590	92,563	-6.8%
Oct	40,317	39	2,086	32,528	180	19,116	94,266	-7.5%
Nov	38,962	63	1,878	31,494	218	18,555	91,170	-1.8%
Dec	39,324	42	2,618	30,055	210	17,020	89,269	-2.5%
<b>Total 2009</b>	<b>495,784</b>	<b>541</b>	<b>25,140</b>	<b>384,008</b>	<b>2,603</b>	<b>201,709</b>	<b>1,109,785</b>	<b>-9.1%</b>
<b>% Change 2008 to 2009</b>	<b>-7.7%</b>	<b>92.5%</b>	<b>-16.8%</b>	<b>-3.2%</b>	<b>3.1%</b>	<b>-20.4%</b>	<b>-9.1%</b>	

### International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% Change 2008 to 2009
Jan	16,462	20	884	3,098	52	-	20,516	-4.0%
Feb	14,822	29	825	2976	47	-	18,699	-5.7%
Mar	16,905	15	942	3438	48	-	21,348	-3.9%
Apr	16,857	47	814	3288	69	-	21,075	-6.2%
May	17,785	22	830	3420	53	-	22,110	-6.9%
Jun	17,602	26	814	3340	43	-	21,825	-4.8%
Jul	19,197	11	889	3498	40	-	23,635	-4.9%
Aug	19,163	19	908	3618	17	-	23,725	-4.7%
Sep	16,091	16	861	3504	33	-	20,505	-4.5%
Oct	15,804	21	965	3,546	43	-	20,379	-5.2%
Nov	15,152	12	981	2339	36	-	18,520	-7.7%
Dec	16,181	19	1,029	3152	110	-	20,491	-1.4%
<b>Total 2009</b>	<b>202,021</b>	<b>257</b>	<b>10,742</b>	<b>39,217</b>	<b>591</b>	<b>-</b>	<b>252,828</b>	<b>-5.0%</b>
<b>% Change 2008 to 2009</b>	<b>-3.7%</b>	<b>-56.6%</b>	<b>-24.9%</b>	<b>-2.6%</b>	<b>-53.4%</b>	<b>-</b>	<b>-5.0%</b>	

### Domestic and International Totals

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% Change 2008 to 2009
Jan	57,230	33	2,944	34,866	240	13,047	108,360	-14.9%
Feb	52,860	75	2,852	32,670	242	14,375	103,074	-9.8%
Mar	59,759	72	3,095	36,569	292	15,775	115,562	-9.2%
Apr	58,959	95	2,958	35,407	284	16,150	113,853	-11.6%
May	60,325	56	2,866	36,467	289	17,780	117,783	-10.1%
Jun	60,211	73	2,845	35,378	241	17,359	116,107	-9.0%
Jul	63,800	57	3,060	36,984	285	16,327	120,513	-8.6%
Aug	63,735	73	2,832	36,663	280	16,615	120,198	-6.6%
Sep	55,186	68	2,873	35,107	244	19,590	113,068	-6.4%
Oct	56,121	60	3,051	36,074	223	19,116	114,645	-7.1%
Nov	54,114	75	2,859	33,833	254	18,555	109,690	-2.9%
Dec	55,505	61	3,647	33,207	320	17,020	109,760	-2.3%
<b>Total 2009</b>	<b>697,805</b>	<b>798</b>	<b>35,882</b>	<b>423,225</b>	<b>3,194</b>	<b>201,709</b>	<b>1,362,613</b>	<b>-8.3%</b>
<b>% Change 2008 to 2009</b>	<b>-6.6%</b>	<b>-8.6%</b>	<b>-19.4%</b>	<b>-3.1%</b>	<b>-15.7%</b>	<b>-20.4%</b>	<b>-8.3%</b>	

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

## 1.2.1

*Annual Totals 1996 to 2009*

## Helicopter Movements

MONTH	JFK*	EWR*	LGA*	WEST 30TH STREET	DOWNTOWN**	TOTAL
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
2009	784	411		-	-	1,195

**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 2009 and 2008

## Helicopter Movements

2009	WEST 30TH						TOTAL
	MONTH	JFK*	EWR	LGA	STREET	DOWNTOWN**	
	Jan	91	105	-	-	-	196
	Feb	86	33	-	-	-	119
	Mar	120	97	-	-	-	217
	Apr	127	16	-	-	-	143
	May	120	48	-	-	-	168
	Jun	120	12	-	-	-	132
	Jul	60	50	-	-	-	110
	Aug	60	50	-	-	-	110
	Sep	-	-	-	-	-	-
	Oct	-	-	-	-	-	-
	Nov	-	-	-	-	-	-
	Dec	-	-	-	-	-	-
	<b>Total</b>	<b>784</b>	<b>411</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,195</b>

  

2008	WEST 30TH						TOTAL
	MONTH	JFK*	EWR	LGA	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
	<b>Total</b>	<b>2,237</b>	<b>1,734</b>	<b>-</b>	<b>-</b>	<b>67,784</b>	<b>71,755</b>

\* 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 1996 to 2009

## Aircraft Movements By Market

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
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	60,394	17,744	350,054
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	278,965	9,060	13,850	25,577	8,243	11,806	74,939	15,951	438,391
2009	263,724	8,972	11,289	29,220	7,228	11,854	68,572	14,069	414,928

### 1.3.1 EWR

Annual Totals 1996 to 2009

## Aircraft Movements By Market

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
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	337,158	3,911	25,538	8,713	4,068	4,480	46,992	3,194	434,054
2009	320,318	3,173	25,752	8,535	3,699	4,649	41,476	3,574	411,176

**Notes:** Transatlantic covers Europe, the Middle East and Africa, including India and Pakistan  
 Transpacific includes Pacific Rim countries, including China, Japan, Australia, New Zealand, "Indo-China", "Far East".  
 Latin America includes Central & South America less Mexico and the Caribbean and Bermuda markets.  
 "Domestic" includes Air Taxi, Business & Private, and Government. Helicopters are excluded.

### 1.3.1 LGA

## Aircraft Movements By Market

Annual Totals 1996 to 2009

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
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	356,118	-	22,076	714	-	-	-	-	378,908
2009	331,143	-	22,573	332	-	-	-	-	354,048

### 1.3.1 SWF

## Aircraft Movements By Market

Annual Totals 1996 to 2009

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
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
2009	44,565	0	0	0	0	0	6	0	44,571

### 1.3.1 REGION

## Aircraft Movements By Market

Annual Totals 1996 to 2009

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
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	95,130	20,751	1,399,338
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	1,207,309	12,971	61,464	35,004	12,311	16,286	121,939	19,145	1,486,429
2009	1,097,640	12,145	59,614	38,087	10,927	16,503	110,054	17,643	1,362,613

**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 2009: 560.59 Daily Average Nonstop Scheduled Departures to 157 Cities\*  
 JFK August 2009: 604.04 Daily Average Nonstop Scheduled Departures to 166 Cities\*  
 LGA August 2009: 510.31 Daily Average Nonstop Scheduled Departures to 76 Cities\*  
 SWF August 2009: 9.72 Daily Average Nonstop Scheduled Departures to 5 Cities\*

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

REGION	CITIES SERVED	EWR	JFK	LGA	SWF	Region
<b>DOMESTIC</b>						
Mid Western U.S.	DES MOINES, IOWA, US			0.86		0.86
	KANSAS CITY, MISSOURI, US	4.93	1	4.58		10.51
	MINNEAPOLIS/ST PAU, MN, US	10.29	5.72	7		23.01
	OMAHA, NEBRASKA, US	2.79		0.86		3.65
	ST LOUIS, MISSOURI, US	8.16	1.86	3.72		13.74
<b>*TOTAL REGION Mid Western U.S.</b>		<b>26.17</b>	<b>8.58</b>	<b>17.02</b>	<b>0</b>	<b>51.77</b>
Mountain U.S.	DENVER, COLORADO, US	6.71	3	7.35		17.06
	LAS VEGAS, NEVADA, US	6.42	10.84			17.26
	PHOENIX, ARIZONA, US	7	6.07			13.07
	SALT LAKE CITY, UTAH, US	2	5			7
<b>*TOTAL REGION Mountain U.S.</b>		<b>22.13</b>	<b>24.91</b>	<b>7.35</b>	<b>0</b>	<b>54.39</b>
North Central U.S.	AKRON/CANTON, OHIO, US			2		2
	APPLETON, WISCONSIN, US	0.07				0.07
	CHICAGO, ILLINOIS, US	21.04	9.86	44.14		75.04
	CINCINNATI, OHIO, US	8.28	3	5.43		16.71
	CLEVELAND, OHIO, US	5.72	3.86	9.81		19.39
	COLUMBUS, OHIO, US	5.58	2.93	14		22.51
	DAYTON, OHIO, US	2.58		3.44		
	DETROIT, MICHIGAN, US	12.37	4.07	13.55	2.86	32.85
	GRAND RAPIDS, MICHIGAN, US	1.72		0.86		2.58
	GREEN BAY/CLINTONVILLE, WI, US	0.07				0.07
	INDIANAPOLIS, INDIANA, US	5.44	2	9.89		17.33
	MADISON, WISCONSIN, US	1		0.86		1.86
	MILWAUKEE, WISCONSIN, US	5.23	1	8.44		14.67
	TRAVERSE CITY, MICHIGAN, US			1.12		1.12
<b>*TOTAL REGION North Central U.S.</b>		<b>69.1</b>	<b>26.72</b>	<b>113.54</b>	<b>2.86</b>	<b>206.2</b>
North East U.S.	ALBANY, NEW YORK, US	3.86	3	3.16		10.02
	BANGOR, MAINE, US		3	3.79		6.79
	BOSTON, MASSACHUSETTS, US	9.41	24	33.47		66.88
	BUFFALO, NEW YORK, US	5.14	14.44	9.17		28.75
	BURLINGTON, VERMONT, US	4	8.3	5.74		18.04
	HARRISBURG/YORK, PA, US	3.65				3.65
	HARTFORD, CONNECTICUT, US	2.86	2.86			5.72
	HYANNIS, MASSACHUSETTS, US			1.72		1.72
	ITHACA, NEW YORK, US	2.72		2.44		5.16
	MANCHESTER, NEW HAMPSHIRE, US	4		3.72		7.72
	MARTHAS VINEYARD, MA, US			3.86		3.86
	NANTUCKET, MASSACHUSETTS, US	2.72	3.3	3.86		9.88
	NEW YORK, NY/NEWRK, NJ, US	9	9.72			18.72
	PHILA, PA/CAMDEN, NJ, US	7.72	2	12.37	3.86	25.95
	PITTSBURGH, PA, US	6.79	7	7.67		21.46
	PORTLAND, MAINE, US	4	9.58	5.3		18.88
	PROVIDENCE, RHODE ISLAND, US	4		3.16		7.16
	ROCHESTER, NEW YORK, US	4.72	9.58	6.75		21.05
	SCRANTON/WILKES-BARRE, PA, US	3.86				3.86
	SYRACUSE, NEW YORK, US	3.86	8.58	6.89		19.33
<b>*TOTAL REGION North East U.S.</b>		<b>82.31</b>	<b>105.36</b>	<b>113.07</b>	<b>3.86</b>	<b>304.6</b>
South Central U.S.	BIRMINGHAM, ALABAMA, US			2.44		2.44
	KNOXVILLE, TENNESSEE, US	1.71		1.72		3.43
	LEXINGTON/FRANKFORT, KY, US			0.86		0.86
	LOUISVILLE, KENTUCKY, US	2.72		2.65		5.37
	MEMPHIS, TENNESSEE, US	4.44	2	2.86		9.3
<b>*TOTAL REGION South Central U.S.</b>		<b>13.59</b>	<b>4.86</b>	<b>13.39</b>	<b>0</b>	<b>31.84</b>

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

REGION	CITIES SERVED	EWR	JFK	LGA	SWF	Region
South East U.S.	AGUADILLA, PUERTO RICO (US)	1	2			3
	ASHEVILLE, NORTH CAROLINA, US	1		0.86		1.86
	ATLANTA, GEORGIA, US	21.36	6.7	24.2	1	53.26
	BALTIMORE, MARYLAND, US	4	4.65	9.31		17.96
	CHARLESTON, SOUTH CAROLINA, US	3.14		6.15		9.29
	CHARLESTON/DUNBAR, WV, US			0.86		0.86
	CHARLOTTE AMALIE, VI (US)	0.42	1.42			1.84
	CHARLOTTE, NORTH CAROLINA, US	15.35	10.72	10.08		36.15
	CHARLOTTESVILLE, VIRGINIA, US			1.86		1.86
	COLUMBIA, SOUTH CAROLINA, US			0.86		0.86
	FORT LAUDERDALE, FL, US	9.98	10.55	16.3	1	37.83
	FORT MYERS, FLORIDA, US	3	4	1		8
	GREENSBORO/HIGH POINT, NC, US	3.86		5.02		8.88
	GREENVILLE/SPRTNBG, SC, US	2.65		0.86		3.51
	JACKSONVILLE, FLORIDA, US	3.28	2.86	3.51		9.65
	MIAMI, FLORIDA, US	7.84	9	10		26.84
	MYRTLE BEACH, SC, US	1.28		3		4.28
	NEWPORT NEWS/WMSBG, VA, US			2		2
	NORFOLK/VA B/PT/CH, VA, US	5	3.79	5.95		14.74
	ORLANDO, FLORIDA, US	13.57	15.06	6.7	1	36.33
	PONCE, PUERTO RICO (US)		1			1
	RALEIGH/DURHAM, NC, US	6.65	12.51	20.06		39.22
	RICHMOND INTL, RICHMND, VA, US	4.72	6.58	5.74		17.04
	ROANOKE, VIRGINIA, US			2.44		2.44
	SAN JUAN, PUERTO RICO (US)	4	11.06			15.06
	SARASOTA/BRADENTON, FL, US		2			2
	SAVANNAH, GEORGIA, US	3.14		3.85		6.99
	TAMPA, FLORIDA, US	6.06	9	3.51		18.57
	WASHINGTON, DC, US	16.37	25.02	33.24		74.63
	WEST PALM BEACH/PALM B, FL, US	5	4	4		13
	WILMINGTON, NORTH CAROLINA, US			3		3
<b>*TOTAL REGION South East U.S.</b>		<b>142.67</b>	<b>141.92</b>	<b>184.36</b>	<b>3</b>	<b>471.95</b>
South Western U.S.	AUSTIN, TEXAS, US	2.58	1.86			4.44
	DALLAS/FORT WORTH, TX, US	10.3	2	15.3		27.6
	FAYETTEVILLE, ARKANSAS, US	1.37		2.16		3.53
	HOUSTON, TEXAS, US	11.07	3.86	8.37		23.3
	LITTLE ROCK, ARKANSAS, US	1				1
	NEW ORLEANS, LOUISIANA, US	2.86	2.86	1.57		7.29
	OKLAHOMA CITY, OK, US	1				1
	SAN ANTONIO, TEXAS, US	1.86				1.86
<b>*TOTAL REGION South Western U.S.</b>		<b>33.04</b>	<b>10.58</b>	<b>27.4</b>	<b>0</b>	<b>71.02</b>
Western U.S.	BURBANK, CALIFORNIA, US		2.86			2.86
	HONOLULU, OAHU, HAWAII, US	1				1
	LONG BEACH, CALIFORNIA, US		3			3
	LOS ANGELES, CA, US	8	28.36			36.36
	OAKLAND, CALIFORNIA, US		3			3
	PORTLAND, OREGON, US	3	2			5
	SACRAMENTO, CALIFORNIA, US		1			1
	SAN DIEGO, CALIFORNIA, US	4	5.86			9.86
	SAN FRANCISCO, CA, US	9.21	22			31.21
	SAN JOSE, CALIFORNIA, US		1			1
	SANTA ANA, CALIFORNIA, US	2.65				2.65
	SEATTLE/TACOMA, WA, US	7	6			13
<b>*TOTAL REGION Western U.S.</b>		<b>34.86</b>	<b>75.08</b>	<b>0</b>	<b>0</b>	<b>109.94</b>
<b>Domestic Daily-Each-Way Flight Averages</b>		<b>423.87</b>	<b>398.01</b>	<b>476.13</b>	<b>9.72</b>	<b>1301.71</b>

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

REGION	CITIES SERVED	EWR	JFK	LGA	SWF	Region
<b>International</b>						
Africa	ACCRA, GHANA		1			1
	CAIRO, EGYPT		1.85			1.85
	CASABLANCA, MOROCCO		1.42			
	DAKAR, SENEGAL		0.92			0.92
	JOHANNESBURG, SOUTH AFRICA		0.5			0.5
	<b>*TOTAL REGION Africa</b>	<b>0</b>	<b>5.69</b>	<b>0</b>	<b>0</b>	<b>5.69</b>
Australasia	SYDNEY, NS, AUSTRALIA Direct Service Via LAX		1			1
<b>*TOTAL REGION Australasia</b>		<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>
Canada, Green.	CALGARY, CANADA	1.86				1.86
	CHARLOTTETOWN, CANADA		0.28			0.28
	HALIFAX, CANADA	4.14	3	0.86		8
	MONCTON, CANADA	1				1
	MONTREAL, CANADA	8.58	7	10.02		25.6
	OTTAWA, CANADA	3.72		2.58		6.3
	QUEBEC, CANADA	4				4
	ST. JOHNS, CANADA	1				1
	TORONTO, CANADA	18.95	7.44	19.58		45.97
	VANCOUVER, CANADA	2	1			3
	<b>*TOTAL REGION Canada, Green.</b>	<b>45.25</b>	<b>18.72</b>	<b>33.04</b>	<b>0</b>	<b>97.01</b>
Caribbean	ANTIGUA, ANTIGUA & BARBUDA	0.56	0.42			0.98
	ARUBA, ARUBA	1.28	2.98	0.14		4.4
	BERMUDA, BERMUDA (UK)	2	2.58			4.58
	BONAIRE, NETH ANTILLES (NL)	0.14				0.14
	BRIDGETOWN, BARBADOS		1.28			1.28
	CURACAO, NETH ANTILLES (NL)	0.14				0.14
	GRAND CAYMAN, CAYMAN (BWI-UK)	0.14	0.42			0.56
	GRENADA, GRENADA & S GREN		0.58			0.58
	KINGSTON, JAMAICA		3			3
	MONTEGO BAY, JAMAICA	1	3.42			4.42
	NASSAU, BAHAMAS	2.14	3.14	1		6.28
	PORT AU PRINCE, HAITI		2			2
	PORT OF SPAIN, TRINIDAD & TOBA	1	4.79			5.79
	PROVIDENCIALES, TURKS & C (UK)		0.72			0.72
	PUERTO PLATA, DOMINICAN REP	1	2.72			3.72
	PUNTA CANA, DOMINICAN REPUBLIC	1.72	1.28			3
	SANTIAGO, DOMINICAN REPUBLIC		8			8
	SANTO DOMINGO, DO	1.71	9			10.71
	ST KITTS, ST KITTS & NEVIS		0.28			0.28
	ST LUCIA, ST LUCIA		0.28			0.28
	ST MARTIN, NETH ANTIL (NL)	1.13	1.56			2.69
	<b>*TOTAL REGION Caribbean</b>	<b>13.96</b>	<b>48.45</b>	<b>1.14</b>	<b>0</b>	<b>63.55</b>
Europe	AMSTERDAM, NETHERLANDS	3	3.72			6.72
	ATHENS, GREECE	1	2.14			3.14
	BARCELONA, SPAIN	1	2			3
	BELFAST, NORTHERN IRE, UK	1				1
	BERLIN, GERMANY	1	1			2
	BIRMINGHAM, ENGLAND, UK	1				1
	BRISTOL, ENGLAND, UK	1				1
	BRUSSELS, BELGIUM	2	3			5
	BUCHAREST, ROMANIA		0.58			0.58
	BUDAPEST, HUNGARY		0.86			0.86
	COLOGNE/BONN/DUSSELDORF, GERMANY	1	1			2
	COPENHAGEN, DENMARK	1.86				1.86
	DUBLIN, IRELAND	2	3			5
	EDINBURGH, SCOTLAND, UK	2	1			3
	FRANKFURT, GERMANY	3	4			7
	GENEVA, SWITZERLAND	1	1			2
	GLASGOW/PRESTWICK, SCOTLAND, UK	1				1
	HAMBURG, GERMANY	1				1
	HELSINKI, FINLAND		1.42			1.42
	KEFLAVIK/REYKJAVIK, IS		1.14			1.14
	KIEV, UKRAINE		1.44			1.44
	KRAKOW, POLAND	0.14				0.14
	LIEGE, BELGIUM		0.21			0.21
	LISBON, PORTUGAL	2				2
	LONDON, ENGLAND, UK	7.86	17.28			25.14
	LYON, FRANCE		0.72			0.72
	MADRID, SPAIN	2	4			6
	MALAGA, SPAIN		0.72			0.72
	MANCHESTER, ENGLAND, UK	2	1.14			3.14
	MILAN, ITALY	1	3			4
	MOSCOW, RUSSIA		2			2

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

REGION	CITIES SERVED	EWR	JFK	LGA	SWF	Region
	MUNICH, GERMANY	1	1			2
	NAPLES, ITALY		0.28			0.28
	NICE, FRANCE		1			1
	OSLO, NORWAY	1				1
	PALERMO, ITALY		0.28			0.28
	PARIS, FRANCE	4.86	8.14			
	PISA, ITALY		0.86			
	PORTO, PORTUGAL	0.42				
	PRAGUE, CZECH REPUBLIC		1.42			
	PRISTINA, YUGOSLAVIA		0.14			0.14
	RIGA, LATVIA		0.14			0.14
	ROME, ITALY	2.72	4.72			7.44
	RZESZOW, POLAND	0.14	0.14			0.28
	SHANNON, IRELAND	1	1.72			2.72
	STOCKHOLM, SWEDEN	2.14				2.14
	TIRANA, ALBANIA		0.07			0.07
	VALENCIA, SPAIN		0.58			0.58
	VENICE, ITALY		1			1
	VIENNA, AUSTRIA		1			1
	WARSAW, POLAND	0.7	1.28			1.98
	ZURICH, SWITZERLAND	1.72	4			5.72
<b>*TOTAL REGION Europe</b>		<b>54.56</b>	<b>84.14</b>	<b>0</b>	<b>0</b>	<b>138.7</b>
Far East	BEIJING, CHINA	1	1			2
	BOMBAY, INDIA	1	1			2
	DELHI, INDIA	1	1			2
	HONG KONG, CHINA	1	2			3
	LAHORE, PAKISTAN		0.14			0.14
	SEOUL, SOUTH KOREA		3			3
	SHANGHAI, CHINA	1	0.58			1.58
	SINGAPORE, SINGAPORE	0.72				0.72
	TAIPEI, TAIWAN	0.29				0.29
	TAIPEI, TAIWAN Direct Service Via ANC	0.29	0.58			0.87
	TOKYO, JAPAN	1	4.42			5.42
<b>*TOTAL REGION Far East</b>		<b>7.3</b>	<b>13.72</b>	<b>0</b>	<b>0</b>	<b>21.02</b>
Middle America	BELIZE CITY, BELIZE	0.14				0.14
	CAN CUN, MEXICO	3.28	2.86			6.14
	GUATEMALA CITY, GUATEMALA	0.28				0.28
	LIBERIA, COSTA RICA	0.14				0.14
	MEXICO CITY, MEXICO	2	4.84			6.84
	PANAMA CITY, PANAMA	1.28	1			2.28
	PUERTO VALLARTA, MEXICO	0.28				0.28
	SAN JOSE DEL CABO, MEXICO	0.42				0.42
	SAN JOSE, COSTA RICA	2	0.7			2.7
	SAN PEDRO SULA, HONDURAS	0.14	0.28			0.42
	SAN SALVADOR, EL SALVADOR	0.14	2			2.14
<b>*TOTAL REGION Middle America</b>		<b>10.1</b>	<b>11.68</b>	<b>0</b>	<b>0</b>	<b>21.78</b>
Middle East	ABU DHABI, UNITED ARAB EM		1			1
	AMMAN, JORDAN		1.3			1.3
	DOHA, QATAR		1			1
	DUBAI, UNITED ARAB EM		2			2
	ISTANBUL, TURKEY		2			2
	JEDDAH, SAUDI ARABIA		0.35			0.35
	KUWAIT, KUWAIT		0.42			0.42
	RIYADH, SAUDI ARABIA		0.21			0.21
	TEL AVIV, ISRAEL	2.84	3.07			5.91
<b>*TOTAL REGION Middle East</b>		<b>2.84</b>	<b>11.35</b>	<b>0</b>	<b>0</b>	<b>14.19</b>
South America	BOGOTA, COLOMBIA	1	2.22			3.22
	BUENOS AIRES, ARGENTINA		1			1
	CARACAS, VENEZUELA		0.28			0.28
	GEORGETOWN, GUYANA		0.93			0.93
	GUAYAQUIL, ECUADOR		1.14			1.14
	LIMA, PERU	1	1			2
	MEDELLIN, COLOMBIA		1			1
	RIO DE JANEIRO, RJ, BRAZIL		0.57			0.57
	SANTIAGO, CHILE		0.57			0.57
	SAO PAULO, BRAZIL	1	3.86			4.86
<b>*TOTAL REGION South America</b>		<b>3</b>	<b>12.57</b>	<b>0</b>	<b>0</b>	<b>15.57</b>
<b>International Daily-Each-Way Flight Averages</b>		<b>137.01</b>	<b>207.32</b>	<b>34.18</b>	<b>0</b>	<b>378.51</b>
<b>System Daily-Each-Way Flight Averages</b>		<b>560.88</b>	<b>605.33</b>	<b>510.31</b>	<b>9.72</b>	<b>1,686</b>



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

## 2.1.1 Ranked by Passengers

## Top 50 Domestic Airport Comparisons

U.S. Passenger Traffic

2009	RANK	AIRPORT	# OF PASSENGERS	% Change 2008-2009
	1	ATLANTA GA, US (ATL)	87,993,451	(2.3)
	2	CHICAGO IL, US (ORD)	64,397,891	(8.8)
	3	LOS ANGELES CA, US (LAX)	56,518,605	(5.5)
	4	DALLAS/FORT WORTH TX, US (DFW)	56,030,457	(1.9)
	5	DENVER CO, US (DEN)	50,167,485	(2.1)
	6	NEW YORK NY, US (JFK)	45,912,430	(3.9)
	7	LAS VEGAS NV, US (LAS)	40,460,310	(8.2)
	8	HOUSTON TX, US (IAH)	39,993,236	(4.1)
	9	PHOENIX AZ, US (PHX)	37,824,982	(5.2)
	10	SAN FRANCISCO CA, US (SFO)	37,366,287	0.2
	11	CHARLOTTE NC, US (CLT)	34,577,808	(0.5)
	12	MIAMI FL, US (MIA)	33,886,025	(0.5)
	13	ORLANDO FL, US (MCO)	33,731,431	(5.4)
	14	NEWARK NJ, US (EWR)	33,400,626	(5.5)
	15	MINNEAPOLIS MN, US (MSP)	32,350,365	(4.8)
	16	DETROIT MI, US (DTW)	31,263,621	(11.0)
	17	SEATTLE WA, US (SEA)	31,231,927	(3.0)
	18	PHILADELPHIA PA, US (PHL)	30,613,239	(3.8)
	19	BOSTON MA, US (BOS)	25,512,086	(2.3)
	20	WASHINGTON, DC, US (IAD)	23,073,665	(2.7)
	21	NEW YORK NY, US (LGA)	22,142,956	(4.0)
	22	FORT LAUDERDALE, FL, US (FLL)	21,056,622	(6.9)
	23	BALTIMORE MD, US (BWI)	20,962,338	0.3
	24	SALT LAKE CITY UT, US (SLC)	20,522,276	(2.6)
	25	WASHINGTON DC, US (DCA)	17,568,095	(2.5)
	26	CHICAGO IL, US (MDW)	17,089,378	(1.5)
	27	SAN DIEGO CA, US (SAN)	16,980,448	(6.3)
	28	TAMPA FL, US (TPA)	16,965,545	(7.1)
	29	PORTLAND OR, US (PDX)	12,929,432	(9.6)
	30	ST LOUIS MO, US (STL)	12,780,794	(11.4)
	31	CINCINNATI OH, US (CVG)	10,619,048	(22.1)
	32	KANSAS CITY MO, US (MCI)	10,041,155	(10.1)
	33	MEMPHIS TN, US (MEM)	9,882,153	(6.2)
	34	CLEVELAND OH, US (CLE)	9,715,604	(12.5)
	35	OAKLAND CA, US (OAK)	9,506,281	(17.2)
	36	RALEIGH-DURHAM NC, US (RDU)	8,967,888	(7.7)
	37	NASHVILLE TN, US (BNA)	8,934,356	(5.2)
	38	SACRAMENTO CA, US (SMF)	8,914,510	(10.7)
	39	SANTA ANA, CA, US (SNA)	8,705,259	(3.2)
	40	HOUSTON TX, US (HOU)	8,494,927	(3.2)
	41	SAN JOSE CA, US (SJC)	8,321,750	(14.4)
	42	AUSTIN TX, US (AUS)	8,220,898	(9.1)
	43	PITTSBURGH PA, US (PIT)	8,031,175	(7.7)
	44	MILWAUKEE WI, US (MKE)	7,946,562	(0.1)
	45	SAN ANTONIO TX, US (SAT)	7,823,577	(6.4)
	46	NEW ORLEANS LA, US (MSY)	7,785,685	(2.3)
	47	DALLAS TX, US (DAL)	7,744,297	(3.9)
	48	INDIANAPOLIS IN, US (IND)	7,458,003	(8.0)
	49	FORT MYERS FL, US (RSW)	7,415,958	(2.5)
	50	COLUMBUS OH, US (CMH)	6,233,485	(9.8)

Source: Airports Council International - Preliminary Worldwide Airport Traffic Report - Calendar Year 2009

## 2.1.2 Ranked by Passengers

## Top 50 Worldwide Airport Comparisons

Worldwide Passenger Traffic

2009	RANK	AIRPORT	# OF PASSENGERS	% Change 2008-2009
	1	ATLANTA GA, US (ATL)	87,993,451	(2.3)
	2	LONDON, GB (LHR)	66,037,578	(1.5)
	3	BEIJING, CN (PEK)	65,329,851	16.8
	4	CHICAGO IL, US (ORD)	64,397,891	(8.8)
	5	TOKYO, JP (HND)	61,903,656	(7.2)
	6	PARIS, FR (CDG)	57,884,954	(4.9)
	7	LOS ANGELES CA, US (LAX)	56,518,605	(5.5)
	8	DALLAS/FORT WORTH TX, US (DFW)	56,030,457	(1.9)
	9	FRANKFURT, DE (FRA)	50,932,840	(4.7)
	10	DENVER CO, US (DEN)	50,167,485	(2.1)
	11	MADRID, ES (MAD)	48,248,890	(5.1)
	12	NEW YORK NY, US (JFK)	45,912,430	(3.9)
	13	HONG KONG, HK (HKG)	45,560,888	(4.8)
	14	AMSTERDAM, NL (AMS)	43,569,553	(8.1)
	15	DUBAI, AE (DXB)	40,901,752	9.2
	16	BANGKOK, TH (BKK)	40,500,269	4.9
	17	LAS VEGAS NV, US (LAS)	40,460,310	(8.2)
	18	HOUSTON TX, US (IAH)	39,993,236	(4.1)
	19	PHOENIX AZ, US (PHX)	37,824,982	(5.2)
	20	SAN FRANCISCO CA, US (SFO)	37,366,287	0.2
	21	SINGAPORE, SG (SIN)	37,203,978	(1.3)
	22	GUANGZHOU, CN (CAN)	37,048,550	10.8
	23	JAKARTA, ID (CGK)	36,466,823	13.3
	24	CHARLOTTE NC, US (CLT)	34,577,808	(0.5)
	25	MIAMI FL, US (MIA)	33,886,025	(0.5)
	26	ORLANDO FL, US (MCO)	33,731,431	(5.4)
	27	ROME, IT (FCO)	33,723,213	(4.0)
	28	SYDNEY, AU (SYD)	33,444,687	0.4
	29	NEWARK NJ, US (EWR)	33,400,626	(5.5)
	30	MUNICH, DE (MUC)	32,681,067	(5.4)
	31	LONDON, GB (LGW)	32,401,046	(5.3)
	32	MINNEAPOLIS MN, US (MSP)	32,350,365	(4.8)
	33	TOKYO, JP (NRT)	32,135,191	(4.0)
	34	SHANGHAI, CN (PVG)	31,902,992	13.0
	35	DETROIT MI, US (DTW)	31,263,621	(11.0)
	36	SEATTLE WA, US (SEA)	31,231,927	(3.0)
	37	PHILADELPHIA PA, US (PHL)	30,613,239	(3.8)
	38	TORONTO ON, CA (YYZ)	30,366,640	(6.1)
	39	ISTANBUL, TR (IST)	29,854,119	4.3
	40	KUALA LUMPUR, MY (KUL)	29,682,093	7.8
	41	INCHEON, KR (ICN)	28,677,161	(4.9)
	42	BARCELONA, ES (BCN)	27,301,493	(9.7)
	43	BOSTON MA, US (BOS)	25,512,086	(2.3)
	44	NEW DELHI, IN (DEL)	25,251,379	8.6
	45	MELBOURNE, AU (MEL)	25,248,762	1.4
	46	PARIS, FR (ORY)	25,102,357	(4.2)
	47	SHANGHAI, CN (SHA)	25,078,548	9.6
	48	MUMBAI, IN (BOM)	24,804,766	1.9
	49	SHENZHEN, CN (SZX)	24,486,406	14.4
	50	MEXICO CITY, MX (MEX)	24,396,682	(6.9)
	55	NEW YORK NY, US (LGA)	22,142,956	(4.0)

Source: Airports Council International - Preliminary Worldwide Airport Traffic Report - Calendar Year 2009

Note: Stewart International Airport does not rank among the top 300 airports worldwide.

## 2.2.1 JFK

Annual Totals 1996 to 2009

## Commercial Passenger Traffic

### Domestic

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1996	11,845,775	87,150	1,769,330	13,702,255
1997	12,022,071	91,328	1,798,228	13,911,627
1998	11,032,963	373,908	1,807,696	13,214,567
1999	11,677,151	82,156	1,744,540	13,503,847
2000	12,387,187	89,634	1,683,059	14,159,880
2001	12,199,426	174,530	987,524	13,361,480
2002	13,527,370	13,751	1,061,757	14,602,878
2003	15,521,729	25,848	889,281	16,436,858
2004	18,715,056	27,031	1,346,335	20,088,422
2005	20,191,321	32,482	1,867,751	22,091,554
2006	20,852,450	14,754	2,136,295	23,003,499
2007	23,013,637	4,893	3,155,161	26,173,691
2008	21,951,475	3,423	3,249,170	25,204,068
2009	20,796,078	2,023	3,217,279	24,015,380

### International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1996	17,077,555	292,423	83,263	17,453,241
1997	17,129,702	252,652	63,450	17,445,804
1998	17,442,416	322,212	79,900	17,844,528
1999	17,677,968	440,676	85,940	18,204,584
2000	18,098,059	481,954	87,971	18,667,984
2001	15,628,297	279,144	81,131	15,988,572
2002	14,998,373	266,427	71,534	15,336,334
2003	15,027,413	205,487	66,731	15,299,631
2004	17,193,781	193,278	99,976	17,487,035
2005	18,475,387	175,027	150,017	18,800,431
2006	19,347,908	105,573	172,303	19,625,784
2007	21,247,184	123,382	173,556	21,544,122
2008	22,197,030	66,035	335,983	22,599,048
2009	21,562,927	15,419	321,343	21,899,689

### Domestic and International Totals

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1996	28,923,330	379,573	1,852,593	31,155,496
1997	29,151,773	343,980	1,861,678	31,357,431
1998	28,475,379	696,120	1,887,596	31,059,095
1999	29,355,119	522,832	1,830,480	31,708,431
2000	30,485,246	571,588	1,771,030	32,827,864
2001	27,827,723	453,674	1,068,655	29,350,052
2002	28,525,743	280,178	1,133,291	29,939,212
2003	30,549,142	231,335	956,012	31,736,489
2004	35,908,837	220,309	1,446,311	37,575,457
2005	38,666,708	207,509	2,017,768	40,891,985
2006	40,200,358	120,327	2,308,598	42,629,283
2007	44,260,821	128,275	3,328,717	47,717,813
2008	44,148,505	69,458	3,585,153	47,803,116
2009	42,359,005	17,442	3,538,622	45,915,069

## 2.2.1 EWR

Annual Totals 1996 to 2009

## Commercial Passenger Traffic

### Domestic

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1996	21,745,707	661,822	2,121,637	24,529,166
1997	22,620,188	435,291	2,271,508	25,326,987
1998	22,941,044	511,028	2,404,735	25,856,807
1999	23,242,960	302,192	2,367,417	25,912,569
2000	23,595,344	85,934	2,107,215	25,788,493
2001	21,236,975	41,416	2,204,855	23,483,246
2002	19,117,433	32,190	2,698,186	21,847,809
2003	18,376,457	104,991	3,300,433	21,781,881
2004	18,829,569	45,397	4,160,289	23,035,255
2005	19,076,699	12,566	4,624,203	23,713,468
2006	20,730,608	12,593	4,862,251	25,605,452
2007	20,852,616	15,489	4,746,005	25,614,110
2008	18,985,016	13,661	5,223,627	24,222,304
2009	17,404,573	29,749	5,347,804	22,782,126

### International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1996	4,241,647	346,651	-	4,588,298
1997	5,352,324	266,546	-	5,618,870
1998	6,605,229	113,838	-	6,719,067
1999	7,550,534	159,583	-	7,710,117
2000	8,143,710	157,479	99,019	8,400,208
2001	7,239,702	171,408	206,135	7,617,245
2002	6,966,505	134,861	271,600	7,372,966
2003	7,180,301	138,223	350,109	7,668,633
2004	8,310,732	87,378	460,007	8,858,117
2005	8,880,039	20,661	465,076	9,365,776
2006	9,423,024	8,173	598,050	10,029,247
2007	10,116,577	2,718	633,805	10,753,100
2008	10,470,509	36,835	631,200	11,138,544
2009	10,050,224	6,432	560,425	10,617,081

### Domestic and International Totals

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1996	25,987,354	1,008,473	2,121,637	29,117,464
1997	27,972,512	701,837	2,271,508	30,945,857
1998	29,546,273	624,866	2,404,735	32,575,874
1999	30,793,494	461,775	2,367,417	33,622,686
2000	31,739,054	243,413	2,206,234	34,188,701
2001	28,476,677	212,824	2,410,990	31,100,491
2002	26,083,938	167,051	2,969,786	29,220,775
2003	25,556,758	243,214	3,650,542	29,450,514
2004	27,140,301	132,775	4,620,296	31,893,372
2005	27,956,738	33,227	5,089,279	33,079,244
2006	30,153,632	20,766	5,460,301	35,634,699
2007	30,969,193	18,207	5,379,810	36,367,210
2008	29,455,525	50,496	5,854,827	35,360,848
2009	27,454,797	36,181	5,908,229	33,399,207

## 2.2.1 LGA

*Annual Totals 1996 to 2009*

## Commercial Passenger Traffic

### Domestic

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1996	18,327,660	38,346	971,100	19,337,106
1997	19,166,445	24,449	1,114,357	20,305,251
1998	20,366,692	6,500	1,197,603	21,570,795
1999	21,080,537	7,150	1,504,373	22,592,060
2000	21,835,951	12,412	2,165,476	24,013,839
2001	19,162,097	9,260	2,203,906	21,375,263
2002	17,801,507	4,862	3,063,206	20,869,575
2003	17,987,478	9,314	3,438,454	21,435,246
2004	19,231,252	6,162	3,954,196	23,191,610
2005	19,987,813	4,770	4,425,678	24,418,261
2006	19,777,748	3,239	4,715,995	24,496,982
2007	18,853,913	5,354	4,940,098	23,799,365
2008	17,244,972	2,884	4,693,536	21,941,392
2009	16,102,463	6,120	5,034,430	21,143,013

### International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1996	1,316,265	141	45,624	1,362,030
1997	1,203,800	143	98,254	1,302,197
1998	1,160,032	-	81,108	1,241,140
1999	1,268,410	45	66,408	1,334,863
2000	1,270,120	667	75,408	1,346,195
2001	1,140,410	1,192	3,009	1,144,611
2002	1,070,218	615	46,271	1,117,104
2003	945,468	53	102,003	1,047,524
2004	1,017,152	-	244,441	1,261,593
2005	1,286,730	114	184,285	1,471,129
2006	1,053,851	-	259,770	1,313,621
2007	948,317	562	278,023	1,226,902
2008	832,185	1,249	298,230	1,131,664
2009	684,911	95	325,217	1,010,223

### Domestic and International Totals

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1996	19,643,925	38,487	1,016,724	20,699,136
1997	20,370,245	24,592	1,212,611	21,607,448
1998	21,526,724	6,500	1,278,711	22,811,935
1999	22,348,947	7,195	1,570,781	23,926,923
2000	23,106,071	13,079	2,240,884	25,360,034
2001	20,302,507	10,452	2,206,915	22,519,874
2002	18,871,725	5,477	3,109,477	21,986,679
2003	18,932,946	9,367	3,540,457	22,482,770
2004	20,248,404	6,162	4,198,637	24,453,203
2005	21,274,543	4,884	4,609,963	25,889,390
2006	20,831,599	3,239	4,975,765	25,810,603
2007	19,802,230	5,916	5,218,121	25,026,267
2008	18,077,157	4,133	4,991,766	23,073,056
2009	16,787,374	6,215	5,359,647	22,153,236

## 2.2.1 SWF

*Annual Totals 1996 to 2009*

## Commercial Passenger Traffic

### Domestic

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
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	68,531	-	241,246	309,777
2007	646,058	-	267,869	913,927
2008	536,627	-	252,680	789,307
2009	180,154	-	209,911	390,065

### International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
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	180	-	19	199
2007	-	-	-	-
2008	-	-	-	-
2009	-	-	-	-

### Domestic and International Totals

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
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	68,711	-	241,265	309,976
2007	646,058	-	267,869	913,927
2008	536,627	-	252,680	789,307
2009	180,154	-	209,911	390,065

## 2.2.1 REGION

Annual Totals 1996 to 2009

## Commercial Passenger Traffic

### Domestic

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1996	52,649,168	787,318	4,862,067	58,298,553
1997	54,527,892	551,068	5,184,093	60,263,053
1998	54,858,796	891,436	5,410,034	61,160,266
1999	56,362,791	391,498	5,616,330	62,370,619
2000	58,220,901	187,980	5,955,750	64,364,631
2001	52,882,458	225,206	5,396,285	58,503,949
2002	50,674,144	50,803	6,823,149	57,548,096
2003	52,286,128	140,153	7,628,168	60,054,449
2004	57,286,440	78,590	9,460,820	66,825,850
2005	59,654,047	49,818	10,917,632	70,621,497
2006	61,429,337	30,586	11,955,787	73,415,710
2007	63,366,224	25,736	13,109,133	76,501,093
2008	58,718,090	19,968	13,419,013	72,157,071
2009	54,483,268	37,892	13,809,424	68,330,584

### International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1996	22,635,473	639,215	128,887	23,403,575
1997	23,685,832	519,341	161,704	24,366,877
1998	25,208,027	436,050	161,008	25,805,085
1999	26,497,248	600,304	152,348	27,249,900
2000	27,512,117	640,100	262,398	28,414,615
2001	24,008,534	451,744	290,275	24,750,553
2002	23,035,096	401,903	389,405	23,826,404
2003	23,153,557	343,763	518,843	24,016,163
2004	26,521,665	280,656	804,424	27,606,745
2005	28,642,162	195,802	799,378	29,637,342
2006	29,824,963	113,746	1,030,142	30,968,851
2007	32,312,078	126,662	1,085,384	33,524,124
2008	33,499,724	104,119	1,265,413	34,869,256
2009	32,298,062	21,946	1,206,985	33,526,993

### Domestic and International Totals

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1996	75,284,641	1,426,533	4,990,954	81,702,128
1997	78,213,724	1,070,409	5,345,797	84,629,930
1998	80,066,823	1,327,486	5,571,042	86,965,351
1999	82,860,039	991,802	5,768,678	89,620,519
2000	85,733,018	828,080	6,218,148	92,779,246
2001	76,890,992	676,950	5,686,560	83,254,502
2002	73,709,240	452,706	7,212,554	81,374,500
2003	75,439,685	483,916	8,147,011	84,070,612
2004	83,808,105	359,246	10,265,244	94,432,595
2005	88,296,209	245,620	11,717,010	100,258,839
2006	91,254,300	144,332	12,985,929	104,384,561
2007	95,678,302	152,398	14,194,517	110,025,217
2008	92,217,814	124,087	14,684,426	107,026,327
2009	86,781,330	59,838	15,016,409	101,857,577



## 2.2.2 JFK

Monthly Totals 2009

Commercial  
Passenger Traffic

Domestic					TOTAL REVENUE	% Change	Non-Revenue
	MONTH	SCHEDULED	CHARTER	COMMUTER	PASSENGERS	2008 to 2009	Passengers
	Jan	1,521,666	0	247,193	1,768,859	-7.0%	67,637
	Feb	1,445,709	728	221,979	1,668,416	-6.8%	63,214
	Mar	1,767,705	0	269,099	2,036,804	-7.4%	72,271
	Apr	1,779,339	64	271,323	2,050,726	-4.9%	68,075
	May	1,795,838	0	313,054	2,108,892	-3.9%	74,868
	Jun	1,864,178	330	299,098	2,163,606	-5.1%	87,463
	Jul	2,025,840	102	315,776	2,341,718	-4.6%	82,400
	Aug	2,051,921	175	301,957	2,354,053	-3.6%	80,071
	Sep	1,619,744	0	241,746	1,861,490	-1.2%	79,088
	Oct	1,676,147	0	266,237	1,942,384	-2.5%	83,309
	Nov	1,572,456	530	233,375	1,806,361	-4.6%	75,074
	Dec	1,675,535	94	236,442	1,912,071	-5.1%	74,602
	<b>Total 2009</b>	<b>20,796,078</b>	<b>2,023</b>	<b>3,217,279</b>	<b>24,015,380</b>	<b>-4.7%</b>	<b>908,072</b>
	<b>% Change</b>						
	<b>2008 to 2009</b>	<b>-5.3%</b>	<b>-40.9%</b>	<b>-1.0%</b>	<b>-4.7%</b>		<b>2.5%</b>

  

International					TOTAL REVENUE	% Change	Non-Revenue
	MONTH	SCHEDULED	CHARTER	COMMUTER	PASSENGERS	2008 to 2009	Passengers
	Jan	1,569,140	479	24,467	1,594,086	-5.6%	35,427
	Feb	1,312,691	2,153	20,350	1,335,194	-9.7%	41,577
	Mar	1,593,669	661	23,460	1,617,790	-13.5%	37,239
	Apr	1,752,272	1,349	21,267	1,774,888	-0.6%	38,815
	May	1,773,813	405	25,688	1,799,906	-8.6%	38,510
	Jun	1,920,900	1,191	28,219	1,950,310	-5.1%	40,981
	Jul	2,217,501	47	35,312	2,252,860	-2.7%	45,664
	Aug	2,340,939	2,759	37,021	2,380,719	0.0%	44,636
	Sep	1,873,103	1,518	27,790	1,902,411	3.3%	42,549
	Oct	1,826,491	3,118	28,627	1,858,236	2.1%	49,908
	Nov	1,600,937	965	23,654	1,625,556	1.1%	42,866
	Dec	1,781,471	774	25,488	1,807,733	1.2%	41,260
	<b>Total 2009</b>	<b>21,562,927</b>	<b>15,419</b>	<b>321,343</b>	<b>21,899,689</b>	<b>-3.1%</b>	<b>499,432</b>
	<b>% Change</b>						
	<b>2008 to 2009</b>	<b>-2.9%</b>	<b>-76.7%</b>	<b>-4.4%</b>	<b>-3.1%</b>		<b>6.5%</b>

  

Domestic and International Totals					TOTAL REVENUE	% Change	Non-Revenue
	MONTH	SCHEDULED	CHARTER	COMMUTER	PASSENGERS	2008 to 2009	Passengers
	Jan	3,090,806	479	271,660	3,362,945	-6.3%	103,064
	Feb	2,758,400	2,881	242,329	3,003,610	-8.1%	104,791
	Mar	3,361,374	661	292,559	3,654,594	-10.2%	109,510
	Apr	3,531,611	1,413	292,590	3,825,614	-3.0%	106,890
	May	3,569,651	405	338,742	3,908,798	-6.1%	113,378
	Jun	3,785,078	1,521	327,317	4,113,916	-5.1%	128,444
	Jul	4,243,341	149	351,088	4,594,578	-3.7%	128,064
	Aug	4,392,860	2,934	338,978	4,734,772	-1.8%	124,707
	Sep	3,492,847	1,518	269,536	3,763,901	1.0%	121,637
	Oct	3,502,638	3,118	294,864	3,800,620	-0.3%	133,217
	Nov	3,173,393	1,495	257,029	3,431,917	-2.0%	117,940
	Dec	3,457,006	868	261,930	3,719,804	-2.2%	115,862
	<b>Total 2009</b>	<b>42,359,005</b>	<b>17,442</b>	<b>3,538,622</b>	<b>45,915,069</b>	<b>-3.9%</b>	<b>1,407,504</b>
	<b>% Change</b>						
	<b>2008 to 2009</b>	<b>-4.1%</b>	<b>-74.9%</b>	<b>-1.3%</b>	<b>-3.9%</b>		<b>3.9%</b>

## 2.2.2 EWR

Monthly Totals 2009

## Commercial Passenger Traffic

Domestic					TOTAL REVENUE	% Change	Non-Revenue
	MONTH	SCHEDULED	CHARTER	COMMUTER	PASSENGERS	2008 to 2009	Passengers
	Jan	1,240,085	218	366,061	1,606,364	-13.5%	68,797
	Feb	1,203,461	1,499	343,165	1,548,125	-13.6%	62,405
	Mar	1,483,823	2,405	459,626	1,945,854	-11.9%	72,364
	Apr	1,558,836	1,827	445,866	2,006,529	-5.6%	71,849
	May	1,495,091	1,940	467,920	1,964,951	-7.4%	72,879
	Jun	1,543,878	2,072	454,307	2,000,257	-7.2%	79,272
	Jul	1,707,374	3,173	497,397	2,207,944	-2.8%	73,643
	Aug	1,684,156	4,347	478,827	2,167,330	-4.4%	78,531
	Sep	1,309,370	3,308	445,801	1,758,479	0.5%	69,784
	Oct	1,442,809	2,599	479,405	1,924,813	-3.2%	72,958
	Nov	1,350,066	3,608	456,142	1,809,816	-0.2%	69,124
	Dec	1,385,624	2,753	453,287	1,841,664	-1.6%	62,719
	<b>Total 2009</b>	<b>17,404,573</b>	<b>29,749</b>	<b>5,347,804</b>	<b>22,782,126</b>	<b>-5.9%</b>	<b>854,325</b>
	<b>% Change</b>						
	<b>2008 to 2009</b>	<b>-8.3%</b>	<b>117.8%</b>	<b>2.4%</b>	<b>-5.9%</b>		<b>6.5%</b>

International					TOTAL REVENUE	% Change	Non-Revenue
	MONTH	SCHEDULED	CHARTER	COMMUTER	PASSENGERS	2008 to 2009	Passengers
	Jan	705,014	548	38,352	743,914	-8.9%	18,567
	Feb	621,658	527	44,606	666,791	-12.0%	16,027
	Mar	794,514	769	57,088	852,371	-12.1%	18,470
	Apr	901,714	2,368	51,076	955,158	1.0%	18,379
	May	865,294	800	53,100	919,194	-9.2%	19,186
	Jun	899,111	578	47,188	946,877	-7.4%	20,255
	Jul	1,034,242	222	53,984	1,088,448	-4.2%	24,029
	Aug	1,078,093	0	56,067	1,134,160	-1.1%	22,935
	Sep	798,955	0	44,598	843,553	-3.9%	18,515
	Oct	809,345	48	52,256	861,649	-1.7%	17,748
	Nov	727,572	0	13,939	741,511	-3.6%	16,158
	Dec	814,712	572	48,171	863,455	6.8%	16,439
	<b>Total 2009</b>	<b>10,050,224</b>	<b>6,432</b>	<b>560,425</b>	<b>10,617,081</b>	<b>-4.7%</b>	<b>226,708</b>
	<b>% Change</b>						
	<b>2008 to 2009</b>	<b>-4.0%</b>	<b>-82.5%</b>	<b>-11.2%</b>	<b>-4.7%</b>		<b>-6.5%</b>

Domestic and International Totals					TOTAL REVENUE	% Change	Non-Revenue
	MONTH	SCHEDULED	CHARTER	COMMUTER	PASSENGERS	2008 to 2009	Passengers
	Jan	1,945,099	766	404,413	2,350,278	-12.1%	87,364
	Feb	1,825,119	2,026	387,771	2,214,916	-13.1%	78,432
	Mar	2,278,337	3,174	516,714	2,798,225	-12.0%	90,834
	Apr	2,460,550	4,195	496,942	2,961,687	-3.6%	90,228
	May	2,360,385	2,740	521,020	2,884,145	-8.0%	92,065
	Jun	2,442,989	2,650	501,495	2,947,134	-7.3%	99,527
	Jul	2,741,616	3,395	551,381	3,296,392	-3.3%	97,672
	Aug	2,762,249	4,347	534,894	3,301,490	-3.3%	101,466
	Sep	2,108,325	3,308	490,399	2,602,032	-0.9%	88,299
	Oct	2,252,154	2,647	531,661	2,786,462	-2.8%	90,706
	Nov	2,077,638	3,608	470,081	2,551,327	-1.2%	85,282
	Dec	2,200,336	3,325	501,458	2,705,119	0.9%	79,158
	<b>Total 2009</b>	<b>27,454,797</b>	<b>36,181</b>	<b>5,908,229</b>	<b>33,399,207</b>	<b>-5.5%</b>	<b>1,081,033</b>
	<b>% Change</b>						
	<b>2008 to 2009</b>	<b>-6.8%</b>	<b>-28.3%</b>	<b>0.9%</b>	<b>-5.5%</b>		<b>3.4%</b>

## 2.2.2 LGA

Monthly Totals 2009

## Commercial Passenger Traffic

Domestic					TOTAL REVENUE	% Change	Non-Revenue
	MONTH	SCHEDULED	CHARTER	COMMUTER	PASSENGERS	2008 to 2009	Passengers
	Jan	1,143,624	469	269,551	1,413,644	-13.2%	51,609
	Feb	1,081,220	85	285,422	1,366,727	-14.4%	48,037
	Mar	1,283,636	73	381,421	1,665,130	-13.6%	54,351
	Apr	1,340,369	767	414,868	1,756,004	-8.3%	52,265
	May	1,336,912	505	429,490	1,766,907	-11.4%	56,166
	Jun	1,374,210	693	458,989	1,833,892	-6.0%	58,983
	Jul	1,541,919	146	488,945	2,031,010	-1.3%	65,487
	Aug	1,562,986	765	484,712	2,048,463	-0.7%	59,115
	Sep	1,309,069	864	453,639	1,763,572	6.9%	52,809
	Oct	1,394,384	866	496,955	1,892,205	4.4%	56,941
	Nov	1,338,158	887	451,792	1,790,837	10.4%	54,159
	Dec	1,395,976	0	418,646	1,814,622	5.3%	50,473
	Total 2009	16,102,463	6,120	5,034,430	21,143,013	-3.6%	660,395
	% Change 2008 to 2009	-6.6%	112.2%	7.3%	-3.6%		-13.5%

International					TOTAL REVENUE	% Change	Non-Revenue
	MONTH	SCHEDULED	CHARTER	COMMUTER	PASSENGERS	2008 to 2009	Passengers
	Jan	47,196	-	20,955	68,151	-23.6%	3,462
	Feb	49,921	-	18,327	68,248	-23.4%	3,884
	Mar	60,358	-	22,173	82,531	-15.7%	1,347
	Apr	60,092	-	22,508	82,600	-11.3%	4,671
	May	66,024	-	25,461	91,485	-9.4%	1,634
	Jun	58,514	-	27,806	86,320	-10.2%	1,541
	Jul	62,346	42	30,659	93,047	-6.6%	1,944
	Aug	62,707	53	33,570	96,330	-11.1%	2,162
	Sep	52,236	-	34,340	86,576	-4.5%	1,600
	Oct	59,002	-	33,482	92,484	-1.1%	1,487
	Nov	50,101	-	26,542	76,643	-9.6%	1,454
	Dec	56,414	-	29,394	85,808	-2.8%	1,332
	Total 2009	684,911	95	325,217	1,010,223	-10.7%	26,518
	% Change 2008 to 2009	-17.7%	-	9.0%	-10.7%		43.6%

Domestic and International Totals					TOTAL REVENUE	% Change	Non-Revenue
	MONTH	SCHEDULED	CHARTER	COMMUTER	PASSENGERS	2008 to 2009	Passengers
	Jan	1,190,820	469	290,506	1,481,795	-13.8%	55,071
	Feb	1,131,141	85	303,749	1,434,975	-14.9%	51,921
	Mar	1,343,994	73	403,594	1,747,661	-13.7%	55,698
	Apr	1,400,461	767	437,376	1,838,604	-8.4%	56,936
	May	1,402,936	505	454,951	1,858,392	-11.3%	57,800
	Jun	1,432,724	693	486,795	1,920,212	-6.2%	60,524
	Jul	1,604,265	188	519,604	2,124,057	-1.6%	67,431
	Aug	1,625,693	818	518,282	2,144,793	-1.2%	61,277
	Sep	1,361,305	864	487,979	1,850,148	6.3%	54,409
	Oct	1,453,386	866	530,437	1,984,689	4.1%	58,428
	Nov	1,388,259	887	478,334	1,867,480	9.4%	55,613
	Dec	1,452,390	0	448,040	1,900,430	4.9%	51,805
	Total 2009	16,787,374	6,215	5,359,647	22,153,236	-4.0%	686,913
	% Change 2008 to 2009	-7.1%	50.4%	7.4%	-4.0%		-12.1%

## 2.2.2 SWF

Monthly Totals 2009

## Commercial Passenger Traffic

Domestic	MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% Change 2008 to 2009	Non-Revenue Passengers
	Jan	15,241	0	15,428	30,669	-64.8%	370
	Feb	14,306	0	15,685	29,991	-65.3%	206
	Mar	15,375	0	16,411	31,786	-70.2%	378
	Apr	14,850	0	17,433	32,283	-64.1%	335
	May	15,445	0	18,710	34,155	-52.7%	431
	Jun	14,762	0	18,050	32,812	-52.1%	423
	Jul	16,697	0	19,356	36,053	-52.3%	612
	Aug	16,477	0	19,786	36,263	-50.1%	487
	Sep	12,511	0	18,105	30,616	-8.6%	342
	Oct	14,414	0	18,943	33,357	-1.3%	406
	Nov	14,738	0	16,154	30,892	-1.2%	386
	Dec	15,338	0	15,850	31,188	-1.6%	396
	<b>Total 2009</b>	<b>180,154</b>	<b>0</b>	<b>209,911</b>	<b>390,065</b>	<b>-50.6%</b>	<b>4,772</b>
	<b>% Change 2008 to 2009</b>	<b>-66.4%</b>	<b>-</b>	<b>-16.9%</b>	<b>-50.6%</b>		<b>-40.1%</b>

International	MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% Change 2008 to 2009	Non-Revenue Passengers
	Jan	-	-	-	-	-	-
	Feb	-	-	-	-	-	-
	Mar	-	-	-	-	-	-
	Apr	-	-	-	-	-	-
	May	-	-	-	-	-	-
	Jun	-	-	-	-	-	-
	Jul	-	-	-	-	-	-
	Aug	-	-	-	-	-	-
	Sep	-	-	-	-	-	-
	Oct	-	-	-	-	-	-
	Nov	-	-	-	-	-	-
	Dec	-	-	-	-	-	-
	<b>Total 2009</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>
	<b>% Change 2008 to 2009</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

Domestic and International Totals	MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% Change 2008 to 2009	Non-Revenue Passengers
	Jan	15,241	0	15,428	30,669	-64.8%	370
	Feb	14,306	0	15,685	29,991	-65.3%	206
	Mar	15,375	0	16,411	31,786	-70.2%	378
	Apr	14,850	0	17,433	32,283	-64.1%	335
	May	15,445	0	18,710	34,155	-52.7%	431
	Jun	14,762	0	18,050	32,812	-52.1%	423
	Jul	16,697	0	19,356	36,053	-52.3%	612
	Aug	16,477	0	19,786	36,263	-50.1%	487
	Sep	12,511	0	18,105	30,616	-8.6%	342
	Oct	14,414	0	18,943	33,357	-1.3%	406
	Nov	14,738	0	16,154	30,892	-1.2%	386
	Dec	15,338	0	15,850	31,188	-1.6%	396
	<b>Total 2009</b>	<b>180,154</b>	<b>0</b>	<b>209,911</b>	<b>390,065</b>	<b>-50.6%</b>	<b>4,772</b>
	<b>% Change 2008 to 2009</b>	<b>-66.4%</b>	<b>-</b>	<b>-16.9%</b>	<b>-50.6%</b>		<b>-40.1%</b>

## 2.2.2 REGION

Monthly Totals 2009

## Commercial Passenger Traffic

Domestic					TOTAL REVENUE	% Change	Non-Revenue
	MONTH	SCHEDULED	CHARTER	COMMUTER	PASSENGERS	2008 to 2009	Passengers
	Jan	3,920,616	687	898,233	4,819,536	-12.0%	188,413
	Feb	3,744,696	2,312	866,251	4,613,259	-12.3%	173,862
	Mar	4,550,539	2,478	1,126,557	5,679,574	-11.8%	199,364
	Apr	4,693,394	2,658	1,149,490	5,845,542	-7.0%	192,524
	May	4,643,286	2,445	1,229,174	5,874,905	-8.0%	204,344
	Jun	4,797,028	3,095	1,230,444	6,030,567	-6.6%	226,141
	Jul	5,291,830	3,421	1,321,474	6,616,725	-3.5%	222,142
	Aug	5,315,540	5,287	1,285,282	6,606,109	-3.5%	218,204
	Sep	4,250,694	4,172	1,159,291	5,414,157	1.8%	202,023
	Oct	4,527,754	3,465	1,261,540	5,792,759	-0.6%	213,614
	Nov	4,275,418	5,025	1,157,463	5,437,906	1.5%	198,743
	Dec	4,472,473	2,847	1,124,225	5,599,545	-0.8%	188,190
	<b>Total 2009</b>	<b>54,483,268</b>	<b>37,892</b>	<b>13,809,424</b>	<b>68,330,584</b>	<b>-5.3%</b>	<b>2,427,564</b>
	<b>% Change</b>						
	<b>2008 to 2009</b>	<b>-7.2%</b>	<b>89.8%</b>	<b>2.9%</b>	<b>-5.3%</b>		<b>-1.3%</b>

International					TOTAL REVENUE	% Change	Non-Revenue
	MONTH	SCHEDULED	CHARTER	COMMUTER	PASSENGERS	2008 to 2009	Passengers
	Jan	2,321,350	1,027	83,774	2,406,151	-7.2%	57,456
	Feb	1,984,270	2,680	83,283	2,070,233	-11.0%	61,488
	Mar	2,448,541	1,430	102,721	2,552,692	-13.1%	57,056
	Apr	2,714,078	3,717	94,851	2,812,646	-0.5%	61,865
	May	2,705,131	1,205	104,249	2,810,585	-8.8%	59,330
	Jun	2,878,525	1,769	103,213	2,983,507	-6.0%	62,777
	Jul	3,314,089	311	119,955	3,434,355	-3.3%	71,637
	Aug	3,481,739	2,812	126,658	3,611,209	-0.6%	69,733
	Sep	2,724,294	1,518	106,728	2,832,540	0.8%	62,664
	Oct	2,694,838	3,166	114,365	2,812,369	0.8%	69,143
	Nov	2,378,610	965	64,135	2,443,710	-0.7%	60,478
	Dec	2,652,597	1,346	103,053	2,756,996	2.7%	59,031
	<b>Total 2009</b>	<b>32,298,062</b>	<b>21,946</b>	<b>1,206,985</b>	<b>33,526,993</b>	<b>-3.8%</b>	<b>752,658</b>
	<b>% Change</b>						
	<b>2008 to 2009</b>	<b>-3.6%</b>	<b>-78.9%</b>	<b>-4.6%</b>	<b>-3.8%</b>		<b>3.1%</b>

Domestic and International Totals					TOTAL REVENUE	% Change	Non-Revenue
	MONTH	SCHEDULED	CHARTER	COMMUTER	PASSENGERS	2008 to 2009	Passengers
	Jan	6,241,966	1,714	982,007	7,225,687	-10.4%	245,869
	Feb	5,728,966	4,992	949,534	6,683,492	-11.9%	235,350
	Mar	6,999,080	3,908	1,229,278	8,232,266	-12.2%	256,420
	Apr	7,407,472	6,375	1,244,341	8,658,188	-5.0%	254,389
	May	7,348,417	3,650	1,333,423	8,685,490	-8.2%	263,674
	Jun	7,675,553	4,864	1,333,657	9,014,074	-6.4%	288,918
	Jul	8,605,919	3,732	1,441,429	10,051,080	-3.5%	293,779
	Aug	8,797,279	8,099	1,411,940	10,217,318	-2.5%	287,937
	Sep	6,974,988	5,690	1,266,019	8,246,697	1.5%	264,687
	Oct	7,222,592	6,631	1,375,905	8,605,128	-0.1%	282,757
	Nov	6,654,028	5,990	1,221,598	7,881,616	0.8%	259,221
	Dec	7,125,070	4,193	1,227,278	8,356,541	0.4%	247,221
	<b>Total 2009</b>	<b>86,781,330</b>	<b>59,838</b>	<b>15,016,409</b>	<b>101,857,577</b>	<b>-4.8%</b>	<b>3,180,222</b>
	<b>% Change</b>						
	<b>2008 to 2009</b>	<b>-5.9%</b>	<b>-51.8%</b>	<b>2.3%</b>	<b>-4.8%</b>		<b>-0.3%</b>

### 2.3.1

## Passenger Traffic in Helicopters

*Annual Totals 1996 to 2009*

YEAR	JFK	EWR	LGA	DOWNTOWN	TOTAL
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
2009				-	-

**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 2009 and 2008

2009	MONTH	JFK	EWR	LGA	DOWNTOWN	TOTAL
	Jan				-	-
	Feb				-	-
	Mar				-	-
	Apr				-	-
	May				-	-
	Jun				-	-
	Jul				-	-
	Aug				-	-
	Sep				-	-
	Oct				-	-
	Nov				-	-
	Dec				-	-
	<b>Annual Total for 2009</b>				-	-

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				-	-
	<b>Annual Total for 2008</b>				<b>234,185</b>	<b>234,185</b>

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

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

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

## 2.4.1 JFK

Annual Totals 1996 to 2009

## Passenger Traffic By Market

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
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	23,823,575	1,380,493	453,484	3,650,590	890,555	1,696,021	13,761,056	2,147,342	47,803,116
2009	22,787,547	1,227,833	363,393	3,828,019	757,431	1,758,428	13,089,214	2,103,204	45,915,069

## 2.4.1 EWR

Annual Totals 1996 to 2009

## Passenger Traffic By Market

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
1996	23,813,992	715,174	565,738	651,345	275,480	103,779	2,855,100	136,856	29,117,464
1997	24,670,114	33	628,296	608,601	290,047	261,454	3,645,959	184,513	30,289,017
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
2009	22,280,525	501,601	1,024,726	1,098,468	479,071	622,518	6,682,120	710,178	33,399,207

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

Transpacific includes Pacific Rim counties, including China, Japan, Australia, New Zealand, "Indo-China", "Far East".

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

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

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



## 2.4.1 LGA

Annual Totals 1996 to 2009

## Passenger Traffic By Market

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
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
2009	21,143,013	-	977,324	32,899	-	-	-	-	22,153,236

## 2.4.1 SWF

Annual Totals 1996 to 2009

## Passenger Traffic By Market

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
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
2009	390,065	-	-	-	-	-	-	-	390,065

## 2.4.1 REGION

Annual Totals 1996 to 2009

## Passenger Traffic By Market

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
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	70,179,622	1,977,449	2,575,804	4,836,153	1,402,016	2,273,768	20,997,675	2,783,840	107,026,327
2009	66,601,150	1,729,434	2,365,443	4,959,386	1,236,502	2,380,946	19,771,334	2,813,382	101,857,577

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

## 2.5.1 JFK

Top 20 Carriers

## 2009 Revenue Passenger Traffic by Airline

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	JETBLUE AIRWAYS	10,107,496	1,630,631	11,738,127	25.6%
2	DELTA	4,702,657	3,592,863	8,295,520	43.6%
3	AMERICAN	3,315,200	3,109,546	6,424,746	57.6%
4	COMAIR, Inc.	1,959,434	147,515	2,106,949	62.2%
5	BRITISH AIRWAYS	-	1,117,695	1,117,695	64.6%
6	AIR FRANCE	-	918,919	918,919	66.6%
7	VIRGIN AMERICA	906,709	-	906,709	68.6%
8	UNITED	875,500	-	875,500	70.5%
9	AMERICAN EAGLE	542,920	173,828	716,748	72.1%
10	VIRGIN ATLANTIC	-	553,694	553,694	73.3%
11	LUFTHANSA	-	526,661	526,661	74.4%
12	CATHAY PACIFIC	-	515,852	515,852	75.6%
13	NORTHWEST	400,117	106,696	506,813	76.7%
14	AER LINGUS	-	422,121	422,121	77.6%
15	US AIRWAYS	416,498	-	416,498	78.5%
16	EL AL	-	404,280	404,280	79.4%
17	EMIRATES AIRLINES & SKY CARGO	-	390,413	390,413	80.2%
18	KLM	-	383,629	383,629	81.1%
19	AIR JAMAICA	-	376,182	376,182	81.9%
20	ALITALIA	-	372,065	372,065	82.7%
@TOP 20		23,226,531	14,742,590	37,969,121	
TOTAL AIRPORT		24,015,380	21,899,689	45,915,069	

## 2.5.1 EWR

Top 20 Carriers

## 2009 Revenue Passenger Traffic by Airline

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	CONTINENTAL	11,427,479	6,947,974	18,375,453	55.0%
2	CONTINENTAL EXP: EXP. JET	2,910,490	-	3,353,315	65.1%
3	CONTINENTAL:EXP: COLGAN AIR	1,532,959	-	1,532,959	69.6%
4	AMERICAN	1,158,804	-	1,158,804	73.1%
5	DELTA	948,571	83,934	1,032,505	76.2%
6	JETBLUE AIRWAYS	994,596	-	994,596	79.2%
7	UNITED	890,339	-	890,339	81.9%
8	US AIRWAYS	858,691	-	858,691	84.4%
9	LUFTHANSA	-	490,420	490,420	85.9%
10	NORTHWEST	339,236	59,700	398,936	87.1%
11	CONTINENTAL CNCT: COMMUTAIR	361,955	-	361,955	88.2%
12	VIRGIN ATLANTIC	-	-	317,006	89.1%
13	BRITISH AIRWAYS	-	312,026	312,026	90.1%
14	NW AIRLINK:COMPASS	267,709	-	267,709	90.9%
15	SAS	-	-	251,566	91.6%
16	AIRTRAN AIRWAYS	224,025	-	224,025	92.3%
17	AIR CANADA	-	202,680	202,680	92.9%
18	ALASKA AIRLINES	190,371	-	190,371	93.5%
19	AIR INDIA	-	184,155	184,155	94.0%
20	EL AL	-	-	162,751	94.5%
@TOP 20		22,105,225	8,280,889	31,560,262	
TOTAL AIRPORT		22,782,126	10,617,081	33,399,207	

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

## 2.5.1 LGA

Top 20 Carriers

## 2009 Revenue Passenger Traffic by Airline

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	AMERICAN	3,878,425	51,581	3,930,006	17.7%
2	DELTA	2,518,022	23,607	2,541,629	29.2%
3	US AIRWAYS	1,900,880	9,292	1,910,172	37.8%
4	NORTHWEST	1,765,055	-	1,765,055	45.8%
5	UNITED	1,380,048	-	1,380,048	52.0%
6	AIRTRAN AIRWAYS	1,049,937	-	1,049,937	56.8%
7	SPIRIT AIRLINES	983,060	-	983,060	61.2%
8	USAIR EXP: AIR WISCONSIN	903,760	-	903,760	65.3%
9	AMERICAN EAGLE	588,090	222,898	810,988	68.9%
10	COMAIR, Inc.	791,615	-	791,615	72.5%
11	USAIR EXP-PIEDMONT	745,107	-	745,107	75.9%
12	CONTINENTAL	740,232	-	740,232	79.2%
13	JETBLUE AIRWAYS	724,408	-	724,408	82.5%
14	AIR CANADA	-	600,431	600,431	85.2%
15	DELTA CONNECT:SHUTTLE AMERICA	496,550	-	496,550	87.4%
16	DELTA SHUTTLE	382,670	-	382,670	89.2%
17	US AIRWAYS:REPUBLIC AIRLINE	346,127	-	346,127	90.7%
18	USAIR EXP-CHAUTAUQUA	343,251	-	343,251	92.3%
19	SOUTHWEST AIRLINES	306,707	-	306,707	93.7%
20	MIDWEST AIRLINES, INC.	291,804	-	291,804	95.0%
@TOP 20		20,135,748	907,809	21,043,557	
TOTAL AIRPORT		21,143,013	1,010,223	22,153,236	

## 2.5.1 SWF

Top 20 Carriers

## 2009 Revenue Passenger Traffic by Airline

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	JETBLUE AIRWAYS	180,154	-	180,154	46.2%
2	USAIR EXP: AIR WISCONSIN	76,649	-	76,649	65.8%
3	NW AIRLINK:PINNACLE	76,466	-	76,466	85.4%
4	DELTA: ASA	43,290	-	43,290	96.5%
5	USAIR EXP-PIEDMONT	9,088	-	9,088	98.9%
6	USAIR EXP-CHAUTAUQUA	4,418	-	4,418	100.0%
7	-	-	-	-	100.0%
8	-	-	-	-	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		390,065	0	390,065	
TOTAL AIRPORT		390,065	0	390,065	

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

## 2.5.1 Region

Top 20 Carriers

## 2009 Revenue Passenger Traffic by Airline

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	CONTINENTAL	12,167,711	6,947,974	19,115,685	18.8%
2	JETBLUE AIRWAYS	12,006,654	1,630,631	13,637,285	32.2%
3	DELTA	8,169,250	3,700,404	11,869,654	43.8%
4	AMERICAN	8,352,429	3,161,127	11,513,556	55.1%
5	CONTINENTAL EXP: EXP. JET	2,973,921	442,825	3,416,746	58.5%
6	US AIRWAYS	3,176,069	9,292	3,185,361	61.6%
7	UNITED	3,145,887	-	3,145,887	64.7%
8	COMAIR, Inc.	2,839,868	147,515	2,987,383	67.6%
9	NORTHWEST	2,504,408	166,396	2,670,804	70.2%
10	CONTINENTAL:EXP: COLGAN AIR	1,532,959	-	1,532,959	71.7%
11	AMERICAN EAGLE	1,131,010	396,726	1,527,736	73.2%
12	BRITISH AIRWAYS	-	1,429,721	1,429,721	74.6%
13	AIRTRAN AIRWAYS	1,273,962	-	1,273,962	75.9%
14	AIR FRANCE	-	1,057,684	1,057,684	76.9%
15	LUFTHANSA	-	1,017,081	1,017,081	77.9%
16	USAIR EXP: AIR WISCONSIN	989,354	-	989,354	78.9%
17	SPIRIT AIRLINES	983,640	-	983,640	79.9%
18	VIRGIN AMERICA	906,709	-	906,709	80.8%
19	VIRGIN ATLANTIC	-	870,700	870,700	81.6%
20	AIR CANADA	-	829,261	829,261	82.4%
<b>@TOP 20</b>		<b>62,153,831</b>	<b>21,807,337</b>	<b>83,961,168</b>	
<b>TOTAL AIRPORTS</b>		<b>68,330,584</b>	<b>33,526,993</b>	<b>101,857,577</b>	

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

## 2.6.1 JFK

## Passenger Traffic by Terminal

2009 Passengers	DOMESTIC		INTERNATIONAL		TOTAL
	TERMINAL BUILDING	Inbound	Outbound	Inbound	
Terminal 1	-	-	1,832,100	1,855,913	3,688,013
Terminal 2	1,969,552	1,993,653	71,357	76,158	4,110,720
Terminal 3	1,384,170	1,255,920	1,600,309	1,621,928	5,862,327
Terminal 4	893,258	998,333	4,071,695	3,419,956	9,383,242
Terminal 5	5,076,614	5,030,882	216,341	818,385	11,142,222
Terminal 6 (closed Oct. 2008)	-	-	-	-	-
Terminal 7	781,813	773,065	1,224,704	1,215,604	3,995,186
Terminal 8	1,941,760	1,916,360	1,933,615	1,941,624	7,733,359
Terminal Location Varies	-	-	-	-	-
Total	12,047,167	11,968,213	10,950,121	10,949,568	45,915,069

## 2.6.1 EWR

2009 Passengers	DOMESTIC		INTERNATIONAL		TOTAL	
	TERMINAL BUILDING	Inbound	Outbound	Inbound		Outbound
	Terminal A	3,780,689	3,750,732	335,505		381,607
	Terminal B	905,011	857,467	2,669,395		1,429,283
	Terminal C	6,675,135	6,813,092	2,313,540		3,487,751
	Total	11,360,835	11,421,291	5,318,440	5,298,641	33,399,207

## 2.6.1 LGA

2009 Passengers	DOMESTIC		INTERNATIONAL		TOTAL
	TERMINAL BUILDING	Inbound	Outbound	Inbound	
Central Terminal Building	5,216,807	5,274,855	496,228	481,096	11,468,986
Delta Terminal	2,633,812	2,675,355	12,015	11,592	5,332,774
Marine Air Terminal	433,840	445,380	-	-	879,220
US Airways Terminal	2,228,162	2,234,802	4,532	4,760	4,472,256
Total	10,512,621	10,630,392	512,775	497,448	22,153,236

## 2.6.1 SWF

2009 Passengers	DOMESTIC		INTERNATIONAL		TOTAL
	TERMINAL BUILDING	Inbound	Outbound	Inbound	
Airline Terminal	195,133	194,932	-	-	390,065
Total	195,133	194,932	0	0	390,065

**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 2009

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

### Kennedy International Airport

1	Los Angeles, CA, US	2,477,140	85.4%	40.4%	AA	34.7%	DL	25.9%
2	San Francisco, CA, US	1,843,700	84.6%	40.6%	AA	27.7%	UA	23.5%
3	Orlando, Florida, US	1,097,390	88.7%	63.1%	B6	65.8%	DL	26.9%
4	Las Vegas, Nevada, US	1,014,750	89.7%	71.6%	DL	37.4%	B6	35.7%
5	Miami, Florida, US	954,200	46.5%	33.8%	AA	69.1%	DL	29.7%
6	San Juan, Puerto Rico (US)	902,730	84.1%	57.9%	B6	51.7%	AA	38.8%
7	Fort Lauderdale, FL, US	884,070	94.2%	61.7%	B6	71.3%	DL	27.8%
8	Boston, Massachusetts, US	591,820	49.3%	25.4%	B6	44.2%	DL	32.3%
9	Tampa, Florida, US	574,450	86.8%	50.5%	B6	66.4%	DL	20.7%
10	Buffalo, New York, US	549,980	93.9%	48.1%	B6	87.2%	DL	12.6%
11	Washington, DC, US	505,510	58.0%	30.9%	DL	35.9%	AA	23.5%
12	San Diego, California, US	481,410	86.3%	43.9%	B6	39.5%	AA	28.9%
13	Seattle/Tacoma, WA, US	458,880	84.2%	40.2%	DL	49.8%	B6	23.0%
14	West Palm Beach/Palm B, FL, US	442,210	99.7%	66.2%	B6	98.2%	US	0.9%
15	Atlanta, Georgia, US	432,090	44.5%	23.9%	DL	95.9%	US	2.0%
16	Phoenix, Arizona, US	405,830	90.3%	51.9%	US	41.6%	B6	35.6%
17	Chicago, Illinois, US	387,550	78.8%	47.8%	B6	47.3%	DL	37.6%
18	Raleigh/Durham, NC, US	339,330	74.6%	39.2%	B6	43.0%	AA	35.8%
19	Fort Myers, Florida, US	322,020	99.1%	66.4%	B6	97.7%	DL	1.6%
20	Salt Lake City, Utah, US	304,560	82.9%	45.5%	DL	80.2%	B6	16.4%
21	Charlotte, North Carolina, US	290,130	82.5%	43.9%	B6	50.9%	DL	24.6%
22	Minneapolis/St Pau, MN, US	275,370	83.0%	34.0%	NW	58.2%	SY	25.2%
23	Burbank, California, US	274,920	99.7%	45.4%	B6	97.7%	US	1.4%
24	Long Beach, California, US	264,720	99.6%	47.9%	B6	98.2%	US	1.0%
25	Rochester, New York, US	252,040	91.1%	41.8%	B6	82.3%	DL	17.6%
26	Oakland, California, US	237,400	99.3%	43.2%	B6	96.4%	DL	1.9%
27	New Orleans, Louisiana, US	213,880	97.3%	58.3%	B6	92.2%	DL	4.1%
28	Pittsburgh, PA, US	209,400	78.3%	40.9%	DL	46.2%	B6	43.3%
29	Denver, Colorado, US	206,840	85.0%	49.0%	B6	53.6%	DL	40.8%
30	Jacksonville, Florida, US	184,490	96.7%	55.9%	B6	91.7%	DL	4.7%
31	Houston, Texas, US	181,650	90.2%	48.5%	B6	69.5%	DL	25.3%
32	Austin, Texas, US	158,980	96.2%	49.9%	B6	90.0%	AA	4.1%
33	Richmond Intl, Richmnd, VA, US	153,410	86.8%	43.5%	B6	58.0%	DL	41.5%
34	Aguailla, Puerto Rico (US)	151,200	100.0%	68.3%	B6	100.0%	CO	0.0%
35	Portland, Oregon, US	149,880	84.5%	35.6%	DL	60.4%	B6	25.7%
36	Burlington, Vermont, US	141,080	85.8%	42.0%	B6	83.6%	DL	16.3%
37	Detroit, Michigan, US	140,010	56.2%	26.8%	NW	64.0%	DL	34.3%
38	Dallas/Fort Worth, TX, US	130,430	54.1%	24.5%	AA	52.8%	DL	35.4%
39	Sarasota/Bradenton, FL, US	130,180	99.1%	68.2%	B6	97.2%	DL	2.4%
40	Syracuse, New York, US	129,990	84.2%	41.5%	B6	75.6%	DL	24.2%
41	Charlotte Amalie, VI (US)	119,390	93.3%	79.2%	AA	75.7%	DL	23.3%
42	Portland, Maine, US	108,650	86.9%	48.9%	B6	77.5%	DL	22.2%
43	San Jose, California, US	94,680	98.1%	48.4%	B6	82.3%	DL	6.0%
44	Nashville, Tennessee, US	80,320	73.6%	39.1%	DL	90.9%	US	4.0%
45	Ponce, Puerto Rico (US)	77,430	100.0%	63.9%	B6	99.9%	9K	0.1%
46	Cincinnati, Ohio, US	73,410	47.1%	23.5%	DL	95.8%	NW	1.3%
47	Cleveland, Ohio, US	72,640	44.3%	23.8%	DL	69.7%	AA	26.1%
48	Sacramento, California, US	70,800	95.3%	39.0%	B6	62.0%	DL	16.6%
49	Baltimore, Maryland, US	66,480	28.1%	13.3%	DL	73.4%	AA	24.6%
50	Honolulu, Oahu, Hawaii, US	65,310	77.9%	58.6%	AA	36.9%	DL	24.8%

**Total for top 50 Markets**

**19,674,730**

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

**Kennedy Total**

**20,761,660**

**81.9%**  
Percent Pure Domestic O&D is of Total O&D

**46.5%**  
Percent O&D originating at the base

**58.6%**  
Percent O&D by Top Airline

**23.5%**  
Percent O&D by 2nd Ranked Airline

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

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

## Top 50 Domestic Passenger Origin/Destination City Markets

### 2.7.1 EWR

Annual Total for 2009

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	1,247,880	84.9%	68.4%	CO	67.5%	B6	28.5%
2	Chicago, Illinois, US	990,920	88.6%	51.1%	CO	42.7%	UA	31.4%
3	Fort Lauderdale, FL, US	932,480	89.3%	62.5%	CO	63.0%	B6	33.0%
4	Atlanta, Georgia, US	929,990	81.7%	42.2%	DL	52.1%	CO	28.8%
5	Los Angeles, CA, US	832,170	85.6%	49.4%	CO	77.8%	AA	12.8%
6	Houston, Texas, US	802,180	48.8%	24.6%	CO	93.9%	US	2.4%
7	San Francisco, CA, US	773,830	82.6%	50.8%	CO	71.0%	UA	23.4%
8	Miami, Florida, US	722,630	64.2%	48.0%	CO	54.1%	AA	42.2%
9	Las Vegas, Nevada, US	700,950	85.0%	74.3%	CO	90.8%	US	3.2%
10	West Palm Beach/Palm B, FL, US	606,330	94.2%	65.8%	CO	77.9%	B6	19.0%
11	Tampa, Florida, US	599,150	85.8%	55.9%	CO	78.5%	B6	14.7%
12	Dallas/Fort Worth, TX, US	488,500	86.0%	44.8%	AA	49.9%	CO	43.2%
13	Charlotte, North Carolina, US	474,690	78.1%	39.2%	US	51.4%	CO	32.8%
14	Phoenix, Arizona, US	471,250	89.5%	55.3%	CO	70.4%	US	25.4%
15	Seattle/Tacoma, WA, US	422,700	86.2%	42.1%	CO	60.6%	AS	31.5%
16	Denver, Colorado, US	393,920	86.2%	52.1%	CO	62.7%	UA	31.8%
17	San Juan, Puerto Rico (US)	373,570	91.8%	71.5%	CO	91.6%	AA	2.4%
18	Fort Myers, Florida, US	369,710	92.2%	70.3%	CO	64.2%	B6	31.8%
19	Boston, Massachusetts, US	359,640	59.9%	33.5%	CO	99.1%	XX	0.6%
20	Detroit, Michigan, US	324,970	76.9%	36.5%	NW	52.3%	XX	24.9%
21	San Diego, California, US	323,880	86.3%	55.1%	CO	87.0%	US	4.8%
22	Minneapolis/St Pau, MN, US	313,670	78.6%	38.9%	NW	42.6%	CO	26.8%
23	Washington, DC, US	246,960	47.0%	24.9%	CO	56.7%	XX	28.4%
24	Raleigh/Durham, NC, US	233,610	81.1%	44.0%	CO	85.1%	US	6.9%
25	Cleveland, Ohio, US	230,140	53.1%	27.4%	CO	97.5%	US	1.6%
26	Santa Ana, California, US	195,800	95.2%	52.7%	CO	85.9%	US	4.5%
27	Honolulu, Oahu, Hawaii, US	194,630	89.8%	71.0%	CO	68.4%	UA	10.6%
28	St Louis, Missouri, US	194,100	85.8%	41.0%	XX	44.2%	AA	35.4%
29	New Orleans, Louisiana, US	190,490	84.6%	57.3%	CO	84.2%	US	6.1%
30	Jacksonville, Florida, US	185,990	88.9%	53.1%	CO	68.3%	XX	16.6%
31	Austin, Texas, US	179,000	80.3%	42.1%	CO	86.8%	AA	6.1%
32	Portland, Oregon, US	174,770	85.1%	42.8%	CO	78.5%	AS	7.9%
33	Pittsburgh, PA, US	171,390	69.6%	37.9%	CO	89.5%	US	5.1%
34	Cincinnati, Ohio, US	161,330	86.4%	41.4%	XX	52.4%	DL	32.0%
35	Indianapolis, Indiana, US	146,970	79.5%	38.9%	XX	63.1%	CO	23.6%
36	Kansas City, Missouri, US	143,060	82.1%	40.3%	XX	64.9%	CO	20.6%
37	Nashville, Tennessee, US	137,800	84.0%	41.4%	XX	66.8%	CO	17.6%
38	San Antonio, Texas, US	135,240	85.1%	48.0%	CO	84.9%	AA	4.7%
39	Columbus, Ohio, US	129,740	76.1%	39.0%	CO	53.5%	XX	42.3%
40	Salt Lake City, Utah, US	123,590	91.2%	61.2%	DL	79.5%	CO	9.0%
41	Memphis, Tennessee, US	114,720	88.6%	41.1%	XX	37.1%	NW	31.3%
42	Milwaukee, Wisconsin, US	110,690	90.6%	41.0%	XX	52.8%	YX	29.0%
43	Buffalo, New York, US	96,490	69.7%	38.1%	CO	88.4%	XX	10.7%
44	Charleston, South Carolina, US	88,370	89.0%	45.5%	XX	66.7%	US	14.5%
45	Aguadilla, Puerto Rico (US)	85,460	98.0%	70.2%	CO	97.3%	B6	2.7%
46	Norfolk/Va B/Pt/Ch, VA, US	82,680	65.8%	40.2%	CO	89.4%	XX	8.3%
47	Savannah, Georgia, US	81,970	89.3%	46.0%	XX	69.1%	US	13.0%
48	Richmond Intl, Richmd, VA, US	80,820	75.8%	37.2%	XX	69.8%	CO	26.9%
49	Greensboro/High Point, NC, US	78,420	82.6%	40.8%	XX	70.1%	CO	21.8%
50	Omaha, Nebraska, US	73,420	85.9%	40.0%	XX	66.7%	CO	17.5%

**Total for top 50 Markets**

**17,522,660**

**88.2%**  
Percent Top  
50 Markets  
are of Total

**Newark Liberty Total**

**19,867,850**

**81.7%**  
Percent Pure  
Domestic O&D  
is of Total  
O&D

**50.0%**  
Percent  
O&D  
originating  
at the base

**67.5%**  
Percent  
O&D by Top  
Airline

**21.7%**  
Percent  
O&D by 2nd  
Ranked  
Airline

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

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



## 2.7.1 LGA

## Top 50 Domestic Passenger Origin/Destination City Markets

Annual Total for 2009

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	1,774,150	94.4%	43.0%	AA	48.2%	UA	32.4%
2	Atlanta, Georgia, US	1,442,110	90.2%	39.8%	DL	69.9%	FL	25.7%
3	Fort Lauderdale, FL, US	1,388,060	95.3%	54.7%	NK	42.1%	B6	32.5%
4	Miami, Florida, US	1,051,880	68.2%	42.1%	AA	95.6%	US	2.3%
5	Dallas/Fort Worth, TX, US	807,490	91.4%	37.4%	AA	79.3%	US	7.4%
6	Boston, Massachusetts, US	800,330	96.3%	44.8%	DL	47.0%	US	43.0%
7	Washington, DC, US	719,660	92.9%	48.1%	US	42.8%	DL	36.3%
8	Detroit, Michigan, US	679,070	95.1%	39.8%	NW	65.4%	NK	18.9%
9	Orlando, Florida, US	663,640	98.0%	66.4%	DL	52.3%	B6	22.3%
10	Houston, Texas, US	546,130	80.4%	31.3%	CO	82.7%	AA	5.3%
11	Charlotte, North Carolina, US	476,270	89.3%	35.0%	US	90.5%	UA	7.8%
12	Denver, Colorado, US	475,180	97.9%	42.6%	UA	60.5%	F9	26.9%
13	Raleigh/Durham, NC, US	435,960	97.7%	43.1%	AA	46.1%	DL	27.0%
14	West Palm Beach/Palm B, FL, US	415,780	99.3%	63.0%	DL	42.3%	B6	29.6%
15	Minneapolis/St Pau, MN, US	337,880	93.0%	40.6%	NW	70.1%	FL	7.4%
16	Tampa, Florida, US	315,150	99.1%	52.4%	DL	51.3%	NW	33.4%
17	Pittsburgh, PA, US	282,360	99.3%	41.0%	US	92.3%	AA	4.0%
18	Milwaukee, Wisconsin, US	281,770	99.8%	42.1%	YX	58.9%	FL	36.5%
19	St Louis, Missouri, US	274,380	98.4%	43.9%	AA	86.4%	FL	3.4%
20	Columbus, Ohio, US	268,800	98.5%	45.0%	US	33.8%	AA	28.7%
21	Cleveland, Ohio, US	229,810	98.6%	44.8%	CO	45.8%	XX	35.0%
22	Kansas City, Missouri, US	225,670	99.2%	41.1%	YX	52.6%	DL	29.9%
23	Indianapolis, Indiana, US	209,610	98.8%	42.3%	US	35.8%	NW	25.2%
24	Myrtle Beach, SC, US	208,770	99.8%	68.1%	NK	87.8%	DL	8.1%
25	Nashville, Tennessee, US	204,230	98.4%	43.1%	AA	78.9%	US	11.4%
26	New Orleans, Louisiana, US	181,700	98.7%	58.8%	DL	46.3%	NW	25.1%
27	Los Angeles, CA, US	177,240	96.0%	43.3%	AA	22.4%	UA	19.5%
28	Cincinnati, Ohio, US	161,020	97.8%	41.2%	DL	93.4%	US	3.7%
29	Richmond Intl, Richmnd, VA, US	158,340	99.5%	42.2%	US	76.5%	XX	14.1%
30	Jacksonville, Florida, US	150,670	98.6%	47.5%	DL	73.8%	US	16.6%
31	Buffalo, New York, US	145,380	99.1%	48.1%	US	70.9%	XX	27.5%
32	Charleston, South Carolina, US	134,570	99.1%	57.1%	DL	54.9%	US	28.9%
33	Akron/Canton, Ohio, US	128,490	100.0%	38.4%	FL	96.0%	US	2.7%
34	San Antonio, Texas, US	119,540	99.2%	45.3%	AA	45.8%	CO	20.9%
35	Memphis, Tennessee, US	118,050	97.3%	43.8%	NW	68.6%	DL	14.2%
36	Greensboro/High Point, NC, US	109,000	99.5%	44.0%	US	56.0%	XX	35.4%
37	Albuquerque, NM, US	105,120	99.1%	52.5%	AA	48.7%	DL	11.6%
38	Savannah, Georgia, US	100,410	99.2%	62.8%	DL	71.8%	US	25.2%
39	Newport News/Wmsbg, VA, US	99,670	100.0%	45.1%	FL	96.3%	US	3.7%
40	San Francisco, CA, US	98,380	94.3%	44.9%	UA	37.4%	AA	15.1%
41	Norfolk/Va B/Pt/Ch, VA, US	94,620	98.7%	49.5%	US	79.4%	XX	15.6%
42	Las Vegas, Nevada, US	92,690	97.2%	72.3%	UA	20.2%	AA	17.6%
43	Austin, Texas, US	90,990	98.7%	37.7%	AA	53.6%	CO	17.0%
44	Phila, PA/Camden, NJ, US	80,630	26.5%	11.6%	US	77.3%	XX	21.9%
45	Phoenix, Arizona, US	78,340	97.8%	49.3%	AA	32.6%	UA	13.3%
46	Louisville, Kentucky, US	77,080	99.4%	45.6%	US	43.0%	XX	27.0%
47	Rochester, New York, US	76,280	99.4%	52.1%	XX	74.5%	US	25.1%
48	Fort Myers, Florida, US	75,470	98.5%	63.9%	DL	49.5%	NW	30.8%
49	Santa Ana, California, US	74,010	99.3%	42.4%	AA	46.1%	UA	18.3%
50	Birmingham, Alabama, US	71,060	99.1%	37.6%	DL	76.7%	US	14.7%

**Total for top 50 Markets**

**17,312,890**

**87.0%**  
Percent Top  
50 Markets  
are of Total

**LaGuardia Airport Total**

**19,905,820**

**93.9%**  
Percent Pure  
Domestic O&D  
is of Total O&D

**45.5%**  
Percent  
O&D  
originating  
at the base

**60.8%**  
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 SWF

## Top 50 Domestic Passenger Origin/Destination City Markets

Annual Total for 2009

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	101,120	99.6%	75.4%	B6	90.6%	US	5.8%
2	Fort Lauderdale, FL, US	91,300	99.7%	67.4%	B6	96.1%	US	2.1%
3	Atlanta, Georgia, US	21,030	98.2%	50.2%	DL	82.5%	US	12.9%
4	Tampa, Florida, US	8,300	100.0%	54.5%	US	58.9%	DL	29.3%
5	Dallas/Fort Worth, TX, US	7,390	100.0%	59.7%	NW	39.1%	US	38.6%
6	Detroit, Michigan, US	6,340	89.6%	44.2%	NW	77.0%	US	16.7%
7	Minneapolis/St Pau, MN, US	6,100	98.2%	48.9%	NW	75.6%	DL	12.5%
8	Phila, PA/Camden, NJ, US	5,890	41.8%	16.6%	US	76.7%	XX	23.3%
9	Charlotte, North Carolina, US	5,800	94.5%	44.3%	US	79.3%	NW	15.2%
10	Chicago, Illinois, US	5,420	98.7%	62.7%	NW	58.1%	US	31.2%
11	Phoenix, Arizona, US	5,380	98.9%	58.2%	US	48.1%	NW	38.1%
12	Raleigh/Durham, NC, US	5,200	100.0%	44.2%	US	97.3%	DL	2.7%
13	Nashville, Tennessee, US	4,560	100.0%	53.5%	NW	54.6%	US	26.8%
14	Los Angeles, CA, US	4,530	99.6%	54.5%	US	51.2%	NW	34.4%
15	Denver, Colorado, US	4,170	100.0%	53.2%	NW	57.1%	US	23.7%
16	Houston, Texas, US	4,100	100.0%	55.1%	US	42.9%	NW	32.0%
17	Indianapolis, Indiana, US	3,910	100.0%	52.9%	NW	61.9%	US	30.4%
18	Jacksonville, Florida, US	3,810	100.0%	52.0%	US	43.6%	DL	33.6%
19	Columbus, Ohio, US	3,770	99.7%	51.5%	NW	52.5%	US	43.0%
20	St Louis, Missouri, US	3,460	100.0%	54.1%	NW	74.0%	DL	16.5%
21	Las Vegas, Nevada, US	3,400	99.7%	79.4%	US	56.2%	NW	25.3%
22	San Francisco, CA, US	3,310	99.7%	55.9%	US	60.4%	NW	28.4%
23	Milwaukee, Wisconsin, US	3,200	100.0%	49.7%	NW	73.4%	US	18.4%
24	West Palm Beach/Palm B, FL, US	3,170	100.0%	54.9%	US	55.2%	DL	33.8%
25	Kansas City, Missouri, US	2,820	100.0%	41.5%	NW	74.5%	DL	13.8%
26	Fort Myers, Florida, US	2,490	100.0%	55.0%	US	67.9%	NW	15.7%
27	Seattle/Tacoma, WA, US	2,260	96.5%	50.0%	NW	58.9%	US	27.0%
28	Austin, Texas, US	2,200	99.6%	45.9%	NW	44.1%	DL	43.6%
29	San Diego, California, US	4,380	100.0%	52.7%	US	45.7%	NW	30.4%
30	Louisville, Kentucky, US	2,100	100.0%	45.2%	NW	51.4%	US	32.9%
31	New Orleans, Louisiana, US	2,000	100.0%	49.5%	US	54.5%	DL	27.0%
32	Wilmington, North Carolina, US	1,890	100.0%	49.2%	US	88.9%	DL	11.1%
33	San Juan, Puerto Rico (US)	1,880	100.0%	76.6%	US	51.6%	B6	41.0%
34	San Antonio, Texas, US	3,500	100.0%	49.1%	DL	72.3%	NW	24.0%
35	Charleston, South Carolina, US	1,640	100.0%	45.7%	US	73.2%	DL	20.1%
36	Dayton, Ohio, US	1,590	100.0%	52.2%	US	49.1%	NW	44.0%
37	Greensboro/High Point, NC, US	1,550	100.0%	52.3%	US	73.6%	NW	16.1%
38	Madison, Wisconsin, US	1,450	100.0%	44.8%	NW	91.7%	DL	8.3%
39	Huntsville/Decatur, AL, US	1,410	100.0%	48.9%	NW	61.0%	DL	34.0%
40	Miami, Florida, US	1,360	95.6%	73.5%	US	51.5%	NW	21.3%
41	Columbia, South Carolina, US	1,340	100.0%	48.5%	US	77.6%	DL	17.2%
42	Savannah, Georgia, US	1,200	100.0%	62.5%	DL	62.5%	US	32.5%
43	Knoxville, Tennessee, US	1,180	100.0%	51.7%	NW	48.3%	DL	28.8%
44	Portland, Oregon, US	1,150	100.0%	65.2%	NW	39.1%	US	33.9%
45	Baltimore, Maryland, US	1,090	100.0%	50.5%	US	100.0%	0	0.0%
46	Norfolk/Va B/Pt/Ch, VA, US	1,060	100.0%	56.6%	US	100.0%	0	0.0%
47	Omaha, Nebraska, US	1,030	100.0%	38.8%	NW	81.6%	DL	15.5%
48	Richmond Intl, Richmnd, VA, US	1,000	100.0%	50.0%	US	100.0%	0	0.0%
49	Greenville/Sprtnbg, SC, US	940	100.0%	39.4%	US	56.4%	NW	26.6%
50	Birmingham, Alabama, US	890	100.0%	36.0%	DL	38.2%	US	31.5%

**Total for top 50 Markets**

**360,060**

**92.0%**  
Percent Top  
50 Markets  
are of Total

**Stewart Total**

**391,530**

**98.5%**  
Percent Pure  
Domestic O&D  
is of Total O&D

**61.2%**  
Percent  
O&D  
originating  
at the base

**79.7%**  
Percent  
O&D by Top  
Airline

**13.7%**  
Percent  
O&D by 2nd  
Ranked  
Airline

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

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

## 2.7.1 Region

Annual Total for 2009

## 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

### Region

1	Los Angeles, CA, US	3,491,080	86.0%	42.7%	AA	28.8%	DL	19.1%
2	Fort Lauderdale, FL, US	3,295,910	93.4%	59.1%	B6	44.8%	CO	17.8%
3	Chicago, Illinois, US	3,158,040	90.6%	46.2%	AA	35.8%	UA	28.1%
4	Orlando, Florida, US	3,110,030	89.5%	66.3%	B6	42.4%	CO	27.1%
5	Atlanta, Georgia, US	2,825,220	80.5%	38.3%	DL	68.1%	FL	18.0%
6	Miami, Florida, US	2,730,070	59.6%	40.7%	AA	72.1%	CO	14.3%
7	San Francisco, CA, US	2,719,220	84.4%	43.7%	UA	24.0%	CO	20.4%
8	Las Vegas, Nevada, US	1,811,790	88.3%	72.7%	CO	35.5%	DL	22.3%
9	Boston, Massachusetts, US	1,751,830	73.0%	35.9%	DL	32.4%	CO	20.4%
10	Houston, Texas, US	1,534,060	65.1%	29.9%	CO	78.6%	B6	8.2%
11	Tampa, Florida, US	1,497,050	89.1%	53.1%	CO	31.4%	B6	31.3%
12	Washington, DC, US	1,472,920	73.2%	38.3%	DL	30.1%	US	21.1%
13	West Palm Beach/Palm B, FL, US	1,467,490	97.3%	65.1%	B6	45.8%	CO	32.2%
14	Dallas/Fort Worth, TX, US	1,433,810	86.2%	38.9%	AA	66.5%	CO	15.6%
15	San Juan, Puerto Rico (US)	1,329,310	86.8%	61.9%	B6	35.6%	AA	27.7%
16	Charlotte, North Carolina, US	1,246,890	83.5%	38.7%	US	60.0%	CO	12.5%
17	Detroit, Michigan, US	1,150,390	85.2%	37.3%	NW	61.6%	NK	11.2%
18	Denver, Colorado, US	1,080,110	91.1%	47.3%	UA	38.5%	CO	23.1%
19	Raleigh/Durham, NC, US	1,014,100	86.1%	42.0%	AA	31.8%	CO	19.6%
20	Phoenix, Arizona, US	960,800	90.6%	53.4%	CO	34.9%	US	31.2%
21	Seattle/Tacoma, WA, US	938,780	85.8%	41.1%	CO	27.5%	DL	25.3%
22	Minneapolis/St Pau, MN, US	933,020	85.3%	38.1%	NW	57.4%	CO	9.1%
23	San Diego, California, US	871,320	87.2%	48.2%	CO	32.8%	B6	21.8%
24	Buffalo, New York, US	792,630	91.9%	46.9%	B6	60.5%	US	13.2%
25	Fort Myers, Florida, US	769,690	95.8%	68.0%	B6	56.2%	CO	30.9%
26	Pittsburgh, PA, US	664,900	85.0%	40.2%	US	40.8%	CO	23.1%
27	New Orleans, Louisiana, US	588,070	93.6%	58.1%	B6	33.5%	CO	28.1%
28	Cleveland, Ohio, US	533,340	71.5%	34.4%	CO	61.8%	XX	15.3%
29	Jacksonville, Florida, US	524,960	94.5%	52.5%	B6	32.2%	DL	24.6%
30	St Louis, Missouri, US	522,740	90.0%	41.4%	AA	59.9%	XX	16.4%
31	Salt Lake City, Utah, US	464,930	86.3%	50.5%	DL	75.3%	B6	10.8%
32	Columbus, Ohio, US	463,020	87.6%	41.4%	XX	30.5%	US	20.5%
33	Austin, Texas, US	431,170	90.1%	44.1%	CO	39.6%	B6	33.3%
34	Nashville, Tennessee, US	426,910	89.1%	41.9%	AA	38.7%	XX	21.6%
35	Milwaukee, Wisconsin, US	414,500	96.4%	41.2%	YX	47.8%	FL	25.1%
36	Kansas City, Missouri, US	411,670	90.1%	39.3%	YX	29.5%	DL	25.3%
37	Cincinnati, Ohio, US	397,950	83.8%	38.1%	DL	68.6%	XX	21.4%
38	Rochester, New York, US	395,860	87.8%	42.5%	B6	52.4%	XX	18.7%
39	Indianapolis, Indiana, US	395,560	87.8%	39.6%	XX	26.4%	US	21.5%
40	Richmond Intl, Richmnd, VA, US	393,570	89.7%	41.7%	US	31.6%	B6	22.6%
41	Portland, Oregon, US	368,340	86.3%	39.6%	CO	37.8%	DL	27.1%
42	Santa Ana, California, US	298,450	96.3%	48.8%	CO	58.2%	AA	15.7%
43	Burbank, California, US	290,000	99.7%	45.3%	B6	92.7%	US	3.0%
44	Honolulu, Oahu, Hawaii, US	283,370	87.4%	67.5%	CO	48.0%	UA	14.9%
45	San Antonio, Texas, US	278,040	90.5%	46.0%	CO	50.3%	AA	23.9%
46	Myrtle Beach, SC, US	273,990	98.3%	69.1%	NK	66.9%	CO	16.9%
47	Long Beach, California, US	268,880	99.6%	47.9%	B6	96.8%	US	2.2%
48	Oakland, California, US	258,570	99.2%	42.8%	B6	88.5%	US	3.5%
49	Memphis, Tennessee, US	253,470	91.3%	41.8%	NW	48.4%	XX	16.8%
50	Aguadilla, Puerto Rico (US)	240,880	99.3%	68.6%	B6	63.7%	CO	34.5%

**Total for top 50 Markets**

**53,228,700**

**87.4%**  
Percent Top 50 Markets are of Total

**Regional Total**

**60,926,860**

**85.9%**  
Percent Pure Domestic O&D is of Total O&D

**47.4%**  
Percent O&D originating at the base

**46.1%**  
Percent O&D by Top Airline

**21.1%**  
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.

## 2.7.2 JFK

## Top 50 International Passenger City Markets in 2009

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

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

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

## 2.7.2 EWR

## Top 50 International Passenger City Markets in 2009

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

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

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

## 2.7.2 LGA

## Top 10 International Passenger City Markets in 2009

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

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

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

## 2.7.2 SWF

## Top 10 International Passenger City Markets in 2009

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

**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 REGION

## Top 50 International Passenger City Markets in 2009

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

**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.



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# Passenger Demographics

## Profile of Departing Passengers

	JFK	LGA	EWR	SWF	REGION	NYC Airports
<b>Unweighted Base Size</b>	3,064	1,618	1,606	117	6,405	4,682
<b>Passenger Type</b>						
Departing	73.0%	90.6%	56.0%	93.2%	71.2%	78.6%
Connecting	<u>27.0%</u>	<u>9.4%</u>	<u>44.0%</u>	<u>6.8%</u>	<u>28.8%</u>	<u>21.4%</u>
Connecting From Domestic Flight	14.6%	8.3%	21.9%	6.8%	15.7%	12.6%
Connecting From International Flight	12.4%	1.1%	22.1%	0.0%	13.2%	8.8%
<b>Type of Flight</b>						
Domestic	54.2%	88.2%	49.7%	100.0%	54.4%	59.0%
International	45.8%	11.8%	50.3%	0.0%	45.6%	41.0%
<b>First Trip Through This Terminal</b>	39.5%	34.1%	34.2%	100.0%	36.8%	37.8%
<b>First Trip Through This Airport</b>	19.7%	19.2%	24.2%	22.1%	21.1%	19.5%
<b>Trip Origin</b>						
Home	30.6%	31.2%	28.6%	46.2%	30.1%	30.8%
Hotel	21.6%	26.0%	15.5%	10.3%	20.5%	23.0%
Staying with Friends/Relatives	22.7%	17.1%	13.2%	25.6%	18.4%	20.9%
Another Airport	15.3%	5.2%	26.8%	0.0%	16.9%	12.1%
Work	6.7%	16.0%	12.5%	14.5%	10.6%	9.7%
School	1.2%	1.8%	1.3%	2.6%	1.4%	1.4%
Cruise Ship	0.3%	0.5%	0.4%	0.0%	0.3%	0.3%
Other	1.7%	2.2%	1.6%	0.9%	1.8%	1.8%
<b>Trip Origin Location</b>						
<b>New York</b>	<b>58.5%</b>	<b>71.4%</b>	<b>17.6%</b>	<b>80.0%</b>	<b>47.4%</b>	<b>62.6%</b>
<b>NYC</b>	<b>50.4%</b>	<b>62.3%</b>	<b>14.6%</b>	<b>3.0%</b>	<b>40.7%</b>	<b>54.2%</b>
<b>Manhattan</b>	<b>31.1%</b>	<b>44.2%</b>	<b>12.1%</b>	<b>2.0%</b>	<b>27.3%</b>	<b>35.3%</b>
Manhattan - below 14th St.	5.2%	6.0%	2.0%	0.0%	4.3%	5.5%
Manhattan - 14th - 96th St.	19.3%	31.7%	9.7%	0.0%	18.6%	23.3%
Manhattan - above 96th St.	6.6%	6.4%	0.4%	2.0%	4.4%	6.5%
Bronx	5.1%	4.5%	0.2%	0.0%	3.3%	4.9%
Brooklyn	6.0%	6.5%	1.0%	1.0%	4.4%	6.2%
Queens	7.9%	6.4%	0.5%	0.0%	5.0%	7.4%
Staten Island	0.5%	0.8%	0.8%	0.0%	0.6%	0.6%
Westchester	1.2%	2.4%	0.1%	1.0%	1.1%	1.6%
Long Island	4.4%	4.4%	0.1%	0.0%	2.9%	4.4%
Rockland	0.0%	0.4%	0.4%	1.0%	0.2%	0.2%
Dutchess	0.2%	0.1%	0.1%	26.0%	0.2%	0.2%
Putnam	0.1%	0.2%	0.0%	0.0%	0.1%	0.1%
Orange	0.3%	0.1%	0.7%	26.0%	0.4%	0.2%
Sullivan	0.0%	0.0%	0.0%	7.0%	0.0%	0.0%
Ulster	0.1%	0.1%	0.1%	10.0%	0.1%	0.1%
Other Upstate NY	1.7%	1.4%	1.5%	6.0%	1.6%	1.6%
New Jersey	4.7%	2.8%	31.4%	2.0%	13.3%	4.1%
Connecticut	2.6%	3.3%	0.8%	2.0%	2.2%	2.9%
Pennsylvania	1.4%	0.4%	2.9%	3.0%	1.7%	1.1%
Other US	20.2%	20.2%	26.9%	13.0%	22.4%	20.2%
Outside US	12.6%	1.9%	20.3%	0.0%	12.9%	9.2%

Source: PANYNJ Spring 2009 Terminal By Terminal Customer Satisfaction Study



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### Profile of Departing Passengers

## Passenger Demographics

	JFK	LGA	EWR	SWF	REGION	NYC Airports
<b>Trip Purpose</b>						
Leisure/Vacation/Visiting	70.3%	53.7%	63.2%	67.3%	64.4%	64.9%
Business Only	12.0%	29.8%	22.3%	23.9%	19.3%	17.8%
Both Business/Non-Business	8.9%	8.3%	5.0%	1.8%	7.4%	8.7%
School related	3.8%	3.1%	4.2%	2.7%	3.8%	3.5%
Illness/Bereavement	2.4%	1.9%	2.0%	2.7%	2.2%	2.3%
Moving/Relocation	1.1%	2.0%	1.5%	0.0%	1.4%	1.4%
Other	1.6%	1.2%	1.8%	1.8%	1.6%	1.4%
<b>Leisure Only (Net)</b>	<b>79.1%</b>	<b>62.0%</b>	<b>72.7%</b>	<b>74.3%</b>	<b>73.3%</b>	<b>73.6%</b>
<b>Any Business (Net)</b>	<b>20.9%</b>	<b>38.0%</b>	<b>27.3%</b>	<b>25.7%</b>	<b>26.7%</b>	<b>26.4%</b>
<b>Check-in Location</b>						
Main counter	52.4%	38.0%	45.7%	59.6%	46.8%	47.1%
Self check-in kiosk	25.2%	39.7%	27.7%	11.0%	29.7%	30.6%
Printed Boarding Pass at Home	17.4%	14.2%	19.8%	29.4%	17.2%	16.2%
Curbside	4.2%	7.5%	4.5%	0.0%	5.1%	5.4%
Airlines Club Lounge	0.5%	0.0%	0.2%	0.0%	0.3%	0.3%
Downloaded Boarding Pass at Airport on Cell Phone	0.3%	0.7%	2.2%	0.0%	0.9%	0.4%
<b>Avg. Dwell Time: Local O-D (in mins.)</b>	<b>115</b>	<b>100</b>	<b>120</b>	<b>88</b>	<b>112</b>	<b>110</b>
<b>Avg. Dwell Time for Connectors (in mins.)</b>	<b>186</b>	<b>138</b>	<b>201</b>	<b>48</b>	<b>190</b>	<b>179</b>
<b>Accompanied By Wellwisher</b>	<b>10.1%</b>	<b>8.6%</b>	<b>8.9%</b>	<b>25.6%</b>	<b>9.4%</b>	<b>9.6%</b>
<b>Food-Beverage Purchase</b>						
<b>Bought Food/Beverage</b>	<b>64.7%</b>	<b>56.1%</b>	<b>68.3%</b>	<b>53.8%</b>	<b>64.0%</b>	<b>61.9%</b>
Pre-security	8.1%	7.6%	10.0%	12.8%	8.6%	7.9%
Post security	58.3%	49.5%	60.4%	42.7%	57.1%	55.5%
<b>Food-Beverage Purchase Motivation/Spend</b>						
Impromptu purchase	49.2%	42.8%	47.1%	65.6%	47.3%	47.3%
Planned purchase in advance	34.1%	36.6%	34.9%	13.1%	34.8%	34.8%
Bought an item to consume on plane	16.0%	19.5%	12.6%	26.2%	15.5%	17.1%
Avg. \$ Spent	\$16.77	\$12.19	\$15.52	860.5%	\$15.44	\$15.43
Unweighted Base Size	1991	901	1067	63	4022	2892
<b>Retail Item Purchase</b>						
<b>Bought Retail Item</b>	<b>21.7%</b>	<b>16.9%</b>	<b>19.0%</b>	<b>20.5%</b>	<b>19.8%</b>	<b>20.1%</b>
Pre-security	2.5%	2.6%	3.0%	4.3%	2.7%	2.6%
Post security	19.3%	14.5%	16.2%	16.2%	17.2%	17.8%

NEW

\* Residence Changed To Primary Residence in 2009

Source: PANYNJ Spring 2009 Terminal By Terminal Customer Satisfaction Study

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Profile of Departing Passengers

# Passenger Demographics

	JFK	LGA	EWR	SWF	REGION	NYC Airports
<b>Retail Purchase Motivation/Spend</b>						
Impromptu purchase	54.5%	46.6%	43.0%	47.8%	49.4%	52.3%
Planned purchase in advance	25.2%	30.3%	28.7%	26.1%	27.2%	26.6%
Bought something forgot to pack	6.8%	4.6%	9.1%	0.0%	7.1%	6.2%
Avg. \$ Spent	\$34.70	\$16.83	\$33.84	\$13.63	\$31.12	\$30.08
Unweighted Base Size	688	261	311	24	1284	949
<b>Avg. Number of Bags Checked</b>	1.8	1.2	1.5	1.0	1.6	1.6
<b>Avg. Number of Carry-on Bags</b>	1.5	1.3	1.3	1.2	1.4	1.4
<b>Avg. Travel Party Size</b>	2.3	1.9	2.1	1.5	2.1	2.1
<b>Kids under 18 in party</b>	10%	6%	6%	9%	8%	9%
<b>Carrying WiFi enabled laptop</b>	27.0%	24.7%	22.8%	29.9%	25.1%	26.3%
<b>Carrying Handheld PDA Device</b>	35.1%	36.3%	28.0%	33.3%	33.0%	35.5%
<b>Tweeted/Tweeted at Gate</b>	6.7%	8.9%	4.6%	5.3%	6.6%	7.4%
<b>Visited Restroom</b>	75.0%	49.2%	73.0%	61.9%	68.8%	66.7%
<b>Requested Special Assistance</b>	<u>3.2%</u>	<u>1.1%</u>	<u>2.2%</u>	<u>2.6%</u>	<u>2.4%</u>	<u>2.5%</u>
Wheelchair	2.0%	0.9%	1.3%	2.6%	1.5%	1.6%
Motorized Golf Cart	0.8%	0.4%	1.2%	0.0%	0.8%	0.6%
<b>Avg. # Past 12 Mos. Round Trips Through LGA</b>	1.1	3.5	0.7	1.6	1.8	2.3
<b>Avg. # Past 12 Mos. Round Trips Through JFK</b>	2.2	2.0	0.9	0.9	1.8	2.1
<b>Avg. # Past 12 Mos. Round Trips Through EWR</b>	1.0	1.3	2.7	1.6	2.0	1.1
<b>Avg. # Past 12 Mos. Round Trips Through SWF</b>	0.1	0.2	0.1	4.1	0.2	0.1
<b>Avg. # Past 12 Mos. Round Trips Through Philadelphia Int'l</b>	0.4	0.9	0.7	2.0	0.6	0.6
<b>Primary Residence *</b>						
<b>United States</b>	<b>74.4%</b>	<b>93.1%</b>	<b>76.3%</b>	<b>99.1%</b>	<b>79.3%</b>	<b>80.6%</b>
<b>New York</b>	<b>22.9%</b>	<b>27.7%</b>	<b>6.5%</b>	<b>37.6%</b>	<b>18.7%</b>	<b>24.5%</b>
<b>NYC</b>	<b>17.2%</b>	<b>22.9%</b>	<b>3.7%</b>	<b>0.9%</b>	<b>14.0%</b>	<b>19.1%</b>
<b>Manhattan</b>	<b>7.9%</b>	<b>14.0%</b>	<b>2.0%</b>	<b>0.0%</b>	<b>7.3%</b>	<b>9.9%</b>
Manhattan - below 14th St.	1.8%	2.2%	0.7%	0.0%	1.5%	1.9%
Manhattan - 14th - 96th St.	3.1%	7.6%	1.0%	0.0%	3.4%	4.6%
Manhattan - above 96th St.	2.9%	4.2%	0.3%	0.0%	2.4%	3.3%
Bronx	2.8%	2.3%	0.2%	0.0%	1.8%	2.6%
Brooklyn	3.3%	3.6%	0.5%	0.9%	2.5%	3.4%
Queens	3.0%	2.7%	0.4%	0.0%	2.1%	2.9%
Staten Island	0.2%	0.3%	0.5%	0.0%	0.3%	0.2%
Westchester	0.7%	1.5%	0.1%	0.9%	0.7%	1.0%
Long Island	2.6%	2.1%	0.0%	0.0%	1.6%	2.4%
Rockland	0.1%	0.3%	0.4%	0.9%	0.2%	0.1%
Dutchess	0.1%	0.0%	0.1%	10.3%	0.1%	0.1%
Putnam	0.1%	0.2%	0.0%	0.9%	0.1%	0.1%
Orange	0.2%	0.0%	0.5%	12.0%	0.3%	0.1%
Sullivan	0.0%	0.0%	0.0%	3.4%	0.0%	0.0%
Ulster	0.0%	0.1%	0.0%	6.0%	0.1%	0.0%
Other Upstate NY	1.9%	0.7%	1.7%	2.6%	1.6%	1.5%
New Jersey	2.3%	1.8%	17.6%	0.0%	7.2%	2.1%
Connecticut	1.9%	1.2%	0.3%	0.9%	1.2%	1.7%
Pennsylvania	1.2%	0.6%	2.7%	1.7%	1.6%	1.0%
Other US	46.1%	61.8%	49.2%	59.0%	50.6%	51.3%

\* Residence Changed To Primary Residence in 2009

Source: PANYNJ Spring 2009 Terminal By Terminal Customer Satisfaction Study

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### Profile of Departing Passengers

## Passenger Demographics

		JFK	LGA	EWR	SWF	REGION	NYC Airports
<i>continued...</i>							
<b>NEW</b>	<b>Outside US</b>	<b>25.6%</b>	<b>6.9%</b>	<b>23.7%</b>	<b>0.9%</b>	<b>20.7%</b>	<b>19.4%</b>
	Other North America	3.2%	3.6%	4.8%	0.0%	3.8%	3.3%
	South America	1.6%	0.6%	0.3%	0.0%	0.9%	1.3%
	Europe	15.1%	1.7%	16.1%	0.0%	12.4%	10.7%
	Middle East	0.7%	0.0%	0.3%	0.0%	0.4%	0.4%
	Africa	0.6%	0.2%	0.2%	0.0%	0.4%	0.4%
	Asia	3.5%	0.7%	1.9%	0.9%	2.3%	2.6%
	Oceania	0.9%	0.2%	0.0%	0.0%	0.5%	0.7%
<b>Gender</b>							
	Male	53.0%	45.3%	49.1%	47.0%	50.0%	50.5%
	Female	47.0%	54.7%	50.9%	53.0%	50.0%	49.5%
<b>Age</b>							
	18-24	18.1%	18.4%	18.6%	13.1%	18.3%	18.2%
	25-34	27.0%	32.1%	27.9%	9.1%	28.3%	28.5%
	35-44	24.9%	21.7%	20.7%	21.2%	22.9%	24.0%
	45-54	16.7%	16.2%	16.6%	22.2%	16.6%	16.5%
	55-64	9.3%	9.2%	12.1%	24.2%	10.2%	9.2%
	65-74	3.2%	1.9%	3.5%	8.1%	3.0%	2.8%
	75+	0.9%	0.4%	0.6%	2.0%	0.7%	0.7%
	Mean age	38.3	36.9	38.6	46.3	38.1	37.9
<b>Annual Household Income</b>							
	Under \$25,000	13.3%	12.8%	12.4%	5.6%	12.9%	13.2%
	\$25,000 - \$29,999	4.2%	2.9%	4.9%	5.6%	4.1%	3.8%
	\$30,000 - \$39,999	6.7%	5.3%	4.5%	2.8%	5.7%	6.3%
	\$40,000 - \$49,999	8.1%	5.8%	8.7%	5.6%	7.7%	7.3%
	\$50,000 - \$59,999	9.7%	8.6%	5.9%	4.2%	8.3%	9.4%
	\$60,000 - \$69,999	7.9%	6.6%	5.8%	12.5%	7.0%	7.5%
	\$70,000 - \$79,999	6.6%	6.5%	6.7%	5.6%	6.6%	6.6%
	\$80,000 - \$89,999	5.4%	5.6%	6.6%	6.9%	5.8%	5.5%
	\$90,000 - \$99,999	4.8%	6.4%	6.1%	6.9%	5.5%	5.3%
	\$100,000 - \$124,999	10.1%	10.8%	12.0%	19.4%	10.8%	10.3%
	\$125,000 - \$149,999	6.0%	7.3%	7.7%	12.5%	6.8%	6.4%
	\$150,000 - \$174,999	4.2%	5.2%	4.0%	1.4%	4.4%	4.5%
	\$175,000 - \$199,999	3.0%	3.9%	3.3%	4.2%	3.3%	3.3%
	\$200,000 - \$249,999	3.5%	3.9%	3.3%	5.6%	3.6%	3.6%
	\$250,000 - \$299,999	1.8%	2.3%	2.6%	0.0%	2.1%	1.9%
	\$300,000 or more	4.9%	6.0%	5.3%	1.4%	5.3%	5.2%
	Mean income (in \$000's)	\$92.6	\$102.8	\$99.4	\$98.6	\$96.9	\$95.8
	Unweighted Base Size	2,153	1,124	972	72	4,321	3,277

Source: PANYNJ Spring 2009 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)*

2009	RANK	AIRPORT	CARGO (SHORT TONS)	% Change 2008-2009
	1	MEMPHIS TN, US (MEM)	3,697,185	0.4
	2	ANCHORAGE AK, US (ANC)*	1,990,061	(14.9)
	3	LOUISVILLE KY, US (SDF)	1,949,130	(1.3)
	4	MIAMI FL, US (MIA)	1,557,401	(13.8)
	5	LOS ANGELES CA, US (LAX)	1,506,295	(7.6)
	6	CHICAGO IL, US (ORD)	1,150,027	(14.1)
	7	NEW YORK NY, US (JFK)	1,135,043	(21.8)
	8	INDIANAPOLIS IN, US (IND)	900,583	(9.0)
	9	NEWARK NJ, US (EWR)	767,668	(13.5)
	10	DALLAS/FORT WORTH TX, US (DFW)	601,780	(8.6)
	11	ATLANTA GA, US (ATL)	559,081	(14.0)
	12	OAKLAND CA, US (OAK)	496,769	(18.6)
	13	PHILADELPHIA PA, US (PHL)	433,523	(14.5)
	14	SAN FRANCISCO CA, US (SFO)	408,101	(17.1)
	15	HOUSTON TX, US (IAH)	372,554	(9.6)
	16	ONTARIO CA, US (ONT)	354,066	(18.9)
	17	WASHINGTON, DC, US (IAD)	292,769	(12.3)
	18	SEATTLE WA, US (SEA)	269,377	(7.4)
	19	BOSTON MA, US (BOS)	247,782	(12.1)
	20	TOLEDO OH, US (TOL)	241,472	(31.9)
	21	DENVER CO, US (DEN)	224,387	(10.6)
	22	PHOENIX AZ, US (PHX)	217,320	(12.4)
	23	MINNEAPOLIS MN, US (MSP)	203,331	(13.1)
	24	PORTLAND OR, US (PDX)	178,979	(19.0)
	25	DETROIT MI, US (DTW)	160,427	(23.9)
	26	ORLANDO FL, US (MCO)	155,542	(12.9)
	27	CINCINNATI OH, US (CVG)	138,812	unavailable
	28	SALT LAKE CITY UT, US (SLC)	138,629	(13.7)
	29	HARTFORD CT, US (BDL)	118,532	(20.9)
	30	SAN ANTONIO TX, US (SAT)	117,840	(8.1)
	31	SAN DIEGO CA, US (SAN)	114,673	(12.9)
	32	CHARLOTTE NC, US (CLT)	109,566	(10.0)
	33	BALTIMORE MD, US (BWI)	100,363	(1.8)
	34	FORT WORTH TX, US (AFW)	98,988	(35.4)
	35	KANSAS CITY MO, US (MCI)	88,677	(22.2)
	36	LAS VEGAS NV, US (LAS)	87,561	2.1
	37	FORT LAUDERDALE, FL, US (FLL)	86,623	(26.9)
	38	TAMPA FL, US (TPA)	85,575	(17.9)
	39	RALEIGH-DURHAM NC, US (RDU)	83,875	(17.6)
	40	GREENSBORO NC, US (GSO)	79,459	14.5
	41	ST LOUIS MO, US (STL)	74,157	(8.5)
	42	MANCHESTER, NH, US (MHT)	73,333	(9.7)
	43	CLEVELAND OH, US (CLE)	72,971	(8.6)
	44	PITTSBURGH PA, US (PIT)	71,971	(12.9)
	45	COLUMBUS OH, US (LCK)	71,859	(20.8)
	46	OMAHA NE, US (OMA)	70,955	(15.6)
	47	AUSTIN TX, US (AUS)	70,640	(22.8)
	48	SACRAMENTO CA, US (SMF)	70,090	(2.6)
	49	MILWAUKEE WI, US (MKE)	68,376	(20.9)
	50	COLUMBIA SC, US (CAE)	66,670	(27.9)

Source: Airports Council International - Worldwide Airport Traffic Report - Calendar Year 2009

Note: Neither LaGuardia nor Stewart International Airport ranked among the top 300 airports worldwide.

### 3.1.2 Ranked by Freight

### Top 50 Worldwide Airport Comparisons

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

2009	RANK	AIRPORT	CARGO (SHORT TONS)	% Change 2008-2009
	1	MEMPHIS TN, US (MEM)	3,697,185	0.4
	2	HONG KONG, HK (HKG)	3,384,765	(7.5)
	3	SHANGHAI, CN (PVG)	2,539,284	(2.3)
	4	INCHEON, KR (ICN)	2,313,001	(4.6)
	5	ANCHORAGE AK, US (ANC)*	1,990,061	(14.9)
	6	LOUISVILLE KY, US (SDF)	1,949,130	(1.3)
	7	DUBAI, AE (DXB)	1,927,520	5.6
	8	FRANKFURT, DE (FRA)	1,887,718	(10.6)
	9	TOKYO, JP (NRT)	1,851,972	(11.8)
	10	PARIS, FR (CDG)	1,818,503	(10.8)
	11	SINGAPORE, SG (SIN)	1,660,851	(11.8)
	12	MIAMI FL, US (MIA)	1,557,401	(13.8)
	13	LOS ANGELES CA, US (LAX)	1,506,295	(7.6)
	14	BEIJING, CN (PEK)	1,420,977	4.0
	15	TAIPEI, TW (TPE)	1,358,304	(9.0)
	16	LONDON, GB (LHR)	1,349,574	(9.2)
	17	AMSTERDAM, NL (AMS)	1,314,938	(17.9)
	18	CHICAGO IL, US (ORD)	1,150,027	(14.1)
	19	NEW YORK NY, US (JFK)	1,135,043	(21.8)
	20	BANGKOK, TH (BKK)	1,045,194	(10.9)
	21	GUANGZHOU, CN (CAN)	955,271	39.3
	22	INDIANAPOLIS IN, US (IND)	900,583	(9.0)
	23	TOKYO, JP (HND)	779,103	(8.3)
	24	NEWARK NJ, US (EWR)	767,668	(13.5)
	25	LUXEMBOURG, LU (LUX)	628,641	(20.2)
	26	OSAKA, JP (KIX)	608,871	(28.0)
	27	SHENZHEN, CN (SZX)	606,013	1.3
	28	DALLAS/FORT WORTH TX, US (DFW)	601,780	(8.6)
	29	KUALA LUMPUR, MY (KUL)	601,409	(9.7)
	30	MUMBAI, IN (BOM)	568,007	1.6
	31	ATLANTA GA, US (ATL)	559,081	(14.0)
	32	COLOGNE, DE (CGN)	552,362	(4.5)
	33	LEIPZIG, DE (LEJ)	507,194	18.0
	34	OAKLAND CA, US (OAK)	496,769	(18.6)
	35	LIEGE, BE (LGG)	482,117	(7.0)
	36	NEW DELHI, IN (DEL)	473,217	5.3
	37	BRUSSELS, BE (BRU)	441,972	(28.3)
	38	SHANGHAI, CN (SHA)	438,936	6.7
	39	TORONTO ON, CA (YYZ)	437,202	(9.7)
	40	PHILADELPHIA PA, US (PHL)	433,523	(14.5)
	41	JAKARTA, ID (CGK)	433,304	(7.0)
	42	SHARJAH, AE (SHJ)	421,398	16.1
	43	SAN FRANCISCO CA, US (SFO)	408,101	(17.1)
	44	SÃO PAULO, BR (GRU)	382,723	(19.5)
	45	ABU DHABI, AE (AUH)	382,523	7.4
	46	ISTANBUL, TR (IST)	381,177	6.0
	47	CHENGDU, CN (CTU)	377,230	0.8
	48	HOUSTON TX, US (IAH)	372,554	(9.6)
	49	MANILA, PH (MNL)	361,184	2.9
	50	ONTARIO CA, US (ONT)	354,066	(18.9)

Source: Airports Council International - Worldwide Airport Traffic Report - Calendar Year 2009

Note: Neither LaGuardia nor Stewart International Airport ranked among the top 300 airports worldwide.

### 3.2.1

## Revenue Freight In Short Tons

*Annual Totals 1996 to 2009*

#### Domestic

YEAR	EWB	JFK	LGA	SWF	REGION
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	311,921	8,717	17,617	964,103
2009	542,058	240,992	6,497	10,703	800,250

#### International

YEAR	EWB	JFK	LGA	SWF	REGION
1996	177,511	1,279,160	1257	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	1,260,135	388	0	1,442,256
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	1,318,673	317	0	1,558,098
2006	256,012	1,345,330	246	480	1,602,069
2007	254,788	1,301,088	219.68	308.07	1,556,403
2008	243,601	1,162,899	177.07	104	1,406,782
2009	220,084	915,553	215.07	52.36	1,135,904

#### Domestic and International

YEAR	EWB	JFK	LGA	SWF	REGION
1996	975,906	1,667,550	27,690	472	2,671,618
1997	1,069,545	1,702,285	26,652	1,669	2,800,151
1998	1,074,642	1,626,133	23,799	191	2,724,765
1999	1,084,660	1,752,821	22,392	10	2,859,883
2000	1,070,380	1,864,422	20,186	571	2,955,559
2001	918,705	1,521,498	16,474	429	2,457,105
2002	909,772	1,686,846	11,709	926	2,609,252
2003	975,595	1,740,043	12,333	1,155	2,729,126
2004	995,256	1,793,448	14,096	1,147	2,803,947
2005	957,603	1,720,958	16,006	174	2,694,742
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	1,474,820	8,894	17,721	2,370,885
2009	762,142	1,156,545	6,712	10,755	1,936,155

## 3.2.2

Revenue Freight  
In Short Tons

Monthly Totals 2009

## Domestic

MONTH	EWR	JFK	LGA	SWF	REGION	REGIONAL CHANGE 2008 to 2009
Jan	44,127	19,387	535	832	64,882	-25.3%
Feb	41,457	17,941	515	795	60,709	-25.7%
Mar	43,596	20,039	572	842	65,050	-21.5%
Apr	42,343	19,933	560	850	63,686	-26.8%
May	42,285	19,154	510	857	62,806	-26.5%
Jun	44,384	19,874	488	864	65,611	-16.4%
Jul	44,700	20,901	484	922	67,007	-16.4%
Aug	43,259	20,541	479	832	65,111	-16.4%
Sep	45,785	21,988	603	961	69,337	-8.7%
Oct	49,790	20,834	624	962	72,210	-10.0%
Nov	45,240	19,024	572	829	65,664	-5.4%
Dec	55,092	21,373	556	1,158	78,179	-0.1%
<b>Total 2009</b>	<b>542,058</b>	<b>240,989</b>	<b>6,498</b>	<b>10,704</b>	<b>800,252</b>	<b>-17.0%</b>
<b>% Change 2008 to 2009</b>	<b>-13.4%</b>	<b>-22.7%</b>	<b>-25.5%</b>	<b>-39.2%</b>	<b>-17.0%</b>	

## International

MONTH	EWR	JFK	LGA	SWF	REGION	REGIONAL CHANGE 2008 to 2009
Jan	16,131	66,348	15	0	82,494	-31.6%
Feb	15,591	63,367	17	0	78,975	-34.4%
Mar	16,825	74,609	18	0	91,452	-33.1%
Apr	17,007	67,481	16	0	84,504	-33.8%
May	17,107	70,271	14	0	87,392	-27.9%
Jun	17,719	71,765	15	0	89,498	-25.6%
Jul	17,389	75,761	16	0	93,166	-19.5%
Aug	17,074	77,371	25	0	94,470	-18.9%
Sep	18,692	78,568	19	0	97,279	-13.7%
Oct	21,308	88,015	21	18	109,361	-6.7%
Nov	21,938	90,375	17	35	112,365	5.7%
Dec	23,302	91,622	23	0	114,947	25.3%
<b>Total 2009</b>	<b>220,083</b>	<b>915,553</b>	<b>216</b>	<b>53</b>	<b>1,135,903</b>	<b>-19.3%</b>
<b>% Change 2008 to 2009</b>	<b>-9.7%</b>	<b>-21.3%</b>	<b>22.0%</b>	<b>-49.0%</b>	<b>-19.3%</b>	

Domestic and  
International

MONTH	EWR	JFK	LGA	SWF	REGION	REGIONAL CHANGE 2008 to 2009
Jan	60,258	85,736	551	832	147,377	-29.0%
Feb	57,048	81,308	532	795	139,684	-30.8%
Mar	60,422	94,648	590	842	156,502	-28.7%
Apr	59,350	87,414	577	850	148,191	-31.0%
May	59,392	89,425	524	857	150,198	-27.3%
Jun	62,103	91,639	503	864	155,109	-22.0%
Jul	62,089	96,663	500	922	160,173	-18.2%
Aug	60,334	97,912	504	832	159,581	-17.9%
Sep	64,477	100,557	622	961	166,616	-11.7%
Oct	71,098	108,849	644	979	181,571	-8.0%
Nov	67,177	109,399	589	864	178,029	1.4%
Dec	78,394	112,995	578	1,158	193,126	13.6%
<b>Total 2009</b>	<b>762,142</b>	<b>1,156,545</b>	<b>6,714</b>	<b>10,756</b>	<b>1,936,157</b>	<b>-18.3%</b>
<b>% Change 2008 to 2009</b>	<b>-12.3%</b>	<b>-21.6%</b>	<b>-24.5%</b>	<b>-39.3%</b>	<b>-18.3%</b>	



### 3.3.1 REGION

## Revenue Freight In Short Tons

*US Customs Data: Annual Totals 2000-2009 by International Market*

#### Imports

YEAR	Asia	Europe	South America	Africa	Central America	Australia & Oceania	North America	Region
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
2009	343,111	253,772	21,638	12,031	7,292	3,238	2,177	643,311

#### Exports

YEAR	Asia	Europe	South America	Africa	Central America	Australia & Oceania	North America	Region
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
2009	238,378	260,409	13,578	16,578	6,234	12,925	1,230	549,539

#### Total

YEAR	Asia	Europe	South America	Africa	Central America	Australia & Oceania	North America	Region
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
2009	581,488	514,182	35,216	28,609	13,526	16,163	3,407	1,192,850

**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 2009

RANK	CUSTOMS DISTRICTS	TOTAL IMPORTS		% OF TOTAL	
		SHORT TONS	\$ IN 000'S	TONS	DOLLARS
1	New York, NY	643,311	\$ 69,442,112	18.3%	18.9%
2	Miami, FL	517,559	11,849,684	14.7%	3.2%
3	Chicago, IL	506,409	59,829,325	14.4%	16.3%
4	Los Angeles, CA	441,842	32,408,604	12.5%	8.8%
5	Anchorage, AK	207,248	26,241,604	5.9%	7.2%
6	Savannah, GA	186,790	20,680,797	5.3%	5.6%
7	New Orleans, LA	179,419	30,212,851	5.1%	8.2%
8	Dallas/Fort Worth, TX	146,983	20,955,582	4.2%	5.7%
9	San Francisco, CA	140,836	18,838,039	4.0%	5.1%
10	Cleveland, OH	124,423	17,258,301	4.2%	4.7%
<b>All Others</b>		<b>427,626</b>	<b>\$ 59,231,362</b>	<b>11.5%</b>	<b>16.1%</b>
<b>Total</b>		<b>3,522,446</b>	<b>\$ 366,938,263</b>	<b>100.0%</b>	<b>100.0%</b>

RANK	CUSTOMS DISTRICTS	TOTAL EXPORTS		% OF TOTAL	
		SHORT TONS	\$ IN 000'S	TONS	DOLLARS
1	New York, NY	549,539	\$ 70,082,165	17.6%	21.0%
2	Chicago, IL	403,436	31,168,276	12.9%	9.3%
3	Los Angeles, CA	389,217	31,111,313	12.4%	9.3%
4	Miami, FL	348,209	28,056,688	11.1%	8.4%
5	Cleveland, OH	175,622	20,408,800	5.6%	6.1%
6	New Orleans, LA	163,260	21,874,075	5.2%	6.5%
7	San Francisco, CA	145,624	21,758,549	4.7%	6.5%
8	Savannah, GA	136,905	11,510,710	4.4%	3.4%
9	Dallas/Fort Worth, TX	126,502	15,789,509	4.0%	4.7%
10	Houston/Galveston, TX	122,060	7,230,003	3.9%	2.2%
<b>All Others</b>		<b>678,990</b>	<b>\$ 75,453,531</b>	<b>18.2%</b>	<b>22.6%</b>
<b>Total</b>		<b>3,685,849</b>	<b>\$ 334,443,619</b>	<b>100.0%</b>	<b>100.0%</b>

RANK	CUSTOMS DISTRICTS	TOTAL IMPORTS AND EXPORTS		% OF TOTAL	
		SHORT TONS	\$ IN 000'S	TONS	DOLLARS
1	New York, NY	1,192,850	\$ 139,524,277	17.9%	19.9%
2	Chicago, IL	909,845	90,997,602	13.7%	13.0%
3	Miami, FL	865,768	39,906,372	13.0%	5.7%
4	Los Angeles, CA	831,059	63,519,917	12.5%	9.1%
5	New Orleans, LA	342,679	52,086,926	5.2%	7.4%
6	Savannah, GA	323,695	32,191,508	4.9%	4.6%
7	Cleveland, OH	300,046	37,667,102	4.5%	5.4%
8	San Francisco, CA	286,460	40,596,588	4.3%	5.8%
9	Anchorage, AK	281,925	34,654,708	4.2%	4.9%
10	Dallas/Fort Worth, TX	273,485	36,745,091	4.1%	5.2%
<b>All Others</b>		<b>1,044,873</b>	<b>\$ 133,491,792</b>	<b>15.7%</b>	<b>19.0%</b>
<b>Total</b>		<b>6,652,685</b>	<b>\$ 701,381,883</b>	<b>100.0%</b>	<b>100.0%</b>

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

### 3.3.3 REGION

## Revenue Freight In Short Tons

*Top 10 Air Trade Commodities in the NY/NJ Region 2009*

RANK	COMMODITY	TOTAL IMPORTS		% OF TOTAL	
		SHORT TONS	\$ IN 000'S	TONS	DOLLARS
1	MACHINERY	95,034	\$ 9,917,914	14.8%	14.3%
2	WOVEN APPAREL	72,151	2,480,484	11.2%	3.6%
3	KNIT APPAREL	53,022	1,363,143	8.2%	2.0%
4	ELECTRICAL MACHINERY	52,563	6,390,349	8.2%	9.2%
5	FISH AND SEAFOOD	41,034	233,659	6.4%	0.3%
6	OPTICAL, MEDICAL INSTRUMENTS	33,443	5,359,320	5.2%	7.7%
7	FOOTWEAR	21,891	731,185	3.4%	1.1%
8	PLASTIC	18,926	380,006	2.9%	0.6%
9	VEGETABLES	17,987	37,797	2.8%	0.1%
10	VEHICLES, NOT RAILWAY	17,675	562,826	2.8%	0.8%
<b>All Others</b>		<b>219,585</b>	<b>\$ 41,985,429</b>	<b>34.1%</b>	<b>60.5%</b>
<b>Total</b>		<b>643,311</b>	<b>\$ 69,442,112</b>	<b>100.0%</b>	<b>100.0%</b>

RANK	COMMODITY	SHORT TONS	TOTAL EXPORTS		% OF TOTAL	
			\$ IN 000'S	TONS	DOLLARS	
1	MACHINERY	76,978	\$	7,576,871	14.0%	10.8%
2	ELECTRICAL MACHINERY	48,925		7,645,853	8.9%	10.9%
3	OPTICAL, MEDICAL INSTRUMENTS	36,678		6,853,108	6.7%	9.8%
4	PLASTIC	32,249		793,147	5.9%	1.1%
5	IRON AND STEEL PRODUCTS	23,691		364,489	4.3%	0.5%
6	BOOKS, NEWSPAPERS	20,443		497,715	3.7%	0.7%
7	PERFUMERY, COSMETIC PRODUCTS	18,581		517,245	3.4%	0.7%
8	IRON AND STEEL	18,314		64,484	3.3%	0.1%
9	PAPER, PAPERBOARD	17,388		81,223	3.2%	0.1%
10	TANNING, DYE, PAINT, PUTTY	17,063		149,307	3.1%	0.2%
All Others		271,727	\$	45,539,000	43.5%	65.0%
Total		668,893	\$	70,082,165	100.0%	100.0%

RANK	COMMODITY	SHORT TONS	\$ IN 000'S	TONS	DOLLARS
1	MACHINERY	172,012	\$ 17,494,785	14.4%	12.5%
2	ELECTRICAL MACHINERY	101,488	14,036,202	8.5%	10.1%
3	WOVEN APPAREL	77,521	2,591,786	6.5%	1.9%
4	OPTICAL, MEDICAL INSTRUMENTS	70,121	12,212,428	5.9%	8.8%
5	FISH AND SEAFOOD	56,918	399,140	4.8%	0.3%
6	KNIT APPAREL	56,913	1,455,903	4.8%	1.0%
7	PLASTIC	51,175	1,173,152	4.3%	0.8%
8	PHARMACEUTICAL PRODUCTS	33,035	10,414,611	2.8%	7.5%
9	IRON AND STEEL PRODUCTS	29,021	465,564	2.4%	0.3%
10	BOOKS, NEWSPAPERS	28,806	675,706	2.4%	0.5%
<b>All Others</b>		<b>515,840</b>	<b>\$ 78,605,000</b>	<b>43.2%</b>	<b>56.3%</b>
<b>Total</b>		<b>1,192,850</b>	<b>\$ 139,524,277</b>	<b>100.0%</b>	<b>100.0%</b>

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

## JFK 3.4.1

## 2009 Revenue Freight by Airline

### Top 15 Carriers

RANK	AIRLINE	TOTAL FREIGHT (SHORT TONS)	CUMULATIVE %
1	AMERICAN	113,624	9.8%
2	FEDERAL EXPRESS	108,538	19.2%
3	KOREAN	61,912	24.6%
4	DELTA	59,140	29.7%
5	CHINA AIRLINES (CAL)	55,682	34.5%
6	BRITISH AIRWAYS	53,516	39.1%
7	ASIANA	51,283	43.6%
8	LUFTHANSA CARGO	49,745	47.9%
9	CATHAY PACIFIC	41,120	51.4%
10	UNITED PARCEL	35,287	54.5%
11	AIR FRANCE	31,623	57.2%
12	EVA	24,889	59.3%
13	CARGOLUX AIRLINES	24,208	61.4%
14	AIR CHINA INTERNATIONAL	22,818	63.4%
15	VIRGIN ATLANTIC	22,639	65.4%
TOTAL AIRPORT ALL AIRLINES		1,156,545	

## EWB 3.4.1

## 2009 Revenue Freight by Airline

### Top 15 Carriers

RANK	AIRLINE	TOTAL FREIGHT (SHORT TONS)	CUMULATIVE %
1	FEDERAL EXPRESS	396,587	52.0%
2	UNITED PARCEL	130,822	69.2%
3	CONTINENTAL	110,929	83.8%
4	KALITTA AIR LLC	18,025	86.1%
5	BRITISH AIRWAYS	15,384	88.1%
6	VIRGIN ATLANTIC	14,771	90.1%
7	LUFTHANSA	11,396	91.6%
8	SAS	7,822	92.6%
9	ABX AIR INC	7,461	93.6%
10	AIR TRANSPORT INT'L.(BAX Inc.	7,367	94.5%
11	JET AIRWAYS	5,044	95.2%
12	SINGAPORE AIRLINES	4,760	95.8%
13	EL AL	4,690	96.4%
14	AIR PORTUGAL(TAP)	3,885	97.0%
15	CARGOJET AIRWAYS	3,662	97.4%
TOTAL AIRPORT ALL AIRLINES		762,142	

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

## LGA 3.4.1

## 2009 Revenue Freight by Airline

### Top 15 Carriers

RANK	AIRLINE	TOTAL FREIGHT (SHORT TONS)	CUMULATIVE %
1	DELTA	2,657	39.6%
2	UNITED	1,044	55.2%
3	CONTINENTAL	529	63.0%
4	US AIRWAYS	483	70.2%
5	SOUTHWEST AIRLINES	453	77.0%
6	NORTHWEST	443	83.6%
7	FRONTIER AIRLINES	257	87.4%
8	JETBLUE AIRWAYS	215	90.6%
9	AIR CANADA	184	93.4%
10	AMERICAN EAGLE	145	95.5%
11	MIDWEST AIRLINES, INC.	95	96.9%
12	USAIR EXP: AIR WISCONSIN	76	98.1%
13	AMERICAN	68	99.1%
14	USAIR EXP-PIEDMONT	31	99.5%
15	USAIR EXP-PSA	18	99.8%
TOTAL AIRPORT ALL AIRLINES		6,712	

## SWF 3.4.1

## 2009 Revenue Freight by Airline

### Top 5 Carriers

RANK	AIRLINE	TOTAL FREIGHT (SHORT TONS)	CUMULATIVE %
1	FEDERAL EXPRESS	7,663	71.2%
2	UNITED PARCEL	3,033	99.4%
3	AIR TRANSPORT INT'L.(BAX Inc.	52	99.9%
4	NW AIRLINK:PINNACLE	2	100.0%
5	USAIR EXP: AIR WISCONSIN	2	100.0%
TOTAL AIRPORT ALL AIRLINES		10,755	

## REGION 3.4.1

## 2009 Revenue Freight by Airline

### Top 15 Carriers

RANK	AIRLINE	TOTAL FREIGHT (SHORT TONS)	CUMULATIVE %
1	FEDERAL EXPRESS	512,788	26.5%
2	UNITED PARCEL	169,143	35.2%
3	AMERICAN	114,921	41.2%
4	CONTINENTAL	111,458	46.9%
5	BRITISH AIRWAYS	68,900	50.5%
6	DELTA	64,782	53.8%
7	KOREAN	61,912	57.0%
8	CHINA AIRLINES (CAL)	55,682	59.9%
9	ASIANA	51,283	62.5%
10	LUFTHANSA CARGO	49,745	65.1%
11	CATHAY PACIFIC	41,120	67.2%
12	VIRGIN ATLANTIC	37,410	69.2%
13	KALITTA AIR LLC	35,503	71.0%
14	AIR FRANCE	34,705	72.8%
15	LUFTHANSA	29,541	74.3%
TOTAL AIRPORT ALL AIRLINES		1,936,154	

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

### 3.5.1

## Revenue Mail In Short Tons

*Annual Totals 1996 to 2009*

#### Domestic

YEAR	EWB	JFK	LGA	SWF	REGION
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
2009	26,741	26,951	605	0	54,297

#### International

YEAR	EWB	JFK	LGA	SWF	REGION
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	85,033	1,152	0	161,005
2009	70,699	78,790	744	0	150,234

#### Domestic and International

YEAR	EWB	JFK	LGA	SWF	REGION
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	126,193	2,635	1	237,386
2009	97,441	105,741	1,349	0	204,531

### 3.5.2

Monthly Totals 2009

## Revenue Mail In Short Tons

Domestic	REGIONAL CHANGE					
	MONTH	EWB	JFK	LGA	SWF	REGION
						2008 to 2009
	Jan	2,569	2,864	100	0	5,533
	Feb	2,178	2,566	60	0	4,805
	Mar	1,913	2,503	58	0	4,473
	Apr	2,114	2,291	65	0	4,470
	May	2,078	2,065	76	0	4,218
	Jun	1,906	2,150	81	0	4,137
	Jul	2,271	1,965	63	0	4,298
	Aug	2,053	1,854	37	0	3,943
	Sep	2,152	2,078	11	0	4,241
	Oct	2,585	2,354	14	0	4,954
	Nov	2,265	1,911	15	0	4,192
	Dec	2,657	2,349	27	0	5,033
	<b>Total 2009</b>	<b>26,741</b>	<b>26,950</b>	<b>607</b>	<b>0</b>	<b>54,297</b>
	<b>% Change</b>					
	<b>2008 to 2009</b>	<b>-20.7%</b>	<b>-34.5%</b>	<b>-59.0%</b>	<b>NA</b>	<b>-28.9%</b>

  

International	REGIONAL CHANGE					
	MONTH	EWB	JFK	LGA	SWF	REGION
						2008 to 2009
	Jan	5,766	6,463	76	0	12,305
	Feb	4,731	5,963	79	0	10,773
	Mar	5,418	6,575	81	0	12,074
	Apr	4,420	6,854	101	0	11,375
	May	4,575	6,529	85	0	11,189
	Jun	5,002	6,268	64	0	11,333
	Jul	5,558	6,102	40	0	11,700
	Aug	5,753	5,915	15	0	11,683
	Sep	5,729	6,324	52	0	12,105
	Oct	6,506	6,336	56	0	12,899
	Nov	7,129	7,064	42	0	14,234
	Dec	10,113	8,397	54	0	18,564
	<b>Total 2009</b>	<b>70,700</b>	<b>78,790</b>	<b>745</b>	<b>0</b>	<b>150,234</b>
	<b>% Change</b>					
	<b>2008 to 2009</b>	<b>-5.5%</b>	<b>-7.3%</b>	<b>-35.4%</b>	<b>NA</b>	<b>-6.7%</b>

  

Domestic and International	REGIONAL CHANGE					
	MONTH	EWB	JFK	LGA	SWF	REGION
						2008 to 2009
	Jan	8,335	9,327	175	0	17,838
	Feb	6,910	8,530	139	0	15,578
	Mar	7,330	9,078	138	0	16,547
	Apr	6,534	9,145	166	0	15,845
	May	6,653	8,594	161	0	15,407
	Jun	6,908	8,418	144	0	15,470
	Jul	7,829	8,067	102	0	15,998
	Aug	7,806	7,769	52	0	15,626
	Sep	7,881	8,403	63	0	16,346
	Oct	9,091	8,690	70	0	17,852
	Nov	9,394	8,975	57	0	18,426
	Dec	12,770	10,746	81	0	23,597
	<b>Total 2009</b>	<b>97,441</b>	<b>105,742</b>	<b>1,348</b>	<b>0</b>	<b>204,530</b>
	<b>% Change</b>					
	<b>2008 to 2009</b>	<b>-10.2%</b>	<b>-16.2%</b>	<b>-48.8%</b>	<b>NA</b>	<b>-13.8%</b>

**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 Olympic Trails as of 4/5/1997)	NJT rail service & AirTrain	Airlink/302 Bus Operated by Olympia Trails	Total New Jersey Transit
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	225,972	394,490	1,793,796	-	2,188,286
2008	271,527	396,581	1,933,100	-	2,329,681
2009	275,913	361,321	1,863,718	-	2,225,039

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
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	-	7,689,665
2008	488,459	4,733,128	332,048	8,839	8,163,682
2009	491,429	4,499,935	332,947	1,371	7,826,634

### 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 1996 to 2009*

## Paid Parked Cars

YEAR	EWB	JFK	LGA	SWF **	REGION
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
2009	3,272,762	4,429,201	1,467,839	157,283	9,327,085

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 1996 to 2009*

Outbound Passengers	EWR	JFK	LGA	SWF Visconti Cab Company	REGION
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
2009	828,145	2,798,833	3,247,619	4,125	6,878,722

## Ground Transportation Center Bookings\*

*Annual Totals 1996 to 2009*

Outbound Only	EWR	JFK	LGA	SWF No data available	REGION
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	156,553	102,510	-	353,398
2009	103,706	169,021	108,489	-	381,216

**\*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 1996 to 2009*

## Airport Employment

YEAR	EWR	JFK	LGA	SWF	REGION
1990	15,627	46,057	10,472	n/a	72,156
1991	15,677	40,284	9,249	n/a	65,210
1992	17,032	35,862	9,598	n/a	62,492
1993	17,821	35,154	10,272	n/a	63,247
1994	18,572	37,365	9,180	n/a	65,117
1995	n/a	n/a	n/a	n/a	n/a
1996	n/a	n/a	n/a	n/a	n/a
1997	n/a	n/a	n/a	n/a	n/a
1998	n/a	n/a	n/a	n/a	n/a
1999	24,270	37,396	10,034	n/a	71,700
2000	n/a	n/a	n/a	n/a	n/a
2001	n/a	n/a	n/a	n/a	n/a
2002***	20,000	29,500	9,400	n/a	58,900
2003	n/a	n/a	n/a	n/a	n/a
2004	18,352	29,519	7,874	n/a	55,745
2005	n/a	30,988	9,110	n/a	40,098
2006	n/a	32,350	9,172	n/a	41,522
2007**	20,900	34,576	8,796	n/a	64,272
2008	22,449	25,201	9,510	n/a	57,160
2009*	20,304	30,851	9,411	1,194	61,760

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

**Note\*:** LGA Security badge counts conducted on June 1, 2009

**Note\*\*:** At Newark, in August 2007 there were 18,277 employees with ramp access. Those having only landside access were estimated based on a June 2008 count.

**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.

## 4.6.1 Economic Impact of the Aviation Industry\*

*New York/New Jersey Region*

### IMPACT

2004  
(latest  
available)

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

#### Jobs \*\*

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

#### Wages

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

#### Sales

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

#### Cargo (Included in operations above)

Jobs	29,530	46,120	950	76,600
Wages\$	2,581	2,492	57	5,130
Sales\$	5,118	7,404	127	12,649

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

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

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

## **Credits**

The Honorable David A. Paterson, Governor, State of New York  
The Honorable Chris Christie, Governor, State of New Jersey

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

Anthony R. Coscia, Chairman, Board of Commissioners  
Christopher O. Ward, Executive Director  
Susan M. Baer, Director, Aviation Department

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