

John F. Kennedy International Airport

Newark Liberty International Airport

LaGuardia Airport

Stewart International Airport

Atlantic City International Airport

Teterboro Airport

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April 1, 2016

I am happy to share the Port Authority Aviation Department's 2015 Annual Traffic Report, which provides important statistics on air traffic at our regional aviation facilities, including comparative data on airports worldwide and the multitude of destinations our airports offer our customers.

#### **2015 IN PERSPECTIVE**

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

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

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

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

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

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

## **2016 OUTLOOK**

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

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

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

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

Ralph Tragale Assistant Director

Aviation Customer, Industry and External Affairs

#### **HISTORY**

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

## SIZE AND LOCATION

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

### **AVIATION ROLE**

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

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

### **EMPLOYMENT AND ECONOMIC IMPACT**

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

#### **INVESTMENT**

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

## REDEVELOPMENT

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

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

# **CENTRAL TERMINAL AREA (CTA)**

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

#### **TERMINALS**

- The Terminal One Group, a consortium of airlines Air France, Japan Airlines, Korean Air, and Lufthansa built the 11-gate international Terminal 1 on the site of the old Eastern Airlines Terminal. It opened in 1998.
- Delta Air Lines operates Terminal 2 and completed the expansion of Terminal 4 during 2013. Delta vacated Terminal 3 when the newly expanded Terminal 4 opened in May 2013. After 50 years of service to JFK, Terminal 3 was demolished.
- The 1.5-million-square-foot, commonuse Terminal 4 opened in May 2001. Terminal 4 includes separate levels for departures and arrivals, consolidated ticketing and baggage operations, improved customer facilities, duty-free retail shops, and a wide variety of eateries. A Welcome Center opened in 2009. Delta Air Lines redeveloped a portion of the terminal by adding nine new gates, and other enhancements and amenities, which opened in 2013.
- JetBlue's Terminal 5 opened in 2008. The Port Authority provided nearly \$800 million toward the jointly financed, 26-gate, 635,000-square-foot terminal, which is designed to handle up to 20 million passengers per year. In 2012, JetBlue broke ground on T5i, a 145,000-square-foot expansion to accommodate JetBlue international arrivals. The project was completed in 2015.
- A \$251 million redevelopment project was completed at British Airways'
   Terminal 7. The project expanded and reconfigured the terminal for greater efficiency. Improvements included new ticketing and check-in areas, new retail outlets, and a new departure and arrival roadway system.
- American Airlines' \$1.2 billion transformation of Terminal 8 opened in 2007 and serves domestic and international passengers on three concourses. Terminal 8 includes expanded check-in areas, top namebrand shops and eateries, and numerous services.
- The Port Authority completed \$20 million in restoration and preservation

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

# ROADWAY ACCESS AND GROUND TRANSPORTATION

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

### **AIRTRAIN JFK**

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

#### **PARKING**

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

#### **CARGO**

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

#### **RUNWAYS/TAXIWAYS**

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

- All runways have high-intensity runway edge lighting, centerline and taxiway exit lighting, and are grooved to improve skid resistance and minimize hydroplaning.
- Taxiways total approximately 45 miles in length with widths of 75 feet or 82 feet. There are shoulders and erosion control pavements on each side of the taxiways. Other features include the taxiway centerline light system and a sign system, illuminated at night to provide directional information for taxiing aircraft.
- The Port Authority invested \$200 million for taxiway and airside rehabilitation to prepare for the A380 aircraft, and more than \$150 million was dedicated to fund technical and customer service initiatives to combat airport delays.

## **AIR TRAFFIC CONTROL TOWER**

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

#### **HISTORY**

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

## SIZE AND LOCATION

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

## **AVIATION ROLE**

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

# **EMPLOYMENT AND ECONOMIC IMPACT**

About 21,000 people are employed at Newark Airport. The airport contributes about \$25.3 billion in economic activity to the New York-New Jersey metropolitan region, generating about 176,900 total jobs and \$9.2 billion in annual wages.

#### **INVESTMENT**

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

#### REDEVELOPMENT

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

#### **CENTRAL TERMINAL AREA (CTA)**

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

## **PASSENGER TERMINALS**

- Construction of Terminal A began in October 1967, and the facility opened in August 1973. With 28 gates, the terminal branches out into three circular satellite buildings. The satellites contain flight departure lounges, and airline and passenger service facilities. The main terminal building measures approximately 800 by 165 feet, and includes a Welcome Center. Planning for the redevelopment of Terminal A is well under way.
- Terminal B's modernization expanded the two-level facility into three levels. Highlights include inline baggage screening systems and passenger screening systems, a baggage claim hall, departure areas, ticket counters, additional passenger lounges and concessions, and a Welcome Center. Terminal B has 15 international arrivals gates.
- Terminal C opened in 1988. Continental Airlines' Global Gateway project in 2001 added 600,000 square feet of space and turned the facility into a three-level terminal with two levels for departures. The C-3 concourse added 19 gates — bringing the terminal's total

- to 57 a huge retail and concessions space, and U.S. Customs facilities. The state-of-the-art International Arrivals Facility, also completed by Continental, added another 1,500-passengers-perhour arrival capacity to Newark Liberty. A Welcome Center also was added. In 2010, Continental merged with United Airlines.
- As part of the 2014 remodeling of the Terminal B food court, now named Liberty Terrace, Westfield Concessions invested approximately \$65,000 to add a custom wall shop unit in the corridor adjacent the food court with a variety of tenants hailing from the state of New Jersey. Travelex America was opened in a converted space on the International Arrivals level on the U.S. Customs exit ramp. In the B2 satellite, EJE Duty Free moved from their original location in the rotunda to become a dramatic walkthrough duty free visited by all outgoing B2 passengers. The walk-through spans the entire length of the satellite concourse with an impressive modern design. Garden State Diner, an icon at EWR since the early 1990s, opened in a new location in August 2015.
- OTG is making a \$120 million investment to upgrade and expand Terminal C's dining and shopping options, with completion scheduled for 2016.

## **ROADWAYS**

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

### **AIRTRAIN NEWARK**

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

#### **PARKING**

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

#### **CARGO**

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

## **RUNWAYS AND TAXIWAYS**

The airport has two parallel runways (4R-22L and 4L-22R) and a third runway (11-29) that is primarily used for commuter aircraft traffic. Runway 4R-22L is 10,000 feet long by 150 feet wide, and Runway 4L-22R is 11,000 feet long by 150 feet wide. Both runways have displaced thresholds to reduce community noise impacts. Visual aids include high-intensity edge lights, LED centerline and touchdown zone lighting, and high-speed exit taxiway centerline lighting. More than 12 miles of 75-foot-wide taxiways link the three runways with the central terminal and cargo areas. A \$42 million rehabilitation of Runway 4R-22L was completed in 2012, and a \$97 million rehabilitation of Runway 4L-22R, including the construction of multi-entrance and cross taxiways was completed in 2014. Runway 4R-22L changed its approach lighting system to an ALSF-2, and additional high-speeds P2 and P3 were completed in 2013. Runway 22L also was upgraded to a Cat III approach system allowing for landings in poor weather conditions.

# PORT AUTHORITY ADMINISTRATION BUILDING

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

## **AIR TRAFFIC CONTROL TOWER**

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

#### **HISTORY**

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

## **SIZE AND LOCATION**

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

### **AVIATION ROLE**

LaGuardia Airport is one of the nation's leading domestic gateways for business travel, and is the primary business/short-haul airport for New York City.

LaGuardia Airport set a new all-time record in 2015 with more than 28.4 million passengers. Eleven airlines serve 75 nonstop destinations at LaGuardia Airport, which relative to its size, holds the distinction of being the most efficient airport in the world, handling more passengers per acre per year than any other airport.

# EMPLOYMENT AND ECONOMIC IMPACT

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

#### **INVESTMENT**

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

#### **REDEVELOPMENT**

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

#### **PASSENGER TERMINALS**

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

- an innovative mix of food, retail, and concessions integrated into the gate holdroom areas and a Welcome Center on the arrivals level.
- Terminal D, which consists of 10 gates, opened at the east end of the airport in June 1983. It is operated by Delta Air Lines and hosts Canadian carrier WestJet. In 2010, Delta enhanced and expanded the terminal's food, retail, and concessions options, and the Port Authority opened a Welcome Center on the arrivals level. Delta expanded its operations into Terminal C following its takeover of the US Airways lease of Terminal C in 2011, and invested nearly \$100 million in its terminal complex to improve customer access, speed baggage handling, and improve the concessions and customer service experience. In 2012, Delta opened a 600-foot-long enclosed walkway connecting Terminals C and D.

#### PARKING

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

## **RUNWAYS**

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

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

## **AIR TRAFFIC CONTROL TOWER**

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

#### **HISTORY**

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

## **SIZE AND LOCATION**

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

## **AVIATION ROLE**

Stewart Airport is an economical, convenient alternative to the New York/New Jersey metropolitan region's airports. Several commercial and charter airlines operate at the airport, offering direct access to a number of major U.S. hubs with connections to virtually anywhere in the world. Stewart handled about 282,000 passengers and more than 15,100 tons of cargo in 2015.

#### **EMPLOYMENT AND ECONOMIC IMPACT**

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

#### **INVESTMENT**

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

## REDEVELOPMENT

In 1991, Stewart International became the first facility to receive \$5 million in funding under the Federal Aviation Administration's (FAA) Military Airport Program for capital improvements to airports that were formerly military facilities or military/civil aircraft-use facilities. That same year, the FAA awarded Stewart a \$900,000 grant to fund a master plan update, conduct an environmental review, and prepare a noise study. The airport also received \$13 million in federal funding for infrastructure rehabilitation. In 1992, the FAA awarded another \$3 million for terminal expansion and redesign. A 50,000-square-foot air cargo building opened in 1990. In 2007, the Port Authority initiated its redevelopment program, whose upgrades include the complete repaving of both of the airport's runways as part of a \$100 million project — the largest in the airport's history — and a new Federal Inspection Services facility to accommodate international flights. In December 2011, the Port Authority Board of Commissioners approved a \$20 million expansion of the airport's passenger terminal. Design work is under way for the expansion. Construction is expected to begin in 2016, and the project will be complete in 2019. The Port Authority built a new \$10 million regional crime lab for the New York State Police as part of an agreement that ensures the police force continues to guard and protect the airport. The lab opened in 2015.

#### **PASSENGER TERMINAL**

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

# ROADWAY ACCESS AND GROUND TRANSPORTATION

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

## **PARKING**

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

## **CARGO**

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

## **RUNWAYS**

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

# AIR TRAFFIC CONTROL TOWER

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

#### **HISTORY**

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

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

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

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

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

# **AVIATION ROLE**

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

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

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

## **REDEVELOPMENT**

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

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

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

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

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

# EMPLOYMENT AND ECONOMIC IMPACT

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

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

#### **FACILITIES**

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

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

## **ROADWAYS**

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

### **TRANSPORTATION**

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

## **PARKING**

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

## **RUNWAYS**

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

# AIR TRAFFIC CONTROL TOWER

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

## **SECURITY AND SAFETY**

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

## **HISTORY**

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

## **SIZE AND LOCATION**

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

## **AVIATION ROLE**

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

## **EMPLOYMENT AND ECONOMIC IMPACT**

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

### **INVESTMENT**

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

### REDEVELOPMENT

Plans are under way to develop 15 acres of unimproved land at Teterboro that will deliver more efficient operations by better meeting the needs of newer, more efficient aircraft through improvements to aeronautical areas. Primary improvements throughout the airport include two new 40,000-square-foot hangars, a 30,000-square-foot hangar, a modernized terminal building, and paved parking for aircraft.

#### **BUSINESS SERVICES**

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

#### **FACILITIES**

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

## **RUNWAYS AND TAXIWAYS**

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

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

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

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

## **CERTIFICATION STATUS**

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

## **AIRCRAFT MOVEMENTS**

2015 - 167,236

2010 - 149,530

2000 - 181,903

1990 – 160,307 1980 – 231,017

### **AIR TRAFFIC CONTROL TOWER**

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

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| US 1714   139   L1 2396   6 339   LN 135   0 784   LN 136   0 785   EWN 148   10 2398   EWN 148   EWN 148  | L NK 180 2 0 321 J B6 802 0 1 220 S 5 8 5 8 6 0 1 5 9 0 J DL 2104 0 M88 L DL 16 16 8 0 1 2 9 0 1 2 0 1 |  |  | 7 7 66a L 1 03p US 1733 1 321 7 00a J 10 15a UX 399 0 320 3 44p 11 59p J 86 424 1 0 320 9 50a J 12 35p 9 50a J 12 35p 9 50a L 1 40p W 1689 J 3W 1348 7 42a E 10 32a UA 1455 0 738 1 10 65a D 14 42a 0 75b 12 25p J 2 5p J 5 58p D L 502 0 32b 12 36p D L 529 0 738 1 12 25p J 2 5p J 5 58p D L 502 0 32b 12 36p D L 529 0 738 1 12 2au D 2 445 0 5 75b D L 502 0 738 1 12 2au D 2 5p J 5 58p D L 502 0 73b 12 25p J 5 58p J L 1 45p D R 502 0 73b 12 25p J 5 58p D L 502 0 73b 12 25p J 5 58p J L 1 502 0 73b 12 25p J 5 58p J L 1 502 0 73b 12 25p J 5 58p D L 502 0 73b 12 25p J 5 58p D L 502 0 73b 12 25p J 5 58p D L 502 0 73b 12 25p J 5 58p D L 502 0 73b 12 25p J 5 58p D L 502 0 73b 12 25p J 5 58p D L 502 0 73b 12 25p J 5 58p D L 502 0 73b 12 25p J 5 58p J L 1 45p J 2 55p J 5 58p D L 502 0 73b 12 25p J 5 58p J L 1 45p J 2 55p J 5 58p J L 1 45p J 2 55p J 5 58p J L 1 45p J 2 55p J 5 58p J L 1 45p J 2 55p J 5 58p J L 1 45p J 2 55p J 5 58p J L 1 45p J 2 58p J L 1 4 |
| DL 7310 0 E75 EUA 1489 0 739 DL 7302 0 E75 EUA 150 0 E75 E | L NK 188 0 321 J B6 802 0 220 J B6 802 0 200 J DL 2104 0 M88 L D1 1698 0 320 J DL 2104 0 M89 L D1 1698 0 320 E UA 208 0 320 E UA 208 0 320 L DL 2425 0 320 L DL 343 0 320 L B6 342 0 |  |  | 7 7 66a L 1 03p US 1733 1 321 7 0 7 0 3a J 10 15a W 39p 0 320 3 44p 11 59p J B6 424 9 6 8 15a J 10 55a D L 1429 0 757 7 0 3a J 10 15a D D D D D D D D D D D D D D D D D D D  |
| EUA 1489 0 739   To HOUSTON,TX   =Intercentional   Harboby   Electrople   To House   To  | L NK 188   |  |  | 7 7 68a L 1 03p US 1733 1 321 7 070a J 10 15a UX 209 0 320 3 44p 11 59p J B8 424 7 070a J 10 15a UX 209 0 320 3 44p 11 59p J B8 424 7 070a J 10 15a UX 209 0 320 3 44p 11 59p J B8 424 7 070a J 10 15a UX 209 0 320 3 44p 11 59p J B8 424 7 070a J 10 15a UX 209 0 320 4 3 44p 1 10 2362 4 400   |
| EUS 1986 3-07   From MADISON,WI   7 390   1 298 1 10 4 139   1 298 1 1 | L NK 180 2 0 322 1 J 86 802 0 520 8 536 0 E90 J DL 2104 0 M88 L DL 1698 0 320 E 90 J DL 2104 0 105 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1   |  |  | 7 7 68a L 1 03p US 1733 1 321 7 03a J 10 15a VX 399 0 320 3 44p 11 59p J B6 424 7 03a J 10 55a DL 420 0 75W K6 3 58p J 20at E 1 40p Wn 168b 173W 1346 7 42a E 10 52a DL 420 0 75W K6 3 58p J 20at E 1 40p Wn 168b 173W 1346 7 42a E 10 52a DL 420 0 75W K6 3 58p J 20at E 1 40p Wn 168b 173W 1346 7 42a E 10 52a DL 420 0 75W K6 3 58p J 20at E 1 40p Wn 168b 173W 1346 7 42a E 10 52a DL 420 0 75W K6 3 58p J 20at E 1 40p Wn 168b 173W 1346 7 42a E 10 52a DL 420 0 75W K6 3 58p J 20at E 1 40p Wn 168b 173W 1346 7 42a E 10 52a DL 420 0 75W K6 3 58p J 20at E 1 40p Wn 168b 173W 1346 7 42a E 10 52a DL 42a D 75W Market 1 31a DL 42a D 75a D 12 2a D 12 2 |
| DL 7902 0 E75   E8 61512 0 320   X7 6 25a E 9 35a   HWN 160 0 73W   X8 6 30a L 9 19a   L0 A 145 0 73G   X8 7 6 25a E 9 35a   HWN 490 0 73W   X8 6 30a L 9 19a   L0 A 145 0 73G   X8 7 6 25a E 9 35a   HWN 490 0 73W   X8 7 6 30a L 9 19a   L0 A 145 0 73G   X8 7 6 25a E 9 35a   HWN 490 0 73W   X8 7 6 30a L 9 19a   L0 A 145 0 73G   X8 7 6 25a E 9 35a   HWN 490 0 73W   X8 7 6 30a L 9 10a   L0 A 25a    | L NK 180 0 321 J B6 802 0 320 J B6 802 0 320 B5 536 0 E90 J DL 2104 0 M88 L DL 1698 0 320 E UA 208 0 320 L DL 2427 0 320 L DL 2427 0 320 L DL 2425 0 319 L NK 174 0 320 L DL 2425 0 319 L NK 174 0 320 L DL 345 0 320 L DL 35 0 320 L 35 0 35 0 35 0 35 0 35 0 35 0 35 0 35  |  |  | 7 7 68a L 1 03p US 1733 1 321 7 7 03a J 10 15a UX 39p 0 320 3 44p 11 59p J 86 424 7 03p 10 15a UX 39p 0 320 3 44p 11 59p J 86 424 7 03p 10 15a UX 39p 0 320 3 44p 11 59p J 86 424 7 03p 10 15a UX 39p 0 320 3 44p 11 59p J 86 424 7 03p 10 15a UX 39p 0 320 3 44p 11 59p J 86 424 7 03p 10 15a UX 39p 0 320 3 44p 11 59p J 86 424 7 03p 10 15a UX 39p 0 320 3 44p 11 59p J 86 424 7 03p 10 10 10 10 10 10 10 10 10 10 10 10 10   |
| 186    | L NK 180 0 321 J B 8802 0 320 J B 8802 0 320 B 5536 0 E90 J DL 2104 0 M88 L DL 1688 0 320 J CL 2104 0 0 M89 L B 6 1272 0 320 L B 6 1272 0 320 L B 6 1274 0 0 320 J DL 2274 0 M88 L D 1 2482 5 0 319 L NK 174 0 320 J B 6 102 0 320 L D 1 1447 0 320 L D 1 1448 0 320 L D 1 1448 0 0 739 L T 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1   |  |  | 7 7 66a L 1 03p US 1733 1 321 7 00a J 10 15a UX 209 0 320 3 44p 11 59p J B6 424 7 0 10 05a J 12 35p 9 50a L 4 20   |
| DL 7306 0 E75  | L NK 180 0 0 321 J B6 802 0 320 B5 536 0 E90 J DL 2104 0 M88 L DL 1698 0 320 J DL 2014 0 1 M89 L B6 61 27 0 320 L DL 2425 0 320 L DL 1514 1 319 L DL 1514 0 E75 DL 1514 0 E7 |  |  | 7 7 68a L 1 03p US 1733 1 321 7 03a J 10 15a UX 209 0 320 3 44p 11 59p J 86 424 9 9 50a E 1 40p W 10 1849 1 73V 10 15a UX 209 1 0 25a I 2 35p 9 50a L 10 2 35a I 2 35p 9 6 411 0 320 1 0 25a I 2 35p 9 6 6 111 0 320 1 0 25a I 2 35p WN 264 1 73W 1 126a 5 39p UA 404 Aircraft Movements by Market 1 15aa E 5 39p UA 404 Aircraft Movements by Market 1 15aa E 5 39p UA 404 Aircraft Movements by Market 1 1 15aa E 5 39p UA 404 Aircraft Movements by Market 1 1 15aa E 5 39p UA 404 Aircraft Movements by Market 1 1 120p 7 50a 1 1 1 4 A 30 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2   |
| 186 1730 0 320   186 1730 0 320   186 1730 0 320   186 1730 0 320   186 1730 0 320   186 1730 0 320   186 1730 0 320   186 1730 0 320   186 1840 0 320   186    | L NK 180 0 321 J B6 802 0 320 J B6 802 0 320 B6 508 0 E90 J DL 2104 0 M88 L DL 1698 0 320 E UA 208 0 320 L DL 2427 0 320 L DL 2425 0 320 L DL 3426 0 320 L DL 3514 0 320 L 3514 0 3514 0 3514 L  |  |  | 7 7 68a L 1 03p US 1733 1 321 7 03a J 10 15a UX 209 0 320 3 44p 11 59p J B6 424 7 03a J 10 55a DL 420 0 75W K6 3 58p J 20at E L 40p W 10 1848 1 73W 12 10 15a DL 420 0 75W K6 3 58p J 20at E L 40p W 10 1848 1 73W 12 10 15a DL 420 0 75W K6 3 58p J 20at E L 40p W 10 1848 1 73W 12 10 10 25a 12 58p DL 1529 0 738 8 00a L 3 38p U 3 14 15a DL 420 0 75W K6 3 58p J 20at E L 40p W 10 10 25a L 23a DL 1529 0 738 8 00a L 3 38p U 3 14 15a DL 420 0 75W K6 3 38p J 20at E L 40p W 10 10 25a DL 1529 0 738 8 00a L 3 38p U 3 14 12 2a D 40 DL 1529 0 738 1 15a DL 1529 0 738 1 15a DL 1529 0 73b 1 15a DL 1529 0 73b 1 15a DL 1529 0 73b 1 12 2a DL 1529 0 73b 1 10 30a DL 152 |
| 8 6 8 58 L 1 1 58 B 1 0 20 7 0 320   | L NK 180 0 322 J B6 802 0 120 J B6 802 0 120 B6 536 0 E90 J DL 2104 0 M88 B6 536 0 E90 J DL 2104 0 M89 E UA 1065 0 739 E UA 1065 0 739 E UA 208 0 320 E UA 208 0 320 L DL 2425 0 330 E B6 506 0 320 L DL 2425 0 339 L NK 174 0 320 L DL 3425 0 330 L DL 1514 0 M88 E B6 6 0 320 E UA 541 0 320 L DL 1514 0 M88 E B6 6 0 320 E UA 541 0 320 L DL 1514 0 M88 E B6 6 0 320 E UA 541 0 320 L DL 1514 0 M88 E B6 6 0 320 E UA 541 0 320 L DL 1514 0 M88 E B6 6 0 320 E UA 541 1 320 L DL 1514 0 320 L DL 1514 0 320 L DL 1514 0 320 E UA 541 0 320 L DL 1514 0 320 E UA 541 0 520 E UA |  |  | 7 758a L 103p US 1733 321  |
| LIA 415 0 ERJ DL 6158 0 ERJ DL 65 0 FD I UA 644 1 319 Plane Change En Route Plane Change | L NK 180 0 321 J B6 802 0 320 J B6 802 0 320 B6 536 0 E90 J DL 2104 0 M88 L DL 1698 0 320 E UA 208 0 320 L DL 369 0 320 L DL 2427 0 320 L DL 2425 0 320 L DL 2425 0 320 L DL 2425 0 320 L DL 369 0 320 L 369 0  |  |  | 7 7 58a L 1039 US 1733 1 321   |
| UA 4576 0 EPU   X6   902a E 1148a   UA 7711 0 738   X6   902a E 1148a   UA 7711 0 738   X6   902a E 1148a   UA 7711 0 738   X6   905a E 119   UA 9537 0 EPU    | L NK 190 0 322 J B6 802 0 220 J B6 802 0 220 J B6 803 0 1 500 J DL 2104 0 MB8 B6 1272 0 320 E UA 208 0 329 L UA 208 0 320 E UA 208 0 320 L UL 2425 0 320 L UL 2425 0 330 L UL 3425 0 330 L UL 3435 0 330 L 3455 0 3 |  |  | 7 7 58a L 1039 US 1733 1 321   |
| ***PIDS,NIT** 7 9 598 L 2 485   US 2067 1 320  | L NK 170 0 322 J B6 802 0 220 J B6 802 0 220 J B6 803 0 1 590 J DL 2104 0 1 M88 B6 1272 0 320 L DL 2425 0 320 L DL 1514 0 1 M88 B6 167 0 320 L DL 1514 0 1 M88 B6 167 0 320 L DL 1514 0 320 L SL 1514 0 320 L DL 1514 0 320 L SL 1514 0 320 L DL 1515 0 520 L  |  |  | 7 7 58a L 1039 US 1733 1 321   |
| DL 6197 U CH7   X6 10 298E 1 180   U A 488   U 320   V 67   5 55 2   7 50   T I A 556 0   T 7 0 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0  | L NK 1740 0 324 J B6 802 0 202 J B6 805 0 E90 J DL 2104 0 MB8 B6 196 0 399 E UA 1085 0 739 E UA 208 0 320 E UA 540 0 320 E UA 540 0 320 E UA 541 0 320 E UA  |  |  | 7 7 56a L 1 03p  |
| DL6130 0 ERJ   X67 11 30aL 4 34p   US 2069 1 321   X67 6 25a 8 35a LDL7311 0 E/0   X6 2 55p 6 50p LDL5733 0 E75   67 50p 12 10 10 10 10 10 10 10 10 10 10 10 10 10   | L NK 1:80 0 32-1   |  |  | 7 7 56a L 1 03p  |

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

# International

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

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

<sup>\*</sup> Includes Air Taxi, Business & Private, Government flights. Helicopters are excluded.

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

# International

| YEAR | SCHEDULED<br>PASSENGER | CHARTER<br>PASSENGER | CARGO | COMMUTER | NON-<br>REVENUE | OTHER* | TOTAL  |
|------|------------------------|----------------------|-------|----------|-----------------|--------|--------|
| 2002 | 51,299                 | 1.077                | 2.133 | 7,988    | 467             | _      | 62,964 |
| 2003 | 51,704                 | 1,232                | 2,255 | 10,771   | 525             | _      | 66,487 |
| 2004 | 57,192                 | 663                  | 2,069 | 11,991   | 773             | _      | 72,688 |
| 2005 | 60,348                 | 182                  | 2,119 | 13,284   | 328             | _      | 76,261 |
| 2006 | 62,082                 | 131                  | 2,900 | 17,292   | 206             | _      | 82,611 |
| 2007 | 66,806                 | 33                   | 3,305 | 18,274   | 39              | _      | 88,457 |
| 2008 | 71,356                 | 85                   | 3,363 | 18,141   | 40              | _      | 92,985 |
| 2009 | 67,466                 | 103                  | 3,122 | 21,415   | 26              | _      | 92,132 |
| 2010 | 72,439                 | 171                  | 3,134 | 20,121   | 80              | _      | 95,945 |
| 2011 | 75,232                 | 105                  | 3,142 | 19,465   | 65              | _      | 98,009 |
| 2012 | 72,690                 | 76                   | 2,406 | 20,503   | 56              | _      | 95,731 |
| 2013 | 69,822                 | 62                   | 1,643 | 21,163   | 76              | _      | 92,766 |
| 2014 | 71,548                 | 106                  | 1,347 | 18,756   | 154             | _      | 91,911 |
| 2015 | 71676                  | 195                  | 1,306 | 16,643   | 94              | _      | 89,914 |

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

<sup>\*</sup> Includes Air Taxi, Business & Private, Government flights. Helicopters are excluded.

# Domestic

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

# International

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

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

<sup>\*</sup> Includes Air Taxi, Business & Private, Government flights. Helicopters are excluded.

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| YEAR | SCHEDULED<br>PASSENGER | CHARTER<br>PASSENGER | CARGO | COMMUTER | NON-<br>REVENUE | OTHER* | TOTAL  |
|------|------------------------|----------------------|-------|----------|-----------------|--------|--------|
| 2002 | 7,732                  | _                    | _     | _        | _               | _      | 7,732  |
| 2003 | 9,931                  | _                    | _     | _        | _               | _      | 9,931  |
| 2004 | 11,967                 | _                    | _     | -        | _               | _      | 11,967 |
| 2005 | 11,708                 | _                    | _     |          | _               | _      | 11,708 |
| 2006 | 543                    | 32                   | 1,559 | 7,265    | 106             | 73,644 | 83,149 |
| 2007 | 6,783                  | _                    | 1,520 | 7,756    | _               | 71,100 | 87,159 |
| 2008 | 5,441                  | _                    | 1,602 | 6,740    | 12              | 58,840 | 72,635 |
| 2009 | 1,454                  | _                    | 933   | 5,417    | 23              | 36,738 | 44,565 |
| 2010 | 1,426                  | _                    | 903   | 5,350    | 193             | 39,175 | 47,047 |
| 2011 | 1,651                  | _                    | 1,160 | 5,836    | 169             | 37,672 | 46,488 |
| 2012 | 1,768                  | _                    | 1,261 | 5,734    | 95              | 33,286 | 42,144 |
| 2013 | 1,729                  | _                    | 1,278 | 4,535    | 75              | 31,266 | 38,883 |
| 2014 | 1,643                  | _                    | 1,274 | 4,311    | 58              | 29,591 | 36,877 |
| 2015 | 1,653                  | 2                    | 1,313 | 3,631    | 32              | 31,192 | 37,823 |

# International

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

|      | SCHEDULED | CHARTER   |       |          | NON-    |        |        |
|------|-----------|-----------|-------|----------|---------|--------|--------|
| YEAR | PASSENGER | PASSENGER | CARGO | COMMUTER | REVENUE | OTHER* | TOTAL  |
| 2002 | 7,735     | _         | _     | _        | _       | _      | 7,735  |
| 2003 | 9,940     | _         | _     | _        | _       | _      | 9,940  |
| 2004 | 11,978    | _         | _     | _        | _       | _      | 11,978 |
| 2005 | 11,736    | _         | _     | _        | _       | _      | 11,736 |
| 2006 | 568       | 34        | 1,593 | 7,273    | 106     | 73,644 | 83,218 |
| 2007 | 6,783     | _         | 1,540 | 7,756    | _       | 71,100 | 87,179 |
| 2008 | 5,441     | _         | 1,610 | 6,740    | 12      | 58,840 | 72,643 |
| 2009 | 1,454     | _         | 936   | 5,417    | 26      | 36,738 | 44,571 |
| 2010 | 1,426     | _         | 903   | 5,350    | 193     | 39,175 | 47,047 |
| 2011 | 1,651     | 20        | 1,161 | 5,836    | 190     | 37,672 | 46,530 |
| 2012 | 1,768     | _         | 1,273 | 5,734    | 96      | 33,286 | 42,157 |
| 2013 | 1,729     | _         | 1,298 | 4,535    | 77      | 31,266 | 38,905 |
| 2014 | 1,643     | _         | 1,278 | 4,311    | 58      | 29,591 | 36,881 |
| 2015 | 1,653     | 2         | 1,324 | 3,631    | 32      | 31,192 | 37,834 |

<sup>\*</sup> Includes Air Taxi, Business & Private, Government flights. Helicopters are excluded.

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

# International

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

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

<sup>\*</sup> Includes Air Taxi, Business & Private, Government flights. Helicopters are excluded.

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

# International

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

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

 $<sup>\</sup>boldsymbol{*}$  Includes Air Taxi, Business & Private, Government flights. Helicopters are excluded.

# Domestic

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

# International

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

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

 $<sup>\</sup>ensuremath{^*}$  Includes Air Taxi, Business & Private, Government flights. Helicopters are excluded.

Monthly Totals 2015

# Domestic

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

# International

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

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

<sup>\*</sup> Includes Air Taxi, Business & Private, Government and Helicopters.

# Domestic

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

# International

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

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

<sup>\*</sup> Includes Air Taxi, Business & Private, Government and Helicopters.

Monthly Totals 2015

# Domestic

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

# International

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

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

<sup>\*</sup> Includes Air Taxi, Business & Private, Government and Helicopters.

# Domestic

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

# International

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

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

<sup>\*</sup> Includes Air Taxi, Business & Private, Government and Helicopters.

Monthly Totals 2015

# Domestic

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

# International

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

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

<sup>\*</sup> Includes Air Taxi, Business & Private, Government and Helicopters.

# Domestic

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

# International

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

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

<sup>\*</sup> Includes Air Taxi, Business & Private, Government and Helicopters.

# Domestic

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

# International

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

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

<sup>\*</sup> Includes Air Taxi, Business & Private, Government and Helicopters.

# JFK

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

## **EWR**

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

# **LGA**

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

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

 $<sup>\</sup>dagger$  Latin America includes Central & South America less Mexico and the Caribbean and Bermuda markets.

<sup>‡</sup> Transatlantic covers Europe, the Middle East and Africa, including India and Pakistan.

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

# **SWF**

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

# **ACY**

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

# **REGION**

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

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

Note: Region total does not include Teterboro.

| COLOMBIA   | To GENEVA, SWITZERLAND | To HAMBURG, GERMANY   | From LEON/GUANAJUATO, From LONDON, UNITED From MILAN, ITALY (CONT'D) To MONT TREMBL MEXICO X3 1 00p 4 15p J AZ 0804 0 330 CANADA   |
|--|------------------------|-----------------------|--|
| 2 25p 7 23p J B6 1532 0 320  |                        |                       |  |
| CASABLANCA, MOROCCO<br>5 45p J 6 25a † AT 201 0 763  |                        |                       |  |
| m CASABLANCA,  |                        |                       |  |
| 12 25p 3 45p J AT 200 0 763  |                        |                       |  |
| COPENHAGEN, DENMARK<br>5 30p E 7 10a † SK 910 0 333  |                        |                       |  |
| m COPENHAGEN,<br>DENMARK   |                        |                       |  |
| 12 20p 3 15p ESK 909 0 333   |                        |                       |  |
| 5 25a E 11 07a UA 1545 1 738   |                        |                       |  |
| 9 30a E 1 00p UA 1552 0 738  |                        |                       |  |
| m COZUMEL,MEXICO<br>11 57a 8 29p E UA 1546 1 738   |                        |                       |  |
| Plane Change En Route 1 51p 6 44p E UA 1551 0 738  |                        |                       |  |
| DAKAR, SENEGAL<br>9 31n J 10 05at DI 416 0 7521  |                        |                       |  |
| m DAKAR,SENEGAL  |                        |                       |  |
| 3 50a 7 45a J SA 203 0 343   |                        |                       |  |
| DELHI,INDIA<br>2 25p J   |                        |                       |  |
| 8 40p E 9 20p † UA 82 0 777<br>m DELHI,INDIA   |                        |                       |  |
| 1 35a 6 35a J Al 101 0 77W<br>11 35p 4 45a † E UA 83 0 777   |                        |                       |  |
| DOHA, QATAR  |                        |                       |  |
| m DOHA,QATAR   |                        |                       |  |
| 8 05a   2 05p   J QR 701   0 77W  <br>DUBAI,U.A.E  |                        |                       |  |
| 10 40aJ 8 10a † EK 204 0 388<br>10 20pJ 10 55p† EK 206 1 77W   |                        |                       |  |
| 11 00pJ 8 30p † EK 202 0 388<br>m DUBALU A F   |                        |                       | X6 6 55pJ 7 15a f CBA 002 0 318<br>7 15p E 7 25a f HUA 29 0 777<br>12 30pJ 10 50pt DL 473 1 744<br>12 30pJ 10 50pt DL 473 1 744<br>12 30pJ 10 50pt DL 473 1 744<br>12 30pJ 10 50pt DL 473 1 744  |
| 2 25a 7 45a J EK 203 0 388   |                        |                       | 7 20p J 7 20a f HBA 176 0 7777 Plane Change En Route 1 20p L 215p DAC 7457 0 E75 11 45a 3 05p J 7 25p J 7 25s f HAA 106 0 777W From MANILA, PHILIPPINES 2 560 F 4 21p D DAC 7457 0 E75 X1 3 30p 6 55p E  |
| 9 05a 7 00p J EK 205 1 77W   |                        |                       |  |
| 5 30p J 5 15a † El 104 0 330   |                        |                       | 8 15p J 6 15a t HBA 116 0 777 TO MICLECTIN, COLOMBIA 3 35p E 4 5p DAC 7/39 0 CRJ 7 00a J 10 03a 8 30p J 8 35a t HAA 104 0 777 157 7 7 55a J 1 35p AV 043 0 319 3 35p L 5 06p DAC 7459 0 E75 X3 9 00a E 12 09p  |
| 7 00p E 7 00a f UA 23 0 752<br>7 7 05p J 6 50a f AA 290 0 757  |                        | SOUTH AFRICA<br>8 15p | 8 55p J 8 45a + HBA 172 0 744 From MEDELLIN, COLOMBIA 335p J 5 20p D AA 3569 0EBD 9 028 J 12 04p 4 8 55p J 9 00a + HVS 046 0 744 567 11 45p 5 10a + J AV 042 0 319 X6 4 05p L 5 40p D AA 3074 0EBD 10 45a L 2 15p  |
| 7 8 40p J 8 25a† El 108 0 330<br>10 00p J 9 30a† DL 411 0 76W  |                        |                       | 8 55p E 9 25a † HUA 17 0 752 TO MEXICO CITY, MEXICO 5 15p J 6 57p DDL 2939 0 CRJ 6 7 10 538 E 2 03p 246 9 00p J 9 00a † HKU 102 0 777 X3 12 15a J 5 05a AM 401 0 738 X6 5 30p L 6 57p DAC 7461 0 E75 12 59p J 3 59p  |
| m DUBLIN, REP. OF IRELAND  |                        |                       | 9 10p E 9 05a f HVS 002 0 744  |
| 6 8 55a 11 50a J AA 291 0 757  |                        |                       | PASSENGER TRAFFIC  |
| 10 50a 1 25p J El 105 0 330  |                        |                       | X56 9 55p J 10 05at CBA 004 0 18 4 5 5 5 1 10 00p E 10 15at F IUA 940 0 763   Value 14 16 16 10 10 27 16 17 17 17 17 18 18 18 18 18 18 18 18 18 18 18 18 18  |
| 7 3 30p 6 05p J El 109 0 330   |                        |                       | X3 10 25pE 10 00at H BA 186 0 788 Plane Change En Route 9 30p J 10 55p DAA 3485 0 ERD 3 14p 6 25p L From MONTRFAL CANADA 4 56p 7 54p J   |
| 4 45p E 6 10a † LH 409 0 343   |                        |                       | X6 10 55pJ 11 00at H BA 182 0 777   Plane Change En Route   D = Dorval   To OSAKA, JAPAN   From LONDON   Capture   Capture   D = Dorval   To OSAKA, JAPAN   From LONDON   Capture   Captur |
| m DUESSELDORF,   |                        |                       | UNITED KINGDOM Plane Change En Route X67 6 10a D 7 55a L AA 3515 0 ERD From OSAKA, JAPA  |
| GERMANY<br>12 15p 3 05p ELH 408 0 343  |                        |                       | H = Heathrow 5 10 p E 9 50p UA 1065 0 738 X7 7 05a D 8 45a L DL 6245 0 CR7 TO OSLO, NORWAY   |
| 1 05p 3 35p J AB 7450 0 332<br>EDINBURGH.  |                        |                       | 8 258 H 11 058 3 BA 117 0 744  8 408 H 12 059 E UA 45 0 752 From MEXICO CITY, MEXICO 6 8 358 D 10 108 L AA 3523 0 E D 8 059 E 9 458 †  |
| UNITED KINGDOM   |                        |                       | Top 50 Airport Comparisons   |
| m EDINBURGH,   |                        |                       | 955a H12 40p J BA 175 0 744 1245 6 35a 4 10p L UA 723 1 319 11 00aD 12 270 L AC 7454 0 E75 1457 10 25a 12 50p E  |
| 9 05a 12N EUA 37 0 752   |                        |                       | Commercial Passenger Traffic   |
| EDMONTON, CANADA<br>7 55p E 11 11p UA 773 0 319  |                        |                       | 11 30aH 2 25p J BA 113 0 777 1247 9 05a 5 59p L UA 494 1 319 0 12 1990 1 30p L AA 3497 0 EM. TO OTTAWA, CANA   |
| m EDMONTON, CANADA   |                        |                       | 12 500H 4 049 JDL 2 0 784 9 378 3 159 JAN Passenger Traffic by Market  |
| FRANKFURT, GERMANY   |                        |                       | 1 35p J 2 59p J 8 400 1 318 / 10 558 8 04p L 0A 300 1 35p J 2 59p L AC 4 56 0 E75 A0 8 15p L 9 42p 1 00p H 3 55p J VS 045 0 744 Plane Change En Route X6 2 27p D 4 08p L DL 6349 0 EPJ 145 9 45p E 11 03p  |
| 6 10p E 7 45a † LH 403 0 744   |                        |                       | 2 20p H 5 20p J BA 173 0 777 2 32p 8 11p J DL 948 0 757 2 38p D 4 15p E UA 5886 0 ERJ From OTTAWA,CA   |
| 7 30p J 9 50a † DL 410 0 76W   |                        |                       | The second secon |
| 10 20pJ 12 05p† LH 405 0 744   |                        |                       | 2015 Revenue Passenger Traffic by Airline  |
| TO A NIKELIOT CERTAIN  |                        |                       |  |
| m FRANKFURT,GERMANY<br>8 20a 11 05a J SQ 26 0 388  |                        |                       | 246 3 30p H 6 30p J KU 101 0 777 To MILAN,ITALY 350p H 7 10p EUA931 0 CFB 25 4 30p E A 4 0 5 10p J 7 20a t D L 418 0 7 63 4 0 0 p H 7 0 5 p EV 5 0 0 1 0 7 44 6 0 0 p J 8 0 5 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1  |
| m FRANKFURT, GERMANY<br>8 20a 11 05a J SQ 26 0 388<br>10 55a 1 35p J LH 400 0 744<br>11 05a 2 10p E UA 51 0 764  |                        |                       | 246 3 30p H 6 30p J KU 101 0 777 35p 2 58p L 325 2 53p B 6 30p J L 4231 0 CHJ 135p 2 58p L 325 2 54 30p B 6 30p J L 4281 0 CHJ 135p 2 58p L 325 2 54 30p B 6 30p J B 4 30p J B |
| 8 20a 11 05a J SQ 26 0 388<br>10 55a 1 35p J LH 400 0 744<br>11 05a 2 10p EUA 51 0 764<br>1 35p 4 10p ELH 402 0 744<br>1 45p 4 45p J DL 107 0 76W  |                        |                       | 246 3 30p H 6 30p J KU 101 0 777   3 50p H 7 10p EUA 941 0 763   4 00p H 7 05p EVS 001 0 744   5 10p J 7 20a 1 D L 418 0 764   5 10p J 7 20a 1 D L 418 0 764   5 10p J 7 20a 1 D L 418 0 764   5 10p J 7 20a 1 D L 418 0 764   5 10p J 7 20a 1 D L 418 0 764   5 10p D 8 03p J B A 0 |
| m FRANKFURT, GERMANY 8 20a 11 05a J 50 26 0 388 10 55a 1359 J LH 400 0 744 11 05a 2 10p EUA 51 0 764 13 55 4 10p EUH 402 0 744 14 55 4 45p J DL 107 0 76W 5 25p 8 20p J LH 404 0 744   |                        |                       | 246 3 30p H 6 30p J KU 101 0 777   3 50p H 7 10p EUA941 0 763   4 00p H 7 05p EVS 001 10 744   X6 4 00p C 8 30p J BA 003 1 318   4 15p H 7 20p J BA 115 0 777   5 55p H 8 10p J BA 107 0 779   X3 8 25p J 10 90at   X4 25p J 25p E KE 206 0 778   X5 25p H 8 10p EBA 187 0 788   X6 25p J 25p E KE 206 0 778   X7 5 50p B 8 10p EBA 187 0 788   X8 25p J 10 90at   X8 6 20p J 26p EK 206 0 778   X8 6 20p J 26p EK 206 0 778   X9 6 20p J 26p EK 206 0 778   X9 7 55p D 9 30p LA 207 0 EBB 20p LA 207 0 EBB 20p LA 207 0 EBB 20p J 20p LA 207 0 EBB 2 |
| 8 20a 11 05a J 50 26 0 386<br>10 55a 135p J LH 400 0 744<br>11 05a 2 10p E UA 51 0 764<br>1 35p 4 10p E LH 402 0 744<br>1 45p 4 45p J DL 107 0 76W<br>5 25p 8 20p J LH 404 0 744<br>Lesse Arme Fight S Eq  |                        |                       | 246 3 30 h H 6 30 h J KU 101 0 777   3 50 h H 7 10 h EUA 941 0 763   4 00 h 7 05 p EVS 001 0 744   5 10 h J R 20 h 1 0 L 418 0 764   5 0 h J R 20 h 1 0 L 418 0 764   5 0 h J R 20 h 1 0 L 418 0 764   5 0 h J R 20 h 1 0 L 418 0 764   5 0 h J R 20 h J R 20 h 1 0 A 1 1 0 A  |
| 8 20a 11 05a J 50 26 0 386 10 55a 135p J LH 400 0 744 11 05a 2 10p E UA 51 0 764 1 35p 4 10p E LH 402 0 744 1 45p 4 45p J DL 107 0 764 5 25p 8 20p J LH 404 0 744  Leave Arrive Flight S Eq  MONT TREMBLANT, CANADA  |                        |                       | 246 3 30p H 6 30p J KU 101 0 777 3 50p H 7 10p EUA 941 0 763 4 00p H 7 05p EVS 001 0 744 X6 4 00p C 8 30p J BA 003 1 318 4 15p H 7 20p J BA 115 0 777 X3 8 25p J 10 30a  |
| 8 20a 11 05a J SO 26 0 388 10 55a 1 35p J L14 400 0 744 11 05a 2 10p EUA 51 0 764 1 35p 4 10p EUA 51 0 764 1 45p 4 45p J DL1 10 76W 5 25p 8 20p J L1 404 0 744  LEANY ATTIVE FIGHT S Eq.   |                        |                       | 246 3 30p H 6 30p J KU 101 0 777 3 50p H 7 10p EUA 941 0 763 4 00p H 7 05p EVS 001 0 744 X6 4 00p C 8 30p J BA 003 1 318 4 15p H 7 20p J BA 115 0 777 5 05p H 8 15p J AA 107 0 77W X3 5 25p H 8 115 0 777 X3 6 25p J 0 300 A 300 A 300 X3 5 25p H 8 15p J AA 107 0 77W X3 5 25p H 8 15p J AA 107 0 77W X3 5 25p H 8 15p J AA 107 0 77W X3 5 25p H 8 15p J AA 107 0 78B 5 40p H 8 45p J VS 009 0 333 5 50p H 8 15p J D 300 A 300 A 300 5 50p H 8 15p J AA 107 0 78B 6 00p H 9 00p J BA 179 0 777 X3 10 00 A 120p J D 4 49 0 764 6 00p H 9 00p J BA 179 0 777 X3 5 25p H 8 100 A 307 0 A 307 0 A 307 0 A 307 0 B A 307 0 A 307 0 B A 307 0 A 307 0 B |
| 8 20a 11 05a J SQ 26 0 386 10 55a 135p J LH 400 0 744 11 05a 2 10p E UA 51 0 764 1 35p 4 10p E LH 402 0 744 145p 4 45p J D LH 70 76W 5 25p 8 20p J LH 404 0 744  LEBNE ARTHE Flight 5 Eq MONT TREMBLANT, CANADA 10 10aE 11 45a PD 160 0 DH4 M MONT TREMBLANT, CANADA   |                        |                       | 246 3 30h H 6 30h J KU 101 0 777 3 50h H 7 10h EUA 941 0 783 4 00h H 7 05h EVS 001 0 744 X6 4 00h C 8 30h J BA 003 1 318 4 15h H 7 20h J BA 115 0 777 5 05h H 8 15h J AA 107 0 77W X3 5 25h H 8 10h EBA 187 0 789 X3 5 25h H 8 10h EBA 187 0 789 5 4 00h H 8 39h J DL 3 0 764 6 00h H 8 99h J DL 3 0 764 6 00h H 8 99h J DL 3 0 764 6 00h H 8 99h J DL 3 0 764 6 00h H 8 99h J DL 3 0 764 7 0 15h K 17TS, LEEWARD IS 7 0 5 AN JUAN, PUERTO RICO (CONT'D) 5 30h J 10 21h 59h AA 1584 0 738 FOR SKITTS, LEEWARD IS 7 0 5 T LUCIA, SAINT LUCIA 8 0 58h J 1 40h B 8 881 0 320 7 00h J J 11 55h D DL 247 0 752 7 00h J 11 55h D DL  |
| 8 20a 11 05a J SQ 26 0 388 10 55a 1 55p J LH 400 0 744 11 05a 2 10p EUA 51 0 764 1 35p 4 10p EUA 51 0 764 1 35p 4 45p J DL 10 7 076W 5 25p 8 20p J LH 404 0 744  LEAVE ARTINE FIRST S EQ  MONT TREMBLANT, CANADA 10 10aE 11 45a PD 160 0 DH4 m MONT TREMBLANT, CANADA 8 45p 10 105 EPD 161 0 DH4 MOSCOW,   |                        |                       | 246 3 30h H 6 30h J KU 101 0 777 3 50h H 7 10h EUA 941 0 783 4 00h H 7 05h EVS 001 0 744 X6 4 00h C 8 30h J BA 003 1 318 4 15h H 7 20h J BA 115 0 777 5 05h H 8 15h J AA 107 0 77W X3 5 25h H 8 10h EBA 187 0 789 X3 5 25h H 8 10h EBA 187 0 789 5 4 00h H 8 39h J D S 00 0 333 5 50h H 8 19h J BA 107 0 77W X3 5 25h H 8 10h EBA 187 0 789 X3 6 25h H 8 10h EBA 187 0 789 X3 6 25h H 8 10h EBA 187 0 789 X3 6 25h H 8 10h EBA 187 0 789 X3 6 25h H 8 10h EBA 187 0 789 X3 6 25h H 8 10h EBA 187 0 789 X3 6 25h H 8 10h EBA 187 0 789 X3 6 25h H 8 10h EBA 187 0 789 X3 6 25h H 8 10h EBA 187 0 789 X3 6 25h H 8 10h EBA 187 0 789 X3 6 25h H 8 10h EBA 187 0 789 X3 6 25h H 8 10h EBA 187 0 789 X3 6 25h H 8 10h EBA 187 0 789 X3 6 25h H 8 10h EBA 187 0 789 X3 6 25h H 8 10h EBA 187 0 789 X3 6 25h H 8 10h EBA 187 0 789 X3 6 25h H 8 10h EBA 187 0 789 X3 6 25h H 8 10h EBA 187 0 789 X3 6 25h H 8 10h EBA 187 0 789 X3 6 25h H 8 10h EBA 187 0 784 X3 6 25h H 8 10h EBA 187 0 789 X3 6 25h H 8 10h EBA 187 0 789 X3 6 25h H 8 10h EBA 187 0 789 X3 6 25h H 8 10h EBA 187 0 789 X3 6 25h H 8 10h EBA 187 0 789 X3 6 25h H 8 10h EBA 187 0 789 X3 6 25h H 8 10h EBA 187 0 789 X3 6 25h H 8 10h EBA 187 0 789 X3 6 25h H 8 10h EBA 187 0 789 X3 6 25h H 8 10h EBA 187 0 789 X3 6 25h H 8 10h EBA 187 0 789 X3 6 25h H 8 10h EBA 187 0 789 X3 6 25h H 8 10h EBA 187 0 789 X3 6 25h H 8 10h EBA 187 0 780 X3 6 25h  |
| 8 20a 11 05a J SQ 26 0 388 10 55a 1 55p J LH 400 0 744 11 05a 2 10p EUA 51 0 764 1 35p 4 10p EUA 51 0 764 1 35p 4 45p J DL 107 0 76W 5 25p 8 20p J LH 404 0 744  Leave Anne Fight 5 Eq  MONT TREMBLANT, CANADA 10 10aE 11 45a PD 160 0 DH4 m MONT TREMBLANT, CANADA 8 45p 10 15p EPD 161 0 DH4 MOSCOW, RUSSIA - EUROPE Shetremetysvo   |                        |                       | 246 3 30h H 6 30h J KU 101 0 777   3 50h H 7 10h EUA 941 0 783   4 00h H 7 05h EVS 001 0 744   6 4 00h C 8 30h J BA 003 1 318   4 15h H 7 20h J BA 115 0 777   5 05h H 8 15h J AA 107 0 77W   X3 6 25h H 8 10h EB 18 187 0 788   5 40h H 8 45h J VS 009 0 333   5 50h H 8 10h EB 18 187 0 788   5 40h H 8 45h J VS 009 0 333   5 50h H 8 10h EB 18 187 0 788   5 40h H 8 45h J VS 009 0 333   5 50h H 8 10h EB 18 187 0 788   6 40h H 8 90h J DL. 3 0 764   6 00h H 9 00h J BA 187 0 77W   10 00a 1 20h J DL. 419 0 764   5 50h H 8 59h J DL. 3 0 764   6 00h H 9 00h J BA 187 0 787   7 55h KITTS, LEEWARD IS   3 3 45h J 9 55h A 1584 0 738   From ST KITTS, LEEWARD IS   5 30h J 10 21h 59h A 1020 0 750   7 00h J 11 59h A 1020 0 750   8 8 57a E 248 D UA 1642 0 738   From ST LUCIA, SAINT LUCIA   8 8 57a E 248 D UA 1642 0 738   From ST LUCIA, SAINT LUCIA   8 8 57a E 248 D UA 1642 0 738   From ST LUCIA, SAINT LUCIA   8 8 57a E 248 D UA 1642 0 738   From ST LUCIA, SAINT LUCIA   8 8 57a E 248 D UA 1642 0 738   From ST LUCIA, SAINT LUCIA   8 8 57a E 248 D UA 1642 0 738   From ST LUCIA, SAINT LUCIA   8 8 57a E 248 D UA 1642 0 738   From ST LUCIA, SAINT LUCIA   8 8 57a E 248 D UA 1642 0 738   From ST LUCIA, SAINT LUCIA   8 8 57a E 248 D UA 1642 0 738   From ST LUCIA, SAINT LUCIA   8 8 57a E 248 D UA 1642 0 738   From ST LUCIA, SAINT LUCIA   8 8 540 J 1 45a f   8 8 6 103 0 320   11 590 A 190 B 803 0 320   7 00b J 11 590 A 190 B 803 0 320   7 00b J 11 590 A 190 B 803 0 320   7 00b J 11 590 A 190 B 803 0 320   7 00b J 11 590 A 190 B 803 0 320   7 00b J 11 590 A 190 B 803 0 320   7 00b J 11 590 A 190 B 803 0 320   7 00b J 11 590 A 190 B 803 0 320   7 00b J 11 590 A 190 B 803 0 320   7 00b J 11 590 A 190 B 803 0 320   7 00b J 11 590 A 190 B 803 0 320   7 00b J 11 590 A 190 B 803 0 320   7 00b J 11 590 A 190 B 803 0 320   7 00b J 11 590 A 190 B 803 0 320   7 00b J 11 590 A 190 B 803 0 320   7 00b J 11 590 A 190 B 803 0 320   7 00b J 11 590 A 190 B 803 0 320   7 00b J 11 590 A 190 B 803 0 320    |
| 8 20a 11 05a J SQ 26 0 388 10 55a 1 35p J LH 400 0 744 11 05a 2 10p EUA 51 0 764 1 35p 4 10p ELH 402 0 744 1 45p 4 45p J DL 107 0 76W 5 25p 8 20p J LH 404 0 744  Leave Arme Fight S Eq  MONT TREMBLANT, CANADA 10 10aE 11 45a PD 160 0 DH4 m MONT TREMBLANT, CANADA 8 45p 10 15p EPD 161 0 DH4 MOSCOW, RUSSIA - EUROPE Shertemelyeov Virulkovoy Virulkovoy 2 10p J 8 20a † S SU 101 0 333   |                        |                       | 246 3 30p H 6 30p J KL 101 0 777 3 50p H 7 10p EUA 941 0 763 4 00p H 7 05p EVS 001 0 744 X6 4 00p C 8 30p J BA 003 1 318 4 15p H 7 20p J BA 115 0 777 5 05p H 8 15p J AA 107 0 77W X3 5 25p H 8 10p E BA 187 0 788 5 40p H 8 45p J VS 009 0 333 5 50p H 8 15p J AA 107 0 77W X3 5 25p H 8 10p E BA 187 0 788 5 40p H 8 45p J VS 009 0 333 5 50p H 8 15p J AA 107 0 77W X3 5 25p H 8 10p E BA 187 0 777 X3 6 25p J 10 30a 1 20p J D 4 19 0 763 6 00p H 9 00p J BA 178 0 777 X3 6 25p J 10 30a 1 20p J D 4 19 0 763 6 00p H 9 00p J BA 178 0 777 X3 6 25p J 10 30a 1 20p J D 4 19 0 763 CONT'D)  From ST KITTS, LEEWARD IS 4 7 10 15a 1 55p J AA 1584 0 738 From ST LUCIA, SAINT LUCIA 8 8 55a J 1 40p Be 881 0 320 6 8 57a E 2 48p UA 1642 0 738 From ST LUCIA, SAINT LUCIA 2 45p 6 49p J Be 882 0 320 6 3 38p 7 44p E UA 1643 0 738 TO ST MAARTEN, KITHALP RARTIN, KITHALP RARTIN RAR |
| 8 20a 11 05a J SQ 26 0 386 10 55a 135p J LH 400 0 744 11 05a 2 10p E UA 51 0 764 1 35p 4 10p E LH 402 0 744 1 45p 4 45p J D L 107 0 76W 5 25p 8 20p J LH 404 0 744  LENY ATTHE BLANT, CANADA 10 10a 11 45a PD 160 0 DH4 IM MONT TREMBLANT, CANADA 8 45p 10 15p E PD 161 0 DH4 MOSCOW, RUSSIA - EUROPE Sheremetyewo 2 10p J 8 20a 1 S SU 101 0 333 2 25p J 8 10a 1 V UN 2222 0 763 4 18p J 10 50a 1 S D L 466 0 76W   |                        |                       | 246 3 30p H 6 30p J KU 101 0 777   3 50p H 7 10p E U s 01 0 744   X6 4 00p C 8 30p J B A 003 1 318   4 10p H 7 20p J B A 115 0 777   5 05p H 8 10p D 8 1 B 17 0 789   X3 8 25p J 10 303 A 7 208   X3 8 25p J 10 303 A 7 208   10 20p J 2 0 30p J B A 308 0 208   10 20p J 2 0 30p J B A 308 0 208   10 20p J 2 0 30p J B A 308 0 208   10 20p J 2 0 30p J B A 308 0 208   10 20p J 2 0 30p J B A 308 0 208   10 20p J 2 0 30p J B A 308 0 208   10 20p J 2 0 30p J B A 308 0 208   10 20p J 2 0 30p J B A 308 0 208   10 20p J 2 0 3p J B A 308 0 208   10 20p J 2 0 3p J B A 308 0 208   10 20p J 2 0 3p J B A 308 0 208   10 20p J 2 0 3p J B A 308 0 208   10 20p J 2 0 3p J B A 308 0 208   10 20p J 2 0 3p J B A 308 0 208   10 20p J 2 0 3p J B A 308 0 208   10 20p J 2 0 3p J B A 308 0 208   10 20p J 2 0 3p J B A 308 0 208   10 20p J 2 0 3p J B A 308 0 208   10 20p J 2 0 3p J B A 308 0 208   10 20p J 2 0 3p J B A 308 0 208   10 20p J 2 0 3p J B A 308 0 208   10 20p J 2 0 3p J B A 308 0 208   10 20p J 2 0 3p J B A 308 0 208   10 20p J 2 20p J 2 0 3p J B A 308 0 208   10 20p J 2 20p J 2 0 3p J B A 308 0 208   10 20p J 2 20p |
| 8 20a 11 05a J SQ 26 0 388 10 55a 1 55p J LH 400 0 744 11 05a 2 10p EUA 51 0 764 1 35p 4 10p ELH 402 0 744 1 45p 4 45p J DL 110 7076W 5 25p 8 20p J LH 404 0 744  Leave Arrive Flight 5 Eq  MONT TREMBLANT, CANADA 10 10aE 11 45a PD 160 0 DH4 m MONT TREMBLANT, CANADA 8 45p 10 115p EPD 161 0 DH4 MOSCOW, RUSSIA - EUROPE Sheremety wov Vaukovo 2 10pJ 8 20a † S SU 101 0 333 2 225p J 8 10a † V UN 2222 0 763 4 18pJ 10 50a† S DL 466 0 76W 7 05p J 1 25p† S SU 103 0 333 m MOSCOW,   |                        |                       | 246 3 30p H 6 30p J KU 101 0 777 3 50p H 7 10p EUA 941 0 783 4 00p H 7 05p EVS 001 0 744 X6 4 00p C 8 30p J BA 003 1 318 4 15p H 7 20p J BA 115 0 777 5 05p H 8 15p J AA 107 0 77W X3 8 25p H 8 10p EBA 187 0 788 5 40p H 8 45p J VS 009 0 333 5 50p H 8 59p J DL 3 0 764 6 00p J BA 197 0 777 77 77 78 10 100 1 22p J AA 199 0 763 6 00p H 9 00p J BA 179 0 777 77 77 78 10 100 1 22p J AA 199 0 763 70 ST KITTS, LEEWARD IS 8 0 5a J 1 40p B 881 0 738 From ST LUCIA, SAINT LUCIA 8 0 5a J 1 40p B 881 0 738 From ST LUCIA, SAINT LUCIA 2 4 5p 6 49p J B 8 882 0 320 6 8 57a E 2 45p UA 1643 0 738 From ST LUCIA, SAINT LUCIA 2 4 5p 6 49p J B 8 882 0 320 6 3 38p 7 44p E UA 1643 0 738 TO ST LUCIA, SAINT LUCIA 2 4 5p 6 49p J B 8 882 0 320 6 3 38p 7 44p E UA 1643 0 738 TO ST MAARTEN, ST MARTEN, ST MA M |
| 8 20a 11 05a J SQ 26 0 388 10 55a 1 35p J LH 400 0 744 11 05a 2 10p EUA 51 0 764 1 35p 4 10p EUA 51 0 764 1 35p 4 40p EUH 402 0 744  Leave Arrive Flight 5 Eq  MONT TREMBLANT, CANADA 10 10 36 11 45a PD 160 0 DH4  M MONT TREMBLANT, CANADA 4 845p 10 15p EPD 161 0 DH4  MOSCOW, RUSSIA - EUR OPE Sheremetysvo Viulkovo 2 10p J 8 20a f S SU 101 0 333 2 25p J 8 10a f V UN 222 0 763 4 18p 10 50a f S SU 406 0 76W 1 55p J 8 50a f S SU 101 0 333 2 25p J 8 10a f V UN 222 0 763 4 18p 10 50a f S SU 406 0 76W   |                        |                       | 1  |
| 8 20a 11 05a J SQ 26 0 388 10 55a 135p J LH 400 0 744 11 05a 2 10p E UA 51 0 764 11 35p 4 10p E LH 402 0 744 145p 4 45p J D LI 10 764 5 25p 8 20p J LH 404 0 744  LEAVE ATTIVE FIRST  MONT TREMBLANT, CANADA 10 10aE 11 45a PD 160 0 DH4  m MONT TREMBLANT, CANADA 8 45p 10 15p E PD 161 0 DH4 MOSCOW, RUSSIA - EUROPE Sheremetywov 7 05p J 1 25p + S SU 101 0 333 2 225p J B 10a + V UN 2222 0 763 4 18p J 10 50a1 S D L 466 0 76W 7 05p J 1 25p + S SU 103 0 333 m MOSCOW, RUSSIA - EUROPE Sheremetywov  MOSSIA - EUROPE Sheremetywov  MOSCOW, RUSSIA - EUROPE Sheremetywov  MOSCOW, RUSSIA - EUROPE Sheremetywov  |                        |                       | 1  |
| 8 20a 11 05a J SQ 26 0 388 10 55a 155p J LH 400 0 744 11 05a 2 10p E UA 51 0 764 1 35p 4 10p E LH 402 0 744 1 45p 4 10p E LH 402 0 744  Leave Arrive Frigit 5 Eq  MONT TREMBLANT, CANADA 10 10aE 11 45a PD 160 0 DH4 m MONT TREMBLANT, CANADA 45p 10 15p E PD 161 0 DH4 MOSCOW, RUSSIA - EUROPE Sheremety-evo Vaukovo 2 10p J 8 20a † S SU 101 0 333 T MOSCOW, RUSSIA - EUROPE Sheremety-evo Vaukovo 1 52p J 8 10a † V UN 2222 0 763 4 18p J 10 50a† S DL 466 0 76W 7 105p J 1 25p † S SU 103 0 333 m MOSCOW, RUSSIA - EUROPE Sheremety-evo Vaukovo 10 50a5 12 20p J SU 100 0 333  |                        |                       | 246 3 30p H 6 30p J KU 101 0 777 3 50p H 7 10p EUA 941 0 784 4 00p H 7 05p EVS 001 0 744 4 6 4 00p C 8 30p J BA 003 1 318 4 15p H 7 20p J BA 115 0 777 5 505p H 8 15p J AA 107 0 77W 3 5 25p H 8 10p E BA 187 0 788 5 4 0p H 8 45p J VS 009 0 333 5 50p H 8 15p J AA 107 0 77W 10 00a 1 20p J D L 419 0 764 6 00p H 9 9 00p J BA 179 0 777 11 00a 1 20p J D L 419 0 764 6 00p H 9 9 00p J BA 179 0 777 10 00a 1 20p J D L 419 0 764 3 3 45p J 9 5p A 1584 0 738 From ST KITTS, LEEWARD IS 3 6 3 45p J 9 5p A 1584 0 738 From ST LUCIA, SAINT LUCIA 2 45p 6 49p J B8 881 0 320 6 8 57a E 24b D L 1642 0 738 From ST LUCIA, SAINT LUCIA 2 45p 6 49p J B8 882 0 320 6 3 38p 7 44p E LA 1643 0 738 TO ST MAARTEN (DUTCH PART) 7 756a E 1 02p U A 1629 0 73C 8 200 8 505a J 1 29b D L 461 0 73W 7 56a E 1 02p U A 1629 0 73C 8 2 76 0 9 6a E 2 12p U A 1629 0 73C 8 3 76 0 9 6a E 2 12p U A 1629 0 73C 8 3 76 0 9 6a E 2 12p U A 1629 0 73C 8 3 76 0 9 6a E 2 12p U A 1629 0 73C 8 3 76 0 9 6a E 2 12p U A 1629 0 73C 8 3 76 0 9 6a E 2 12p U A 1629 0 73C 8 3 76 0 9 6a E 2 12p U A 1629 0 73C 8 3 76 0 9 6a E 2 12p U A 1629 0  |
| 8 20a 11 05a J SQ 26 0 388 0 55a 135p J LH 400 0 744 11 05a 2 10p EUA 51 0 764 1 35p 4 10p EUA 51 0 764 1 45p 4 10p EUH 402 0 744  Leave Armive Flight 5 Eq  MONT TREMBLANT, CANIADA 10 10aE 11 45a PD 160 0 DH4  M MONT TREMBLANT, CANIADA 4 5p 10 15p EPD 161 0 DH4  MOSCOW, RUSSIA - EUROPE Sherametysvo Vnukovo 2 10p J B 20a + S SU 101 0 333 1 2 25p J 8 10a + V UN 222 2 0 763 4 18p J 10 50a5 15 SU 103 0 333 m MOSCOW, RUSSIA - EUROPE Sheremetysvo Vnukovo 1 25p + S SU 103 0 333 m MOSCOW, RUSSIA - EUROPE Sheremetysvo Vnukovo 1 25p + S SU 103 0 333 m MOSCOW, RUSSIA - EUROPE Sheremetysvo Vnukovo 1 25p + S SU 103 0 333 m MOSCOW, RUSSIA - EUROPE Sheremetysvo Vnukovo 1 25p + S SU 103 0 333 m MOSCOW, RUSSIA - EUROPE Sheremetysvo Vnukovo 1 25p + S SU 103 0 333 m MOSCOW, RUSSIA - EUROPE Sheremetysvo Vnukovo 1 10 50a6 12 20p J SU 100 0 333 11 10aV 12 15p J J UN 111 1 0 763 12 40p S 2 13p J J DL 467 0 766W 3 40p S 2 13p J J DL 467 0 766W  |                        |                       | 18   |
| 8 20a 11 05a J SQ 26 0 388 10 55a 135p J LH 400 0 744 11 05a 2 10p EUA 51 0 764 11 05a 2 10p EUA 51 0 764 11 05a 2 10p EUA 51 0 764 11 05a 2 10p EUH 402 0 744  Leave Armive Flight 5 Eq  MONT TREMBLANT, CANADA 10 10 11 145a PD 160 0 DH4 m MONT TREMBLANT, CANADA 10 10 11 145a PD 160 0 DH4 MOSCOW, RUSSIA - EUROPE Sherrametywo Voulvovo 2 10p J 8 20a 1 S SU 101 0 333 2 25p J 8 10a 1 V UN 2222 0 763 4 18p J 10 50a 15 SU 101 0 333 2 25p J 8 10a 1 V UN 2222 0 763 4 18p J 10 50a 15 SU 101 0 333 C MMOSCOW, RUSSIA - EUROPE Sherrametywo Voulvovo Vou |                        |                       | 180    |
| 8 20a 11 05a J SQ 26 0 388 0 55a 155p J LH 400 0 744 11 05a 2 10p E UA 51 0 764 1 35p 4 10p E UA 51 0 764 1 35p 4 10p E UH 402 0 744 1 45p 4 10p E UH 402 0 744  Leave Arrive Flight 5 Eq  MONT TREMBLANT, CANADA 10 10aE 11 45a PD 160 0 DH4 ITN MONT TREMBLANT, CANADA 4 10 10aE 11 45a PD 160 0 DH4 ITN MONT TREMBLANT, CANADA 8 45p 10 15p E PD 161 0 DH4 MOSCOW, RUSSIA - EUROPE Sheremetyevo Virukovo 2 10p J 8 20a † S SU 101 0 333 2 25p J 8 10a † V UN 2222 0 763 4 18p J 10 50a† SD 1 466 0 76W 7 05p J 1 25p † S SU 103 0 333 ITN MOSCOW, RUSSIA - EUROPE Sheremetyevo Virukovo 10 50a8 12 20p J SU 100 0 333 ITN MOSCOW, RUSSIA - EUROPE Sheremetyevo Virukovo 10 50a8 12 20p J SU 100 0 333 ITN MOSCOW, RUSSIA - FUROPE Sheremetyevo Virukovo 10 50a8 12 20p J SU 101 0 76W 3 12 40p S 2 13p J DL 467 0 76W 3 40p S 5 10p J SU 102 0 333 MUMBAI, INDIA 2 25p J 6 55p † A 1102 1 776W 4 25b E 5 50t † A 1102 1 777W 4 25b E 5 50t † A 1102 1 777W 4 25b E 5 50t † A 1102 1 777W 4 25b E 5 50t † A 1102 1 777W 4 25b E 5 50t † A 1102 1 777W 4 25b E 5 50t † A 1102 1 777W 4 25b E 5 50t † A 1102 1 777W 4 25b E 5 50t † A 1102 1 777W 4 25b E 5 50t † A 1102 1 777W 4 25b E 5 50t † A 1102 1 777W  |                        |                       | 246 3 30p H 6 30p J J KU 101 0 777 3 50p H 7 10p E LIA 941 0 763 4 00p H 7 05p E VS 001 0 744 X6 4 00p C 9 05p J BA 003 1 378 X6 4 00p C 9 05p J BA 003 1 378 X6 4 00p C 9 05p J BA 003 1 378 X6 10p C 9 05p J BA 003 1 378 X6 10p C 9 05p J BA 003 1 378 X6 10p C 9 05p J BA 003 1 378 X6 10p C 9 05p J BA 003 1 378 X6 10p C 9 05p J BA 003 1 378 X6 10p C 9 05p J BA 003 1 378 X6 10p C 9 05p J BA 003 1 378 X6 10p C 9 05p J BA 003 1 378 X6 10p C 9 05p J BA 003 1 378 X6 10p C 9 05p J BA 003 1 378 X6 10p C 9 05p J BA 035 1 378 X6 10p C 9 05p J BA 035 1 378 X6 10p C 9 05p J BA 035 1 378 X6 10p C 9 05p J BA 035 1 378 X6 10p C 9 05p J BA 035 1 378 X7 10p J BA 15p J A 15p C 9 05p J BA 035 1 378 X7 10p BB 881 0 320 X7 10p J BA 15p J A 1629 0 736 X7 10p J BA 15p J A 1629 0 736 X7 10p J BA 15p J A 1629 0 736 X7 10p J BA 1630 0 738 X7 10p C 9 05p J BA 15p J A 1639 0 738 X7 10p J BA 15p J A 1639 0 738 X7 10p J BA 15p J A 1639 0 738 X7 10p J BA 15p J A 1639 0 738 X7 10p J BA 1630 0 738 X7 10p J BA 1630 0 738 X8 10p J BA 15p J A 1639 0 738 X8 10p J BA 15p J A 16 |
| 8 20a 11 05a J SQ 26 0 388 0 55a 125p J LH 400 0 744 11 05a 2 10p E UA 51 0 764 1 35p 4 10p E LH 402 0 744 1 45p 4 5p J D L 107 0 76W 5 25p 8 20p J LH 404 0 744  Leave Arrive Flight 5 Eq  MONT TREMBLANT, CANADA 10 10aE 11 45a PD 160 0 DH4 I'M MONT TREMBLANT, CANADA 4 10 10aE 11 45a PD 160 0 DH4 I'M MONT TREMBLANT, CANADA 8 45p 10 15p E PD 161 0 DH4 MOSCOW, RUSSIA - EUROPE Sheremetyewo Vrukovo 2 10p J 8 20a † S SU 101 0 333 2 25p J 8 10a † V UN 2222 0 763 4 18p J 10 50at S DL 466 0 76W 7 05p J 1 25p † S SU 103 0 333 I'M MOSCOW, RUSSIA - EUROPE Sheremetyewo Vrukovo 10 50a6 12 20p J SU 100 0 333 I'M MOSCOW, RUSSIA - EUROPE Sheremetyewo Vrukovo 10 50a6 12 20p J SU 100 0 333 I'M MOSCOW, RUSSIA - FUROPE Sheremetyewo Vrukovo 10 50a6 12 20p J SU 100 0 333 I'M MOSCOW, RUSSIA - FUROPE Sheremetyewo Vrukovo 10 50a6 12 20p J SU 100 0 333 I'M MOSCOW, RUSSIA - FUROPE Sheremetyewo Vrukovo 10 50a6 12 20p J SU 100 0 333 I'M MOSCOW, RUSSIA - FUROPE Sheremetyewo Vrukovo 10 50a6 12 20p J SU 102 0 333 I'M MOSCOW, RUSSIA - FUROPE Sheremetyewo Vrukovo 10 50a6 12 20p J SU 102 0 333 I'M MOSCOW, RUSSIA - FUROPE Sheremetyewo Vrukovo 10 50a6 12 20p J SU 102 0 333 I'M MOSCOW, RUSSIA - FUROPE Sheremetyewo Vrukovo 10 50a6 12 20p J SU 102 0 333 I'M MOSCOW, RUSSIA - FUROPE Sheremetyewo Vrukovo 10 50a6 12 20p J SU 102 0 333 I'M MOSCOW, RUSSIA - FUROPE Sheremetyewo Vrukovo 10 50a6 12 20p J SU 102 0 333 I'M MOSCOW, RUSSIA - FUROPE Sheremetyewo Vrukovo 10 50a6 12 20p J SU 102 0 333 I'M MOSCOW, RUSSIA - FUROPE Sheremetyewo Vrukovo 10 50a6 12 20p J SU 102 0 333 I'M MOSCOW, RUSSIA - FUROPE Sheremetyewo Vrukovo 10 50a6 12 20p J SU 102 0 333 I'M MOSCOW, RUSSIA - FUROPE Sheremetyewo Vrukovo 10 50a6 12 20p J SU 102 0 333  |                        |                       | 263 339 H 5 309 J J J J 101 0 1 777 359 H 7 7 109 E J S 001 0 744 X6 4 00 p C 350 J J B 0 003 1 318 4 13 p H 7 209 J B 10 15 0 777 5 059 H 8 159 J J A 107 0 777 5 059 H 8 159 J J A 107 0 777 5 059 H 8 159 J J A 107 0 777 5 059 H 8 159 J J A 107 0 777 5 059 H 8 159 J J S 0 13 0 744 6 00 p H 9 00 J J B 1 179 0 777 7 7 10 10 10 1 1 1 1 1 1 1 1 1 1 1 1 1 1   |
| 8 20a 11 05a J SQ 26 0 388 10 55a 135p J J LH 400 0 744 11 05a 2 10p E UA 51 0 764 1 35p 4 10p E LH 402 0 744 1 45p 4 5p J D L 107 0 76W 5 25p 8 20p J LH 404 0 744  Leave Arrive Flight 5 Eq  MONT TREMBLANT, CANADA 10 10aE 11 45a PD 160 0 DH4 m MONT TREMBLANT, CANADA 10 10aE 11 45a PD 160 0 DH4 m MONT TREMBLANT, CANADA 8 45p 10 15p E PD 161 0 DH4 MOSCOW, RUSSIA - EUROPE Sheremetyevo Vnukovo 2 10p J 8 20a † S SU 101 0 333 2 25p J 8 10a † V UN 2222 0 763 4 18p J 10 30a† S DL 466 0 76W 7 05p J J 125p † S SU 103 0 333 m MOSCOW, RUSSIA - EUROPE Sheremetyevo Vnukovo 10 50a S DL 466 0 76W 7 05p J J 125p † S SU 103 0 333 m MOSCOW, RUSSIA - EUROPE Sheremetyevo Vnukovo 10 50a S 12 20p J SU 100 0 333 11 10aV 12 15p J UN 111 1 0 763 12 40pS 2 13p J DL 467 0 76W 3 40p S 5 10p J SU 100 0 333 MUMBAI,INDIA 2 25p J 8 55p† A 1102 1 77W 6 30p E 11 40p† 9W 0227 1 333 R 10p E 14 40p† 9W 0227 1 333 R 10p E 14 40p† 9W 0227 1 333 R 10p E 14 40p† 9W 0227 1 333 R 10p E 14 40p† 9W 0227 1 333 R 10p E 14 40p† 9W 0227 1 333 R 10p E 14 40p† 9W 0227 1 333 R 10p E 14 40p† 9W 0227 1 333 R 10p E 14 40p† 9W 0227 1 333 R 10p E 14 40p† 9W 0227 1 333 R 10p E 14 40p† 9W 0227 1 333 R 10p E 14 40p† 9W 0227 1 333 R 10p E 14 40p† 9W 0227 1 333   |                        |                       | 246   3   30   H   6   30   J   K   1   1   1   1   777   7   3   50   H   3   50   E   4   5   8   4   5   8   4   4   5   8   4   5      |
|  |                        |                       | 286 3 30p H 8 30p J KU 101 0 777 TO MILAN, ITALY 3 50 p H 7 10p E LM 841 0 783   4 00p H 7 05p E VS 001 0 744   5 10p J 7 20a J B A 003 1 310   4 00p H 7 20p J B A 107 0 77W   5 05p H 8 15p J A A 107 0 77W   5 05p H 8 15p J A A 107 0 77W   5 05p H 8 15p J A A 107 0 77W   5 05p H 8 15p J VS 009 0 0 33   5 05p H 8 58p J VS 009 0 0 33   5 05p H 8 58p J VS 009 0 0 33   5 05p H 8 58p J VS 009 0 0 33   5 05p H 8 58p J VS 009 0 0 33   5 05p H 8 58p J VS 009 0 0 33   5 05p H 8 58p J VS 009 0 0 37   7 000 a 1 20p J DL 419 0 764   10 00a 1 20p J DL 4 |

2015

| RANK | AIRPORT  | NO. OF PASSENGERS | % CHANGE 2014-15 |
|------|--|-------------------|------------------|
| 1    | Hartsfield-Jackson Atlanta International Airport             | 101,491,106       | 5.52             |
| 2    | O'Hare International Airport                                 | 76,942,493        | 9.8              |
| 3    | Los Angeles International Airport                            | 74,937,004        | 6.05             |
| 4    | Dallas/Ft Worth International Airport                        | 64,072,468        | 0.87             |
| 5    | John F. Kennedy International Airport                        | 56,827,154        | 6.78             |
| 6    | Denver International Airport                                 | 54,014,502        | 1.01             |
| 7    | San Francisco International Airport                          | 50,057,887        | 6.25             |
| 8    | McCarran International Airport                               | 45,356,580        | 5.8              |
| 9    | Charlotte Douglas International Airport                      | 44,876,627        | 1.23             |
| 10   | Miami International Airport                                  | 44,350,247        | 8.32             |
| 11   | Sky Harbor International Airport                             | 44,003,840        | 4.51             |
| 12   | George Bush Intercontinental Airport                         | 43,023,224        | 4.29             |
| 13   | Seattle-Tacoma International Airport                         | 42,340,461        | 12.92            |
| 14   | Orlando International Airport                                | 38,727,749        | 8.38             |
| 15   | Newark Liberty International Airport                         | 37,494,704        | 5.29             |
| 16   | Minneapolis/St Paul International Airport                    | 36,556,281        | 4.06             |
| 17   | Logan International Airport                                  | 33,515,905        | 5.87             |
| 18   | Detroit Metropolitan Wayne County Airport                    | 33,440,112        | 2.85             |
| 19   | Philadelphia International Airport                           | 31,444,403        | 3.98             |
| 20   | LaGuardia Airport  | 28,437,668        | 5.5              |
| 21   | Ft Lauderdale-Hollywood International Airport                | 26,941,671        | 9.3              |
| 22   | Baltimore/Washington International Thurgood Marshall Airport | 23,823,532        | 6.77             |
| 23   | Ronald Reagan Washington National Airport                    | 23,012,191        | 10.72            |
| 24   | Midway International Airport                                 | 22,221,499        | 4.92             |
| 25   | Salt Lake City International Airport                         | 22,152,498        | 4.78             |
| 26   | Washington Dulles International Airport                      | 21,498,902        | 0.37             |
| 27   | San Diego International Airport                              | 20,081,258        | 7.05             |
| 28   | Tampa International Airport                                  | 18,815,425        | 7.19             |
| 29   | Portland International Airport                               | 16,850,952        | 5.87             |
| 30   | Love Field   | 14,497,498        | 54               |
| 31   | Lambert-St Louis International Airport                       | 12,720,878        | 2.72             |
| 32   | W. P. Hobby Airport  | 12,163,344        | 1.8              |
| 33   | Austin-Bergstrom International Airport                       | 11,897,959        | 11               |
| 34   | Nashville International Airport                              | 11,673,633        | 5.74             |
| 35   | Oakland International Airport                                | 11,205,063        | 8.4              |
| 36   | Louis Armstrong New Orleans International Airport            | 10,868,827        | 9.31             |
| 37   | Kansas City International Airport                            | 10,472,461        | 3.01             |
| 38   | John Wayne Airport   | 10,180,258        | 8.46             |
| 39   | Raleigh-Durham International Airport                         | 9,943,331         | 4.18             |
| 40   | Norman Y. Mineta San Jose International Airport              | 9,799,427         | 4.41             |
| 41   | Sacramento International Airport                             | 9,608,737         | 7.21             |
| 42   | San Antonio International Airport                            | 8,507,459         | 1.65             |
| 43   | Southwest Florida International Airport                      | 8,371,801         | 5.03             |
| 44   | Pittsburgh International Airport                             | 8,128,187         | 1.62             |
| 45   | Cleveland Hopkins International Airport                      | 8,117,899         | 6.68             |
| 46   | Indianapolis International Airport                           | 7,922,218         | 7.6              |
| 47   | Port Columbus International Airport                          | 6,796,214         | 6.93             |
| 48   | General Mitchell International Airport                       | 6,549,353         | -0.07            |
| 49   | Cincinnati/Northern Kentucky International Airport           | 6,316,333         | 6.9              |
| 1 -  | Circumstry Northern Nertracky International Airport          | 0,510,555         | 0.5              |

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

2015

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

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

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

## International

| YEAR | SCHEDULED  | CHARTER | COMMUTER | TOTAL      |
|------|------------|---------|----------|------------|
| 2002 | 14,979,644 | 285,156 | 71,534   | 15,336,334 |
| 2003 | 14,951,177 | 281,725 | 66,731   | 15,299,633 |
| 2004 | 17,164,097 | 222,685 | 99,976   | 17,486,758 |
| 2005 | 18,417,371 | 232,969 | 150,017  | 18,800,357 |
| 2006 | 19,306,775 | 146,305 | 172,303  | 19,625,383 |
| 2007 | 21,168,276 | 202,293 | 173,556  | 21,544,125 |
| 2008 | 22,197,030 | 66,035  | 335,983  | 22,599,048 |
| 2009 | 21,516,446 | 18,920  | 321,343  | 21,856,709 |
| 2010 | 22,793,276 | 17,939  | 305,394  | 23,116,609 |
| 2011 | 23,480,594 | 14,944  | 390,546  | 23,886,084 |
| 2012 | 24,590,649 | 73,356  | 393,088  | 25,057,093 |
| 2013 | 26,122,488 | 17,282  | 401,413  | 26,541,183 |
| 2014 | 27,718,176 | 26,171  | 451,971  | 28,196,318 |
| 2015 | 29,541,412 | 16,405  | 462,484  | 30,020,301 |

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

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

## International

| YEAR | SCHEDULED  | CHARTER | COMMUTER | TOTAL      |
|------|------------|---------|----------|------------|
| 2002 | 6,966,505  | 134,836 | 271,600  | 7,372,941  |
| 2003 | 7,177,804  | 139,927 | 350,109  | 7,667,840  |
| 2004 | 8,310,390  | 87,529  | 460,007  | 8,857,926  |
| 2005 | 8,880,039  | 20,494  | 465,030  | 9,365,563  |
| 2006 | 9,423,024  | 8,173   | 598,050  | 10,029,247 |
| 2007 | 10,116,577 | 2,718   | 633,805  | 10,753,100 |
| 2008 | 10,470,509 | 36,835  | 631,200  | 11,138,544 |
| 2009 | 10,049,914 | 6,536   | 760,998  | 10,817,448 |
| 2010 | 10,677,742 | 11,383  | 788,179  | 11,477,304 |
| 2011 | 10,714,909 | 9,853   | 783,061  | 11,507,823 |
| 2012 | 10,341,246 | 8,305   | 797,793  | 11,147,344 |
| 2013 | 10,401,720 | 8,020   | 889,659  | 11,299,399 |
| 2014 | 10,953,811 | 8,106   | 886,143  | 11,848,060 |
| 2015 | 10,978,876 | 30,398  | 792,917  | 11,802,191 |

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

| Domestic |
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| YEAR | SCHEDULED  | CHARTER | COMMUTER  | TOTAL      |
|------|------------|---------|-----------|------------|
| 2002 | 17,801,507 | 5,054   | 3,063,014 | 20,869,575 |
| 2003 | 17,987,478 | 9,314   | 3,438,454 | 21,435,246 |
| 2004 | 19,231,252 | 6,274   | 3,954,084 | 23,191,610 |
| 2005 | 19,977,024 | 4,935   | 4,436,272 | 24,418,231 |
| 2006 | 19,777,748 | 3,281   | 4,715,953 | 24,496,982 |
| 2007 | 18,853,913 | 5,354   | 4,940,098 | 23,799,365 |
| 2008 | 17,244,972 | 2,884   | 4,693,536 | 21,941,392 |
| 2009 | 16,102,463 | 6,120   | 5,034,430 | 21,143,013 |
| 2010 | 17,420,964 | 5,920   | 5,523,231 | 22,950,115 |
| 2011 | 17,175,291 | 5,252   | 5,906,213 | 23,086,756 |
| 2012 | 17,785,343 | 7,607   | 6,481,079 | 24,274,029 |
| 2013 | 17,895,141 | 5,263   | 7,053,168 | 24,953,572 |
| 2014 | 18,064,300 | 2,905   | 7,089,997 | 25,157,202 |
| 2015 | 19,757,324 | 2,422   | 6,925,177 | 26,684,923 |

## International

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

| YEAR | SCHEDULED  | CHARTER | COMMUTER  | TOTAL      |
|------|------------|---------|-----------|------------|
| 2002 | 18,871,725 | 5,669   | 3,109,285 | 21,986,679 |
| 2003 | 18,932,946 | 9,367   | 3,540,457 | 22,482,770 |
| 2004 | 20,248,404 | 6,274   | 4,198,525 | 24,453,203 |
| 2005 | 21,263,754 | 5,049   | 4,620,557 | 25,889,360 |
| 2006 | 20,831,599 | 3,281   | 4,975,723 | 25,810,603 |
| 2007 | 19,802,230 | 5,916   | 5,218,121 | 25,026,267 |
| 2008 | 18,077,157 | 4,133   | 4,991,766 | 23,073,056 |
| 2009 | 16,787,374 | 6,215   | 5,359,647 | 22,153,236 |
| 2010 | 18,134,010 | 7,001   | 5,842,071 | 23,983,082 |
| 2011 | 17,863,604 | 7,439   | 6,251,435 | 24,122,478 |
| 2012 | 18,771,296 | 7,607   | 6,928,881 | 25,707,784 |
| 2013 | 19,024,815 | 5,379   | 7,650,906 | 26,681,100 |
| 2014 | 19,011,605 | 3,149   | 7,957,341 | 26,972,095 |
| 2015 | 20,835,133 | 2,548   | 7,599,987 | 28,437,668 |

## 2.2.1 SWF

Domestic

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

International

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

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

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

## International

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

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

## 2.2.1 REGION

| $\boldsymbol{\nu}$ | JII. | ies | ııı |
|--------------------|------|-----|-----|

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

#### International

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

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

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

## International

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

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

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

## International

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

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

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

## International

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

| MONTH        | CCUEDUIED  | CHARTER | COMMUTER  | TOTAL REVENUE<br>PASSENGERS | % CHANGE<br>2014 TO 2015 | NON-REVENUE<br>PASSENGERS |
|--------------|------------|---------|-----------|-----------------------------|--------------------------|---------------------------|
| MONTH        | SCHEDULED  | CHARTER | COMMUTER  | PASSENGERS                  | 2014 10 2015             | PASSENGERS                |
| Jan          | 1,375,633  | _       | 456,169   | 1,831,802                   | -1.6%                    | 73,468                    |
| Feb          | 1,364,262  | _       | 467,348   | 1,831,610                   | 8.7%                     | 62,788                    |
| Mar          | 1,751,788  | _       | 578,828   | 2,330,616                   | 2.8%                     | 78,474                    |
| Apr          | 1,788,828  | 223     | 644,228   | 2,433,279                   | 3.7%                     | 81,129                    |
| May          | 1,855,466  | 374     | 667,515   | 2,523,355                   | 3.1%                     | 71,034                    |
| Jun          | 1,857,552  | 235     | 676,470   | 2,534,257                   | 5.5%                     | 145,195                   |
| Jul          | 1,932,863  | 355     | 739,871   | 2,673,089                   | 9.5%                     | 92,796                    |
| Aug          | 1,934,817  | 719     | 739,772   | 2,675,308                   | 6.1%                     | 83,128                    |
| Sep          | 1,690,564  | 337     | 649,529   | 2,340,430                   | 9.1%                     | 75,906                    |
| Oct          | 1,809,000  | 170     | 720,714   | 2,529,884                   | 7.4%                     | 72,392                    |
| Nov          | 1,688,336  | 38      | 645,181   | 2,333,555                   | 8.4%                     | 67,408                    |
| Dec          | 1,786,024  | 97      | 614,362   | 2,400,483                   | 2.4%                     | 65,535                    |
| Total 2015   | 20,835,133 | 2,548   | 7,599,987 | 28,437,668                  | 5.4%                     | 969,253                   |
| % Change     |            |         |           |                             |                          |                           |
| 2014 to 2015 | 9.6%       | -19.1%  | -4.5%     | 5.4%                        |                          | 0.2%                      |

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

## International

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

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

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

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

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

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

## International

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

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

#### JFK

| YEAR | DOMESTIC   | PUERTO<br>RICO | CANADA  | BERMUDA &<br>CARIBBEAN | MEXICO    | LATIN<br>AMERICA | TRANS<br>ATLANTIC | TRANS<br>PACIFIC | TOTAL      |
|------|------------|----------------|---------|------------------------|-----------|------------------|-------------------|------------------|------------|
| 2002 | 13,608,103 | 993,751        | 133,172 | 2,608,719              | 434,347   | 1,126,384        | 9,430,305         | 1,603,407        | 29,938,188 |
| 2003 | 15,145,675 | 1,291,183      | 115,142 | 2,775,938              | 438,529   | 1,142,993        | 9,293,648         | 1,533,383        | 31,736,491 |
| 2004 | 18,536,717 | 1,551,016      | 156,538 | 3,044,598              | 480,985   | 1,352,007        | 10,622,734        | 1,829,896        | 37,574,491 |
| 2005 | 20,367,497 | 1,724,057      | 212,745 | 3,126,787              | 490,462   | 1,474,630        | 11,509,756        | 1,985,977        | 40,891,911 |
| 2006 | 21,354,376 | 1,649,123      | 321,403 | 3,160,943              | 581,651   | 1,567,191        | 12,016,416        | 1,977,779        | 42,628,882 |
| 2007 | 24,666,381 | 1,507,310      | 295,293 | 3,472,314              | 795,675   | 1,719,556        | 13,167,346        | 2,093,941        | 47,717,816 |
| 2008 | 23,823,575 | 1,380,493      | 453,484 | 3,650,590              | 890,555   | 1,696,021        | 13,761,056        | 2,147,342        | 47,803,116 |
| 2009 | 22,793,400 | 1,227,833      | 363,393 | 3,828,019              | 757,431   | 1,758,428        | 13,046,234        | 2,103,204        | 45,877,942 |
| 2010 | 22,105,914 | 1,298,363      | 354,898 | 4,105,998              | 775,510   | 2,000,877        | 13,534,550        | 2,344,776        | 46,520,886 |
| 2011 | 22,482,934 | 1,275,579      | 401,042 | 4,058,921              | 684,617   | 2,166,435        | 14,077,822        | 2,497,247        | 47,644,597 |
| 2012 | 22,707,686 | 1,509,397      | 394,421 | 4,310,955              | 804,676   | 2,461,422        | 14,401,172        | 2,684,447        | 49,274,176 |
| 2013 | 22,419,305 | 1,489,870      | 426,438 | 4,456,519              | 1,067,928 | 2,651,113        | 15,100,873        | 2,838,312        | 50,450,358 |
| 2014 | 23,505,944 | 1,515,488      | 528,222 | 4,902,380              | 1,100,725 | 2,869,978        | 15,879,605        | 2,915,408        | 53,217,750 |
| 2015 | 25,350,128 | 1,456,725      | 632,788 | 5,171,480              | 1,288,111 | 2,806,993        | 16,859,185        | 3,261,744        | 56,827,154 |

#### **EWR**

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

## **LGA**

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

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

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

## **SWF**

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

## **ACY**

| YEAR | DOMESTIC  | PUERTO<br>RICO | CANADA | BERMUDA &<br>CARIBBEAN | MEXICO | LATIN<br>AMERICA | TRANS<br>ATLANTIC | TRANS<br>PACIFIC | TOTAL     |
|------|-----------|----------------|--------|------------------------|--------|------------------|-------------------|------------------|-----------|
|      |           |                |        |                        |        |                  | 7412741110        |                  |           |
| 2002 | 902,196   | _              | _      | _                      | _      | _                | _                 | _                | 2,706,588 |
| 2003 | 1,002,470 | _              | _      | _                      | _      | _                | _                 | _                | 3,007,410 |
| 2004 | 1,050,118 | _              | _      | 54                     | _      | _                | _                 | _                | 3,150,408 |
| 2005 | 980,351   | _              | _      | 126                    | _      | _                | _                 | _                | 2,941,179 |
| 2006 | 948,336   | _              | _      | 0                      | _      | _                | _                 | _                | 948,336   |
| 2007 | 1,176,614 | _              | _      | 17                     | _      | _                | _                 | _                | 1,176,631 |
| 2008 | 1,097,837 | _              | _      | _                      | _      | _                | _                 | _                | 1,097,837 |
| 2009 | 1,122,816 | _              | _      | _                      | _      | _                | _                 | _                | 1,122,816 |
| 2010 | 1,426,799 | _              | _      | _                      | _      | _                | _                 | _                | 1,426,799 |
| 2011 | 1,394,666 | _              | _      | _                      | _      | _                | _                 | _                | 1,394,666 |
| 2012 | 1,383,176 | _              | _      | 2,462                  | _      | _                | _                 | _                | 1,385,638 |
| 2013 | 1,129,622 | _              | _      | 3,276                  | _      | _                | _                 | _                | 1,132,898 |
| 2014 | 1,208,491 | _              | _      | 3,176                  | _      | _                | _                 | _                | 1,211,667 |
| 2015 | 1,193,631 |                | 4,692  | 1,959                  |        |                  |                   |                  | 1,200,282 |

## **REGION**

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

## JFK

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

## **EWR**

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

Top Carriers

## **LGA**

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

## **SWF**

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

## **ACY**

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

## **REGION**

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

Annual Totals 2015

## JFK\*

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

#### **EWR**

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

## **LGA**†

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

#### **ACY**

|                   | DOM     | DOMESTIC |         | ATIONAL  |           |
|-------------------|---------|----------|---------|----------|-----------|
| TERMINAL BUILDING | INBOUND | OUTBOUND | INBOUND | OUTBOUND | TOTAL     |
| Airline Terminal  | 597,980 | 595,651  | 3,417   | 3,234    | 1,200,282 |
| Total             | 597,980 | 595,651  | 3,417   | 3,234    | 1,200,282 |

## **SWF**

|                   | DOM     | ESTIC    | INTERN  | ATIONAL  |         |
|-------------------|---------|----------|---------|----------|---------|
| TERMINAL BUILDING | INBOUND | OUTBOUND | INBOUND | OUTBOUND | TOTAL   |
| Airline Terminal  | 141,098 | 140,656  | _       | _        | 281,754 |
| Total             | 141,098 | 140,656  | _       | _        | 281,754 |

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

<sup>\*</sup> JFK: Terminal 3 closed May 2013.

<sup>†</sup> LGA: Delta operates in Terminals A & D and primary in Terminal C.

| YEAR  | JFK          | LGA    | EWR   | SWF        | REGION | NYC<br>AIRPORTS |
|---|--------------|--------|-------|------------|--------|-----------------|
| Unweighted Base Size                            | 3,214        | 1,543  | 1,493 | -          | 6,250  | 4,757           |
| Passenger Type                                  |              |        |       |            |        |                 |
| Departing Department                            | 67.3%        | 86.8%  | 60.0% | _          | 69.6%  | 73.7%           |
| Connecting                                      | 32.7%        | 13.2%  | 40.0% | _          | 30.4%  | 26.3%           |
| Connecting From Domestic Flight                 | 15.3%        | 6.2%   | 17.5% | _          | 13.9%  | 12.3%           |
| Connecting From International Flight            | 17.4%        | 7.0%   | 22.5% | _          | 16.5%  | 14.0%           |
|   |              |        |       |            |        |                 |
| Type of Flight  Domestic                        | 47.1%        | 91.6%  | 66.2% |            | 63.1%  | 61.8%           |
| International                                   | 52.9%        | 8.4%   | 33.8% | _          | 36.9%  | 38.2%           |
| First Trip Through This Terminal                | 54.7%        | 49.0%  | 46.7% | _          | 51.0%  | 52.8%           |
| First Trip Through This Airport                 | 29.8%        | 33.3%  | 29.6% |            | 30.6%  | 31.0%           |
|   |              |        |       |            |        |                 |
| Trip Origin – O&D Passengers Home               | 35.3%        | 25.8%  | 37.7% |            | 33.2%  | 31.6%           |
| Hotel   | 31.5%        | 44.3%  | 24.8% | _          | 33.5%  | 36.5%           |
| Staying with Friends/Relatives                  | 22.8%        | 19.7%  | 20.7% | _          | 21.3%  | 21.6%           |
| Work  | 4.3%         | 7.3%   | 12.3% | _          | 7.2%   | 5.4%            |
| School  | 1.9%         | 0.6%   | 0.9%  | _          | 1.3%   | 1.4%            |
| Another Airport                                 | 2.7%         | 1.7%   | 1.3%  | _          | 2.0%   | 2.3%            |
| Cruise Ship                                     | 0.5%         | 0.2%   | 0.7%  | _          | 0.5%   | 0.4%            |
| Other   | 1.0%         | 0.4%   | 1.5%  | _          | 0.9%   | 0.7%            |
|   |              | 22.1.1 |       |            |        |                 |
| Trip Origin Location – O&D Passengers  New York | 83.7%        | 92.4%  | 36.9% | _          | 74.5%  | 87.1%           |
| NYC   | 72.4%        | 84.1%  | 31.1% | _          | 65.5%  | 77.0%           |
| Manhattan                                       | 43.9%        | 59.6%  | 22.8% | _          | 43.2%  | 50.1%           |
| Manhattan - below 14th St.                      | 6.4%         | 7.5%   | 3.8%  | _          | 6.1%   | 6.9%            |
| Manhattan - 14th - 96th St.                     | 31.9%        | 45.9%  | 17.1% | _          | 32.3%  | 37.4%           |
| Manhattan - above 96th St.                      | 5.5%         | 6.2%   | 1.9%  | _          | 4.8%   | 5.8%            |
| Manhattan (Unspecified)                         | 0.1%         | _      | _     | _          | _      | _               |
| Bronx   | 4.8%         | 4.4%   | 0.9%  | _          | 3.7%   | 4.6%            |
| Brooklyn  | 10.4%        | 7.8%   | 4.1%  | _          | 8.1%   | 9.4%            |
| Queens  | 11.9%        | 12.2%  | 1.9%  | _          | 9.5%   | 12.0%           |
| Staten Island                                   | 1.4%         | 0.2%   | 1.3%  | _          | 1.0%   | 0.9%            |
| Westchester                                     | 2.1%         | 2.4%   | 1.1%  | _          | 2.0%   | 2.2%            |
| Nassau  | 2.8%         | 1.7%   | _     | _          | 1.8%   | 2.3%            |
| Suffolk   | 2.6%         | 1.8%   | 0.4%  | _          | 1.8%   | 2.3%            |
| Rockland  | 0.3%         | 0.5%   | 0.8%  | _          | 0.5%   | 0.4%            |
| Albany  | 0.5%         | 0.1%   | 0.8%  | _          | 0.5%   | 0.4%            |
| Orange  | 0.4%         | _      | 0.9%  | _          | 0.4%   | 0.3%            |
| Dutchess  | 0.3%         | 0.5%   | 0.1%  | _          | 0.3%   | 0.4%            |
| Tompkins  | 0.3%         | _      | 0.3%  | _          | 0.2%   | 0.2%            |
| Ulster  | 0.1%         | 0.2%   | 0.3%  | _          | 0.2%   | 0.2%            |
| Broome  | 0.2%         | 0.2%   | 0.2%  | _          | 0.2%   | 0.2%            |
| Saratoga  | 0.2%         | 0.1%   | _     | _          | 0.1%   | 0.1%            |
| Onondaga  | 0.1%         | 0.1%   | _     | _          | 0.1%   | 0.1%            |
| Chemung   | _            | 0.1%   | _     | _          | 0.1%   | 0.1%            |
| Columbia  | _            | -      | 0.2%  | _          | 0.1%   | -               |
| Oneida  | 0.1%         | _      | _     | _          | 0.1%   | 0.1%            |
| Sullivan  | -            | _      | 0.2%  | _          | -      | -               |
| Montgomery                                      | 0.1%         | _      | -     | _          | _      | _               |
| Cattaraugus                                     | -            | 0.2%   | _     | _          | _      | 0.1%            |
|   |              | 0.270  |       |            |        | 0.1%            |
| 9   | ∩ 10/₀       | _      | _     | _          | _      | O 10/a          |
| Allegany Wyoming                                | 0.1%<br>0.1% | _<br>_ | -     | <u>-</u> , | _      | 0.1%<br>0.1%    |

**Source:** PANYNJ Spring 2015 Terminal By Terminal Customer Satisfaction Study.

SWF data not available.

| YEAR                                  | JFK    | LGA   | EWR   | SWF  | REGION  | NYC<br>AIRPORTS |
|---------------------------------------|--------|-------|-------|------|---------|-----------------|
| Trip Origin Location – O&D Passengers | JIK    | LUA   | LVVIC | JVVI | REGIOIV | Aild Old.       |
| New Jersey                            | 6.4%   | 3.2%  | 54.0% |      | 17.4%   | 5.2%            |
| Middlesex                             | 0.7%   | 0.2%  | 8.5%  |      | 2.5%    | 0.5%            |
| Bergen                                | 1.5%   | 0.7%  | 8.5%  | _    | 3.0%    | 1.29            |
| Essex                                 | 0.5%   | 0.5%  | 8.0%  | _    | 2.4%    | 0.5%            |
| Morris                                | 0.3%   | 0.2%  | 5.0%  | _    | 1.4%    | 0.2%            |
| Hudson                                | 1.1%   | 1.0%  | 4.5%  | _    | 1.9%    | 1.0%            |
| Monmouth                              | 0.3%   | _     | 3.3%  | _    | 1.0%    | 0.29            |
| Mercer                                | 0.2%   | _     | 2.9%  | _    | 0.8%    | 0.19            |
| Passaic                               | 0.2%   | _     | 2.7%  | _    | 0.7%    | 0.19            |
| Somerset                              | 0.2%   | 0.1%  | 2.6%  |      | 0.8%    | 0.19            |
| Union                                 | 0.1%   | 0.1%  | 2.3%  |      | 0.7%    | 0.19            |
| Ocean                                 | 0.1%   | _     | 1.5%  | _    | 0.4%    | -               |
| Hunterdon                             | _      | _     | 0.8%  | _    | 0.2%    | _               |
| Sussex                                | 0.1%   | 0.1%  | 0.8%  | _    | 0.3%    | 0.19            |
| Burlington                            | 0.3%   | 0.3%  | 0.7%  | _    | 0.4%    | 0.39            |
| Warren                                | 0.2%   | _     | 0.6%  | _    | 0.2%    | 0.19            |
| Gloucester                            | 0.1%   | _     | 0.3%  | _    | 0.1%    | -               |
| Camden                                | _      | 0.1%  | 0.3%  | _    | 0.1%    | -               |
| Salem                                 | 0.1%   | _     | 0.3%  | _    | 0.1%    | _               |
| Other NJ                              | 0.6%   | _     | 0.2%  | _    | 0.3%    | 0.4%            |
| Pennsylvania                          | 3.0%   | 0.2%  | 5.8%  | _    | 2.9%    | 1.9%            |
| Union                                 | 0.4%   |       | 1.2%  | _    | 0.5%    | 0.2%            |
| Bucks                                 | _      | _     | 1.0%  | _    | 0.3%    | -               |
| Philadelphia                          | 1.1%   | 0.1%  | 0.9%  | _    | 0.7%    | 0.7%            |
| Northampton                           | _      | _     | 0.5%  | _    | 0.1%    | -               |
| Berks                                 | 0.1%   | _     | 0.3%  | _    | 0.1%    | 0.19            |
| Vonroe                                | 0.1%   | _     | 0.3%  | _    | 0.1%    | 0.19            |
| Schuylkill                            | _      | _     | 0.2%  | _    | 0.1%    | -               |
| Armstrong                             | 0.1%   | _     | 0.2%  | _    | 0.1%    | 0.19            |
| luniata                               | _      | _     | 0.2%  | _    | 0.1%    | -               |
| Luzerne                               | 0.1%   | _     | 0.2%  | _    | 0.1%    | 0.19            |
| _ancaster                             | 0.1%   | _     | 0.1%  | _    | 0.1%    | -               |
| Lackawanna                            | 0.1%   | _     | 0.1%  | _    | 0.1%    | _               |
| Lehigh                                | 0.1%   | _     | 0.1%  | _    | 0.1%    | 0.1%            |
| Montgomery                            | 0.1%   | _     | 0.1%  | _    | 0.1%    | 0.1%            |
| Beaver                                | -      | _     | 0.1%  | _    | -       | -               |
| Other PA                              | 0.7%   | 0.1%  | 0.3%  | _    | 0.4%    | 0.5%            |
| Connecticut                           | 5.1%   | 3.5%  | 1.2%  | _    | 3.6%    | 4.5%            |
| Fairfield                             | 2.7%   | 2.4%  | 0.8%  |      | 2.1%    | 2.6%            |
| New Haven                             | 1.5%   | 0.8%  | 0.1%  | _    | 0.9%    | 1.2%            |
| Hartford                              | 0.7%   | 0.070 | 0.1%  | _    | 0.3%    | 0.4%            |
| Litchfield                            | 0.7 70 | 0.2%  | 0.1%  | _    | 0.1%    | 0.1%            |
| Middlesex                             | 0.1%   | 0.1%  | 0.1%  | _    | 0.1%    | 0.1%            |
| Other CT                              | 0.1%   | 0.170 | 0.1%  | _    | 0.1%    | 0.1%            |
| Other Cr                              | 0.1-70 | 0.70/ | 0.1%  |      | 0.170   | 0.1%            |

1.7%

0.7%

2.2%

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

Other U.S.

1.3%

1.5%

|  |              |              |              |     |               | NYC           |
|--|--------------|--------------|--------------|-----|---------------|---------------|
| YEAR   | JFK          | LGA          | EWR          | SWF | REGION        | AIRPORTS      |
| Trip Purpose - All Passengers                      |              |              |              |     |               |               |
| Leisure/Vacation/Visiting                          | 72.5%        | 68.0%        | 60.6%        | _   | 68.0%         | 71.0%         |
| Business   | 11.9%        | 20.5%        | 23.8%        | _   | 17.4%         | 14.7%         |
| Both Business/Non-Business                         | 5.6%         | 5.1%         | 5.7%         | _   | 5.5%          | 5.4%          |
| School-related                                     | 5.0%         | 2.4%         | 3.6%         | _   | 4.0%          | 4.1%          |
| Illness/Bereavement                                | 1.1%         | 1.4%         | 1.4%         | _   | 1.2%          | 1.2%          |
| Moving/Relocation                                  | 2.3%         | 1.3%         | 3.0%         | _   | 2.2%          | 1.9%          |
| Other  | 1.7%         | 1.3%         | 1.9%         | _   | 1.7%          | 1.6%          |
| Leisure/Personal Only (Net)                        | 82.5%        | 74.4%        | 70.5%        | _   | 77.1%         | 79.8%         |
| Any Business (Net)                                 | 17.5%        | 25.6%        | 29.5%        | -   | 22.9%         | 20.2%         |
| Avg. Number of Nights Stayed Locally – Visitors    | 8.7          | 5.1          | 8.1          | _   | 7.4           | 7.2           |
| Avg. Number of Nights Away – O&D Residents         | 19.6         | 6.6          | 13.8         | _   | 14.9          | 15.4          |
| Check-in Location - O&D Passengers                 |              |              |              |     |               |               |
| Main check-in counter                              | 48.0%        | 18.0%        | 29.7%        | _   | 34.7%         | 36.4%         |
| Self check-in kiosk                                | 19.1%        | 27.2%        | 38.3%        | _   | 26.3%         | 22.2%         |
| Printed boarding pass before coming to airport     | 14.9%        | 11.3%        | 12.2%        | _   | 13.1%         | 13.5%         |
| Downloaded boarding pass on web-enabled cell phone | 11.7%        | 33.2%        | 15.8%        | _   | 19.0%         | 20.0%         |
| Curbside   | 6.4%         | 10.3%        | 4.1%         | _   | 6.9%          | 7.9%          |
| Avg. Dwell Time: Local O&D (in mins.)              | 120          | 101          | 121          | _   | 115           | 112           |
| Avg. Post Security Dwell Time O&D (in mins.)       | 87           | 81           | 92           | _   | 87            | 85            |
| Avg. Layover for Connectors (in mins.)             | 195          | 122          | 187          | _   | 185           | 183           |
|  | 133          | 122          | 107          |     | 103           | 103           |
| Food-Beverage Purchase                             | C1 40/       | C1 10/       | C4.C0/       |     | 62.70/        | C1 70/        |
| Bought Food/Beverage                               | 7.0%         | 7.9%         | 9.3%         |     | 62.3%<br>7.9% | 61.3%<br>7.3% |
| Pre-security                                       | 56.3%        |              |              | _   | 7.9%<br>56.2% |               |
| Post security                                      | 36.3%        | 54.3%        | 57.6%        | _   | 36.2%         | 55.6%         |
| Retail Purchase Spend                              | -            |              |              |     |               |               |
| Avg. \$ Spent                                      | \$63.07      | \$20.49      | \$57.88      | _   | \$55.14       | \$54.01       |
| Unweighted Base Size                               | 510          | 117          | 201          | _   | 828           | 627           |
| Avg. Number of Bags Checked                        | 2.5          | 2.0          | 2.1          | _   | 2.3           | 2.4           |
| Avg. Travel Party Size                             | 3.1          | 2.7          | 2.3          | _   | 2.8           | 2.9           |
| Kids under 18 in party                             | 14.1%        | 11.9%        | 9.7%         | _   | 12.3%         | 13.4%         |
| Accompanied By Wellwisher                          | 11.5%        | 3.2%         | 7.8%         | -   | 8.5%          | 8.8%          |
| Had SmartPhone in Terminal                         | 87.4%        | 94.4%        | 89.1%        | _   | 89.5%         | 89.8%         |
| Used Social Media in Terminal                      | 42.8%        | 38.7%        | 29.5%        | _   | 37.9%         | 41.5%         |
| Used Mobile App in Terminal                        | 13.0%        | 16.5%        | 17.2%        | _   | 15.1%         | 14.2%         |
| Visited Restroom                                   | 68.5%        | 65.1%        | 69.8%        | _   | 68.1%         | 67.4%         |
| De successed Consciol Assistance                   | E 40/        | 7.20/        | F 00/        |     | F 00/         | 4.00/         |
| Requested Special Assistance Wheelchair            | 5.4%<br>3.8% | 3.2%<br>1.9% | 5.9%<br>3.6% |     | 5.0%<br>3.3%  | 4.6%<br>3.1%  |
| Motorized Golf Cart                                | 1.0%         | 0.4%         | 1.4%         | _   | 1.0%          | 0.8%          |
|  |              |              |              |     |               |               |
| Avg. Number Past 12 Mos. Round Trips through LGA   | 0.5          | 2.5          | 0.5          | _   | 1.0           | 1.2           |
| Avg. Number Past 12 Mos. Round Trips through JFK   | 1.9          | 0.8          | 0.4          | _   | 1.2           | 1.6           |
| Avg. Number Past 12 Mos. Round Trips through EWR   | 0.2          | 0.3          | 2.4          | _   | 0.9           | 0.2           |
| Avg. Number Past 12 Mos. Round Trips through SWF   | _            | _            | _            | _   | _             | _             |

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

| YEAR                         | JFK            | LGA            | EWR            | SWF  | REGION         | NYC<br>AIRPORTS |
|------------------------------|----------------|----------------|----------------|------|----------------|-----------------|
| Primary Residence            | JFK            | LUA            | EVVK           | SVVF | REGION         | AIRFORT         |
| New Jersey                   | 2.3%           | 1.1%           | 16.7%          | _    | 6.3%           | 1.9%            |
| Middlesex                    | 0.2%           | 1.170          | 2.8%           |      | 0.9%           | 0.1%            |
| Bergen                       | 0.6%           | 0.2%           | 2.8%           | _    | 1.2%           | 0.1%            |
| Essex                        | 0.2%           | 0.2%           | 1.7%           | _    | 0.6%           | 0.1%            |
| Essex<br>Hudson              | 0.4%           | 0.5%           | 1.6%           | _    | 0.8%           | 0.1%            |
| Morris                       | 0.1%           | 0.5%           | 1.4%           | _    | 0.5%           | 0.4%            |
| Passaic                      | 0.1%           | _              | 1.1%           | _    | 0.4%           | 0.1%            |
| rassaic<br>Monmouth          | 0.1%           | _              | 1.0%           | _    | 0.4%           | 0.1%            |
| Union                        | 0.1%           | _              | 0.9%           | _    | 0.4%           | 0.1%            |
|                              | 0.1%           | _              | 0.9%           | _    | 0.3%           |                 |
| Somerset                     |                |                |                |      |                | 0.1%            |
| Mercer                       | _              | _              | 0.6%           | _    | 0.2%           | _               |
| Ocean                        | _              | _              | 0.6%           | _    | 0.2%           | _               |
| Hunterdon                    | _              | - 0.10/        | 0.5%           | _    | 0.2%           | _               |
| Sussex                       | - 0.104        | 0.1%           | 0.3%           | _    | 0.1%           |                 |
| Burlington                   | 0.1%           | 0.1%           | 0.3%           | _    | 0.2%           | 0.1%            |
| Gloucester                   | _              | _              | 0.2%           | _    | 0.1%           | _               |
| Warren                       | _              | _              | 0.1%           | _    | _              | _               |
| Atlantic                     | _              | _              | _              | _    | _              | _               |
| Camden                       | _              | _              | _              | _    | _              | _               |
| Other NJ                     | _              | _              | _              | _    | _              | -               |
| Connecticut                  | 3.4%           | 2.7%           | 0.7%           | _    | 2.5%           | 3.1%            |
| Fairfield                    | 1.3%           | 1.4%           | 0.3%           | _    | 1.0%           | 1.4%            |
| New Haven                    | 0.5%           | 0.5%           | _              | _    | 0.4%           | 0.5%            |
| Hartford                     | 0.3%           | 0.3%           | _              | _    | 0.2%           | 0.3%            |
| Other CT                     | 0.2%           | 0.3%           | 0.3%           | _    | 0.3%           | 0.2%            |
| Pennsylvania                 | 2.2%           | 1.7%           | 2.1%           | _    | 2.0%           | 2.0%            |
| Philadelphia                 | 0.4%           | 0.1%           | 0.6%           | _    | 0.4%           | 0.3%            |
| Bucks                        | 0.470          | 0.170          | 0.3%           | _    | 0.1%           | 0.5%            |
| Northampton                  | _              | _              | 0.2%           | _    | 0.1%           |                 |
| Monroe                       | 0.1%           |                | 0.2%           | _    | 0.1%           |                 |
| Chester                      | 0.1%           | _              | 0.1%           | _    | 0.1%           | 0.1%            |
| Lancaster                    | 0.1%           | _              | 0.1%           | _    | 0.1%           | 0.1%            |
|                              | 0.1%           | _              | 0.1%           | _    | 0.1%           | _               |
| Montgomery<br>Other PA       | 1.5%           | 1.6%           | 0.5%           | _    | 1.2%           | 1 50/-          |
|                              |                |                |                |      |                | 1.5%            |
| Other US<br>Outside U.S.     | 36.9%<br>36.8% | 61.6%<br>10.2% | 45.8%<br>26.3% | _    | 45.3%<br>27.5% | 45.2%<br>28.0%  |
|                              | 30.6%          | 10.2%          | 20.5%          | _    | 27.5%          | 20.0%           |
| Primary Residence Outside US |                |                |                |      |                |                 |
| Other North America          | 2.0%           | 4.6%           | 3.8%           | _    | 3.1%           | 2.9%            |
| Caribbean                    | 3.5%           | _              | 0.2%           | _    | 1.7%           | 2.3%            |
| Central America              | 0.9%           | 0.3%           | 0.6%           | _    | 0.7%           | 0.7%            |
| South America                | 3.6%           | 1.4%           | 1.3%           | _    | 2.4%           | 2.9%            |
| Europe                       | 16.4%          | 1.6%           | 14.8%          | _    | 12.5%          | 11.5%           |
| Middle East                  | 1.1%           | _              | 0.5%           | _    | 0.7%           | 0.8%            |
| Africa                       | 0.6%           | _              | 0.2%           | _    | 0.3%           | 0.4%            |
| Asia                         | 6.3%           | 1.4%           | 3.7%           | _    | 4.4%           | 4.7%            |
| Oceania                      | 1.8%           | 0.2%           | 0.9%           | _    | 1.2%           | 1.3%            |

|  |        |         |         |     |        | NYC      |
|--|--------|---------|---------|-----|--------|----------|
| YEAR   | JFK    | LGA     | EWR     | SWF | REGION | AIRPORTS |
| Gender   | 45.70/ | 46.60/  | F1.60/  |     | 47.50/ | 45.70/   |
| Male   | 45.3%  | 46.6%   | 51.6%   | _   | 47.5%  | 45.7%    |
| Female   | 54.7%  | 53.4%   | 48.4%   | _   | 52.5%  | 54.3%    |
| Age  |        |         |         |     |        |          |
| 18-24  | 30.2%  | 25.6%   | 32.4%   | _   | 30.0%  | 29.0%    |
| 25-34  | 26.0%  | 27.3%   | 22.5%   | _   | 25.2%  | 26.3%    |
| 35-44  | 19.1%  | 18.1%   | 15.0%   | _   | 17.7%  | 18.8%    |
| 45-54  | 14.2%  | 13.0%   | 15.9%   | _   | 14.5%  | 13.9%    |
| 55-64  | 7.0%   | 9.5%    | 8.8%    | _   | 8.0%   | 7.7%     |
| 65-74  | 2.4%   | 3.5%    | 4.0%    | _   | 3.1%   | 2.7%     |
| 75+  | 1.1%   | 3.0%    | 1.5%    | _   | 1.6%   | 1.6%     |
| Mean age                                       | 35.1   | 37.7    | 36.3    | -   | 35.9   | 35.8     |
| Annual Household Income                        |        |         |         |     |        |          |
| Under \$25,000                                 | 17.3%  | 6.7%    | 12.5%   | _   | 13.2%  | 13.5%    |
| \$25,000 - \$29,999                            | 7.5%   | 3.2%    | 5.4%    | _   | 5.8%   | 6.0%     |
| \$30,000 - \$39,999                            | 8.1%   | 5.2%    | 6.0%    | _   | 6.7%   | 7.0%     |
| \$40,000 - \$49,999                            | 7.8%   | 6.6%    | 4.2%    | _   | 6.4%   | 7.4%     |
| \$50,000 - \$59,999                            | 6.5%   | 6.2%    | 7.4%    | _   | 6.7%   | 6.4%     |
| \$60,000 - \$69,999                            | 6.7%   | 8.2%    | 6.5%    | _   | 7.0%   | 7.2%     |
| \$70,000 - \$79,999                            | 6.3%   | 9.2%    | 7.2%    | _   | 7.3%   | 7.3%     |
| \$80,000 - \$89,999                            | 4.7%   | 8.0%    | 6.7%    | _   | 6.1%   | 5.9%     |
| \$90,000 - \$99,999                            | 4.8%   | 8.4%    | 5.9%    | _   | 6.0%   | 6.1%     |
| \$100,000 - \$124,999                          | 9.1%   | 12.8%   | 10.3%   | _   | 10.4%  | 10.4%    |
| \$125,000 - \$149,999                          | 5.2%   | 6.5%    | 7.7%    | _   | 6.3%   | 5.6%     |
| \$150,000 - \$174,999                          | 4.1%   | 4.5%    | 4.2%    | _   | 4.2%   | 4.3%     |
| \$175,000 - \$199,999                          | 2.2%   | 3.7%    | 2.4%    | _   | 2.6%   | 2.7%     |
| \$200,000 - \$249,999                          | 3.4%   | 3.3%    | 5.1%    | _   | 3.9%   | 3.3%     |
| \$250,000 - \$299,999                          | 1.6%   | 2.9%    | 2.7%    | _   | 2.2%   | 2.0%     |
| \$300,000 or more                              | 4.8%   | 4.7%    | 5.9%    | _   | 5.1%   | 4.8%     |
| Mean income (in \$000's)                       | \$86.3 | \$103.9 | \$102.0 | _   | \$95.5 | \$92.6   |
| Main Modal Airport Access – O&D Passengers     |        |         |         |     |        |          |
| Personal Car                                   | 31.2%  | 18.9%   | 41.0%   | _   | 30.2%  | 26.4%    |
| Passenger in Car and Dropped Off at Airport    | 26.5%  | 16.3%   | 31.8%   | _   | 24.9%  | 22.6%    |
| Drove Your Own Car                             | 3.5%   | 1.8%    | 7.6%    | _   | 4.0%   | 2.8%     |
| Passenger in Car Parked at Airport             | 1.2%   | .8%     | 1.7%    | _   | 1.2%   | 1.1%     |
| Drove Rental Car                               | 2.5%   | 2.8%    | 13.7%   | _   | 5.5%   | 2.6%     |
| Taxicab  | 27.9%  | 46.2%   | 8.4%    | _   | 28.2%  | 35.0%    |
| Limousine                                      | 9.4%   | 8.6%    | 7.0%    | _   | 8.6%   | 9.1%     |
| Uber/Lyft                                      | 3.3%   | 7.8%    | 3.7%    | _   | 4.7%   | 5.1%     |
| Shared-RideVan                                 | 3.3%   | 3.1%    | 6.3%    | _   | 4.0%   | 3.2%     |
| Rail/Train/Subway                              | 14.4%  | _       | 10.0%   | _   | 9.1%   | 8.8%     |
| Bus  | 4.0%   | 10.1%   | 3.9%    | _   | 5.7%   | 6.4%     |
| HotelMotel Van                                 | 2.3%   | .7%     | 3.3%    | _   | 2.1%   | 1.7%     |
| Off-Airport Prkg Shuttle                       | 1.6%   | 1.8%    | 2.7%    | _   | 1.9%   | 1.7%     |
| Avg. O-D Pax Travel Time to Airport (in mins.) | 64     | 44      | 54      | -   | 56     | 56       |

| IVER,CO (CONT'D)   | To DETROIT,MI (CONT'D) | To FT. LAUDERDALE,FL (CONT'D)<br>X6 6 25p L 9 33p DL 1854 0 319 | To GREENSBORO/<br>WIN-SALEM,NC | To HOUSTON,TX (CONT'D)   From INDIANAPOLIS,IN   From KANSAS CITY,MO   K6 12 45pE 3 40p HWN 3616073W   (CONT'D)   (CONT'D)   |
|--|------------------------|---|--------------------------------|---|
| 55aL 2 25p WN 264 073W<br>10pE 2 25p WN 482 073W                                       |                        |   |                                |   |
| 5p L 3 49p F9 841 0 320<br>4p E 5 12p UA 1107 0 739<br>0p L 5 25p WN 1839 0 73W        |                        |   |                                |   |
| 9p L 5 31p UA 745 0 752<br>5p E 6 05p WN 3580 0 73W                                    |                        |   |                                |   |
| Op L 8 44p UA 269 1 319 Plane Change En Route  |                        |   |                                |   |
| 5p L 7 20p DL 884 0 319<br>5p L 7 37p UA 509 0 752                                     |                        |   |                                |   |
| 0p L 7 52p F9 837 0 320<br>4p E 7 52p UA 1064 0 73G                                    |                        |   |                                |   |
| 5p E 8 28p UA 1139 0 739<br>5p J 9 31p DL 2454 0 738                                   |                        |   |                                |   |
| 0p J 11 59p B6 97 0 320<br>ENVER,CO  |                        |   |                                |   |
| 59a 6 34a J B6 98 0 320<br>0a 12 35p L F9 506 0 320                                    |                        |   |                                |   |
| 7a 1 59p L UA 358 0 752<br>7a 2 00p E UA 395 0 319                                     |                        |   |                                |   |
| 0a 2 55p L WN 3128 0 73W<br>28a 4 10p L UA 310 0 752                                   |                        |   |                                |   |
| 35a 4 20p L WN 2988 0 73W<br>35a 4 30p L F9 510 0 320                                  |                        |   |                                |   |
| 15a 5 02p E UA 1086 0 739<br>20a 5 05p J DL 1312 0 738                                 |                        |   |                                |   |
| 55a 5 25p E WN 318 0 73W<br>35p 6 22p E UA 1643 0 752<br>5p 9 09p I NK 630 1 320       |                        |   |                                |   |
| 3p 9 17p L UA 502 1 752<br>Plane Change En Route                                       |                        |   |                                |   |
| 0p 8 22p L UA 776 0 752<br>0p 8 30p L WN 2255 0 73W<br>8p 9 20p L DL 1794 0 310        |                        |   |                                |   |
| 5p 9 27p L UA 406 0 752<br>0p 9 25p L WN 2261 0 73W                                    |                        |   |                                |   |
| 7p 9 37p E UA 454 0 319<br>0p 9 55p E WN 2178 0 73W                                    |                        |   |                                |   |
| 1p 11 11p E UA 469 0 320<br>0p 11 29p L UA 671 0 752                                   |                        |   |                                |   |
| MOINES,IA<br>26aE 12 21p UA 4412 0 ERJ   |                        |   |                                |   |
| 0p L 9 17p DL 3445 0 CR9<br>5p L 10 30p WN 881 1 73W<br>7p F 10 02p UA 4543 0 FR L     |                        |   |                                |   |
| ES MOINES,IA  0a 9 45a E UA 4151 0 ERJ   |                        |   |                                |   |
| 0a 11 45a EWN 1845173W<br>5a 11 24a L DL 3443 0 CR9                                    |                        |   |                                | CARGO TRANSPORT   |
| ROIT,MI  |                        |   |                                | 3 37p 1 6 pg E DA 537 0 752 5 9 U0a E 9 top UR 1727 7 79U 7 34p E 10 zop UA 1429 (<br>X6 3 40p I 8 20p L UA 1277 0 79G Plane Change En Route From LAS VEGAS,NV  |
| 0a L 7 51a MDL 731 0 320<br>0a E 7 58a MDL 5068 0 CR9                                  |                        |   |                                |   |
| 3a 7 56a MDL 3755 0 CRJ<br>0a L 8 10a MAA 3351 0 CR7                                   |                        |   |                                |   |
| 9a E 9 46a MUA 4246 0 ERJ<br>0a J 10 05a MDL 3353 0 CR9                                |                        |   |                                |   |
| 9a L 10 29a MAA 3478 0 CR7<br>5a L 1 00p MUS 3373 1 E75                                |                        |   |                                | 6 880   11 297   UA 384   0 320   6 9 308   12 019   DL 8279   0 C87   8 122   6 450   L NK 188   2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0   |
| 5a E 11 11a MDL 5222 0 CR7<br>0a L 11 39a MNK 475 0 320                                |                        |   |                                | X7 7 33p   1159p EUX 1079 0 739 Plane Change En Roule X6 8 25a 6 47p EUX 1252 7 8 00p   12 29a + EUX 425 0 319 12 03pE 2 12p UX 4567 0 ERJ Plane Change En Roule X6 8 25a 6 47p EUX 1252 12p UX 4567 0 ERJ                                  |
| 28aE 12 25p MUA 4297 0 ERJ<br>50aL 12 50p MAA 3689 0 CR7<br>10aE 12 46p MDL 3475 0 CR9 |                        |   |                                | To INDIANA Top 50 Worldwide Airport Comparisons Change En   |
| 00aL 1 09p MDL 2452 0 319<br>33p 2 23p MDL 3839 0 CRJ                                  |                        |   |                                |   |
| 40pE 2 38p MDL 3291 0 CR9<br>48pL 2 50p MDL 1131 0 320                                 |                        |   |                                | 10 total 12 38p   |
| 5p L 5 22p MUS 3462 1 E75<br>9p L 3 29p MAA 3340 0ERD                                  |                        |   |                                |   |
| 0p L 4 38p MDL 1231 0 319<br>3p E 5 01p MUA 3916 0 E70                                 |                        |   |                                | X6 3 48p E 567p UA 3825 0 ERJ 6 Revenue Freight by Airline Change En 3 500 L 6 179 D L 625 1 0 CRZ  |
| 5p L 6 31p MDL 2231 0 320<br>2p E 6 37p MDL 1365 0 320                                 |                        |   |                                | X6 6 40p L 9 08p DL 6005 0 E70 6 9 308 117/p L DL 5713 0 E/S 2 02p 9 58p E UA 1253 0 9 05p E 1114p UA 3557 0 E70 X6 110 52a 2 240p E UA 4553 0 ERJ 2 02p 9 58p E UA 1253 0 CR7 2 25p 10 25p J VX 860 (0 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 |
| 0p L 6 53p MNK 711 0 320<br>5p 7 04p MDL 3750 0 CRJ                                    |                        |   |                                | X6 9.30b L 11 479   |
| 2p E 7 40p MUA 4382 0 ERJ<br>5p L 8 19p MDL 2331 0 320                                 |                        |   |                                |   |
| 2p E 8 20p MUA 4382 0 ERJ<br>5p J 8 42p MDL 2002 0 M88                                 |                        |   |                                |   |
| e Arrive Flight S Eq.  |                        |   |                                |   |
| OLOMBIA<br>5p 7 23p J B6 1532 0 320  |                        |   |                                |   |
| ABLANCA, MOROCCO<br>5p J 6 25a † AT 201 0 763  |                        |   |                                |   |
| ASABLANCA,<br>MOROCCO  |                        |   |                                |   |
| 25p 3 45p J AT 200 0 763<br>ENHAGEN, DENMARK<br>0p E 7 10a † SK 910 0 333              |                        |   |                                |   |
| OPENHAGEN,<br>ENMARK   |                        |   |                                |   |
| 20p 3 15p E SK 909 0 333<br>UMEL,MEXICO  |                        |   |                                |   |
| 5a E 11 07a UA 1545 1 738<br>Plane Change En Route<br>0a E 1 00p UA 1552 0 738         |                        |   |                                |   |
| OZUMEL, MEXICO   |                        |   |                                |   |
| 77a 8 29p E UA 1546 1 738<br>Plane Change En Route<br>1p 6 44p E UA 1551 0 738         |                        |   |                                |   |
| AR,SENEGAL<br>1p J 10 05at DL 416 0 752  |                        |   |                                |   |
| AKAR, SENEGAL<br>5a 6 25a J DL 217 0 752   |                        |   |                                |   |
|  |                        |   |                                |   |
|  |                        |   |                                |   |
|  |                        |   |                                |   |

2015

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

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

2015

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

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

| _ |   |   |   |            |   |   |
|---|---|---|---|------------|---|---|
| D | n | m | P | <b>C</b> 1 | п | r |

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

## International

| YEAR | EWR     | JFK       | LGA | SWF | REGION    |
|------|---------|-----------|-----|-----|-----------|
| 2002 | 181,733 | 1,260,135 | 388 | _   | 1,442,256 |
| 2003 | 237,530 | 1,279,245 | 344 | _   | 1,517,119 |
| 2004 | 256,251 | 1,347,109 | 279 | _   | 1,603,639 |
| 2005 | 239,108 | 1,318,641 | 317 | _   | 1,558,066 |
| 2006 | 251,525 | 1,345,674 | 246 | 578 | 1,598,023 |
| 2007 | 254,788 | 1,301,242 | 220 | 308 | 1,556,558 |
| 2008 | 243,601 | 1,162,899 | 177 | 104 | 1,406,781 |
| 2009 | 219,862 | 921,428   | 215 | 52  | 1,141,557 |
| 2010 | 291,268 | 1,139,861 | 184 | _   | 1,431,313 |
| 2011 | 276,169 | 1,131,343 | 136 | 13  | 1,407,661 |
| 2012 | 247,998 | 1,064,998 | 190 | 203 | 1,313,389 |
| 2013 | 244,359 | 1,062,973 | 128 | 547 | 1,308,007 |
| 2014 | 253,130 | 1,100,222 | 56  | 24  | 1,353,432 |
| 2015 | 255,252 | 1,094,939 | 49  | 128 | 1,350,368 |

#### Domestic and International

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

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

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

#### International

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

#### Domestic and International

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

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

# 3.3.1 REGION

## Imports

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

## **Exports**

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

Total

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

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

|      |                       | TOTAL      | IMPORTS       | % OF   | TOTAL   |
|------|-----------------------|------------|---------------|--------|---------|
| RANK | CUSTOM DISTRICTS      | SHORT TONS | \$ IN 000'S   | TONS   | DOLLARS |
| 1    | Chicago, IL           | 824,805    | \$ 95,916,541 | 17.3%  | 17.2%   |
| 2    | New York, NY          | 776,075    | 108,706,348   | 16.3%  | 19.5%   |
| 3    | Miami, FL             | 680,457    | 21,006,107    | 14.3%  | 3.8%    |
| 4    | Los Angeles, CA       | 627,893    | 51,582,266    | 13.2%  | 9.3%    |
| 5    | Cleveland, OH         | 240,115    | 39,318,438    | 5.0%   | 7.1%    |
| 6    | Savannah, GA          | 235,986    | 23,043,483    | 5.0%   | 4.1%    |
| 7    | New Orleans, LA       | 214,199    | 38,742,120    | 4.5%   | 7.0%    |
| 8    | San Francisco, CA     | 188,497    | 28,012,018    | 4.0%   | 5.0%    |
| 9    | Anchorage, AK         | 187,445    | 38,502,048    | 3.9%   | 6.9%    |
| 10   | Dallas/Fort Worth, TX | 181,889    | 32,318,385    | 3.8%   | 5.8%    |
|      | All Others            | 613,473    | \$ 79,648,650 | 12.9%  | 14.3%   |
|      | Total                 | 4.770.834  | \$556,796,403 | 100.0% | 100.0%  |

|      | TOTAL EXPORTS         |            |               | % OF T | % OF TOTAL |  |
|------|-----------------------|------------|---------------|--------|------------|--|
| RANK | CUSTOM DISTRICTS      | SHORT TONS | \$ IN 000'S   | TONS   | DOLLARS    |  |
| 1    | New York, NY          | 530,465    | \$94,786,745  | 14.9%  | 21.6%      |  |
| 2    | Chicago, IL           | 525,018    | 45,873,732    | 14.7%  | 10.5%      |  |
| 3    | Los Angeles, CA       | 477,262    | 49,422,982    | 13.4%  | 11.3%      |  |
| 4    | Miami, FL             | 365,243    | 32,596,496    | 10.2%  | 7.4%       |  |
| 5    | Cleveland, OH         | 255,550    | 32,551,863    | 7.2%   | 7.4%       |  |
| 6    | New Orleans, LA       | 192,945    | 32,881,676    | 5.4%   | 7.5%       |  |
| 7    | Savannah, GA          | 159,901    | 13,490,910    | 4.5%   | 3.1%       |  |
| 8    | Dallas/Fort Worth, TX | 158,162    | 21,315,250    | 4.4%   | 4.9%       |  |
| 9    | San Francisco, CA     | 158,019    | 26,717,639    | 4.4%   | 6.1%       |  |
| 10   | Houston/Galveston, TX | 131,186    | 9,174,118     | 3.7%   | 2.1%       |  |
|      | All Others            | 615,222    | \$ 80,041,542 | 17.2%  | 18.2%      |  |
|      | Total                 | 3,568,973  | \$438,852,955 | 100.0% | 100.0%     |  |

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

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

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

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

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

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

## JFK

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

## **EWR**

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

## **LGA**

| DANIK | AIDLINE                    | TOTAL FREIGHT | CLIMAL II ATINE O |
|-------|----------------------------|---------------|-------------------|
| RANK  | AIRLINE                    | (SHORT TONS)  | CUMULATIVE %      |
| 1     | Delta                      | 2,844         | 36.8%             |
| 2     | Southwest Airlines         | 2,662         | 71.3%             |
| 3     | American                   | 1,376         | 89.1%             |
| 4     | United                     | 312           | 93.2%             |
| 5     | US Airways                 | 310           | 97.2%             |
| 6     | JetBlue Airways            | 168           | 99.4%             |
| 7     | Air Canada                 | 48            | 100.0%            |
|       | Total Airport All Airlines | 7,720         |                   |

## **SWF**

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

## **REGION**

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

| YEAR | EWR    | JFK    | LGA    | SWF   | REGION  |
|------|--------|--------|--------|-------|---------|
| 2002 | 31,258 | 44,004 | 22,350 | _     | 97,612  |
| 2003 | 71,533 | 45,325 | 17,740 | 4     | 134,602 |
| 2004 | 81,434 | 39,387 | 14,269 | 2     | 135,092 |
| 2005 | 66,590 | 31,057 | 8,997  | 6     | 106,650 |
| 2006 | 37,719 | 38,060 | 4,568  | 9     | 80,356  |
| 2007 | 35,565 | 39,456 | 396    | 1     | 75,418  |
| 2008 | 33,738 | 41,159 | 1,483  | 1     | 76,381  |
| 2009 | 26,741 | 26,932 | 605    | _     | 54,278  |
| 2010 | 21,569 | 21,970 | 28     | _     | 43,567  |
| 2011 | 25,858 | 19,349 | 23     | _     | 45,230  |
| 2012 | 32,160 | 20,164 | 384    | _     | 52,708  |
| 2013 | 25,086 | 19,621 | 743    | 1     | 45,451  |
| 2014 | 26,093 | 18,925 | 1,157  | _     | 46,175  |
| 2015 | 40,723 | 25,007 | 710    | 1,496 | 67,936  |

#### International

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

#### Domestic and International

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

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

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

#### International

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

## Domestic and International

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

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

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| To FT. LAUDERDALE,FL (CONT'D) | To GREENSBORO/ | To HOUSTON,TX (CONT'D)   |  |
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|                               |                |  | ## A CARD CONTROL   Promoce Change in Education   Promoce Change i |
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|                               |                |  | ## A CARD PORT   ECONO   MIC   IMP A CE   100    |

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

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

#### **EWR**

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

Express #300 bus: currently serves PABT.

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

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

#### JFK

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

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

## LGA

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

#### SWF

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

| YEAR | EWR       | JFK       | LGA       | SWF*    | REGION     |
|------|-----------|-----------|-----------|---------|------------|
| 2002 | 4,844,475 | 4,724,885 | 2,542,071 | _       | 12,111,431 |
| 2003 | 4,398,127 | 4,958,635 | 2,314,150 | _       | 11,670,912 |
| 2004 | 4,397,346 | 5,196,064 | 2,305,507 | _       | 11,898,917 |
| 2005 | 4,306,993 | 4,762,364 | 2,250,659 | _       | 11,320,016 |
| 2006 | 4,466,632 | 4,283,499 | 2,092,066 | 124,608 | 10,966,805 |
| 2007 | 4,246,706 | 4,753,459 | 1,874,350 | 404,505 | 11,279,020 |
| 2008 | 3,762,446 | 4,570,687 | 1,645,465 | 353,075 | 10,331,673 |
| 2009 | 3,272,762 | 4,429,201 | 1,467,839 | 157,363 | 9,327,165  |
| 2010 | 3,105,058 | 4,337,572 | 1,530,875 | 94,400  | 9,067,905  |
| 2011 | 3,063,016 | 4,273,262 | 1,481,809 | 94,574  | 8,912,661  |
| 2012 | 2,926,748 | 4,154,895 | 1,494,103 | 81,934  | 8,657,680  |
| 2013 | 2,862,943 | 4,202,721 | 1,452,692 | 73,664  | 8,592,020  |
| 2014 | 2,844,074 | 4,132,263 | 1,245,979 | 69,443  | 8,291,759  |
| 2015 | 2,872,335 | 4,112,611 | 1,170,759 | 63,795  | 8,219,500  |

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

<sup>\*</sup> SWF: Historical data prior to 2006 not available.

#### Outbound Passengers

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

<sup>\*</sup>Visconti Cab Company.

#### Outbound Only

| YEAR | EWR     | JFK     | LGA     | SWF | REGION  |
|------|---------|---------|---------|-----|---------|
| 2002 | 165,276 | 261,423 | 195,446 | _   | 622,145 |
| 2003 | 167,592 | 238,063 | 186,444 | _   | 592,099 |
| 2004 | 164,206 | 251,793 | 184,034 | _   | 600,033 |
| 2005 | 105,572 | 191,131 | 129,887 | _   | 426,590 |
| 2006 | 110,022 | 166,026 | 151,795 | _   | 427,843 |
| 2007 | 84,304  | 149,322 | 122,802 | _   | 356,428 |
| 2008 | 94,335  | 156,553 | 102,510 | _   | 353,398 |
| 2009 | 103,706 | 169,021 | 108,489 | _   | 381,216 |
| 2010 | 104,697 | 171,736 | 115,681 | _   | 392,114 |
| 2011 | 99,826  | 175,785 | 117,143 | _   | 392,754 |
| 2012 | 111,175 | 204,480 | 123,988 | _   | 439,643 |
| 2013 | 109,757 | 216,005 | 111,173 | _   | 436,935 |
| 2014 | 104,287 | 212,343 | 102,150 | _   | 418,780 |
| 2015 | 95,900  | 216,546 | 87,595  | _   | 400,041 |

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

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

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

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

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

2015

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

In Million \$ 2015

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