

2016



AIRPORT TRAFFIC REPORT

John F. Kennedy International Airport

Newark Liberty International Airport

LaGuardia Airport

Stewart International Airport

Atlantic City International Airport

Teterboro Airport

U	V	W	X	Y	Z	AA	AB	AC	AD	AE	AF	AG	AH	AI	AJ	AK	AL	AM	AN	AO	AP	AQ	AR	AS	AT	AU	AV	AW	AX	AY	AZ					
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April 14, 2017

The Port Authority airport system enjoyed its fourth consecutive record-setting year in 2016

I am happy to share the Port Authority Aviation Department's 2016 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.

The Port Authority airport system enjoyed its fourth consecutive record-setting year in 2016, hitting an all-time high of 130.5 million passengers while recording 5 percent growth that easily outperformed the nation's 3.8 percent growth rate. To put the total number of passengers into perspective, imagine the 130.5 million people who used our airports as the population of a country, and it would rank 10th in the world, just behind Russia's 143 million citizens and more than Japan, Mexico, Philippines, Vietnam, Egypt, and every country in Europe.

An aggregation of the 2016 records makes last year's performance even more impressive, since it constitutes the first time that our region set 11 different records simultaneously:

- Most total passengers, systemwide, 130.5 million
- Most international passengers, systemwide, 45.8 million
- Most domestic passengers, systemwide, 84.7 million
- Most total passengers, JFK, 58.9 million
- Most international passengers, JFK, 31.7 million
- Most domestic passengers, JFK, 27.2 million
- Most total passengers, Newark, 40.3 million
- Most international passengers, Newark, 12.3 million
- Most domestic passengers, Newark, 27.9 million
- Most total passengers, LGA, 29.8 million
- Most domestic passengers, LGA, 27.9 million

As might be expected, growth was driven by our three major airports. EWR was up 7.5 percent, LGA gained 4.7 percent, and JFK grew 3.6 percent. ACY traffic also was up 0.6 percent, while SWF lost 3 percent. Our consistent regional passenger growth underscores the importance of the Port Authority's 2017-26 Capital Plan that dedicates \$11.6 billion – 36 percent of the agency's total investment – to the airports.

Cargo recovered from a first-half decline and ended the year up 1.4 percent. The growth is significant because it represents the first time since 2004 that we have had three consecutive years of cargo growth.

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.



Pasquale DiFulco
Manager
Aviation Communications

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John F. Kennedy International Airport

HISTORY

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

SIZE AND LOCATION

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

AVIATION ROLE

JFK has been recognized for decades as the premier U.S. gateway for passengers and cargo. JFK is the busiest airport in the New York City metropolitan area, and among the busiest in North America and the world. In 2016, the airport handled a

record 58.9 million passengers, and more than 1.3 million tons of cargo. The airport handled about 31.7 million international passengers in 2016, 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 \$43.6 billion in economic activity to the New York-New Jersey metropolitan region, generating about 294,000 total jobs and more than \$15.7 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 \$7.6 billion in JFK.

REDEVELOPMENT

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

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

CENTRAL TERMINAL AREA (CTA)

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

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

TERMINALS

- Terminal 1: 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.
- Terminal 2: 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. Terminal 3 ramp is now used as an aircraft parking area for 15 planes.
- Terminal 4: The 1.5-million-square-foot, common-use Terminal 4 opened in May 2001. Terminal 4 includes separate levels for departures and arrivals, consolidated ticketing and baggage operations, improved customer facilities, duty-free retail shops, and a wide variety of eateries. A Welcome Center opened in 2009. Delta Air Lines redeveloped a portion of the terminal by adding nine new gates, and other enhancements and amenities, which opened in 2013.
- Terminal 5: 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 at the end of 2014.
- Terminal 7: 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.
- Terminal 8: American Airlines' \$1.2 billion transformation of Terminal 8 opened in 2007 and serves domestic and international passengers on three

concourses. Terminal 8 includes expanded check-in areas, top name-brand shops and eateries, and numerous services.

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 7.3 million paid passengers used the system in 2016, 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, upgraded access control security systems and improved customer communications on-board and in stations.

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. Several customer incentives and conveniences were implemented over the past six years. A reservation system was introduced in 2011, and there are seasonal promotions for discounted parking rates at certain parking garages. These promotion rates are advertised on the Port Authority website.

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 over nine miles.
- Two out of the airport's four runways were constructed in concrete.
- Three out of the airport's four runways are 200 feet wide to accommodate Aircraft Design Group VI aircraft.
- 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.

HOTEL

The Port Authority completed \$20 million in restoration and preservation measures for JFK's historic TWA Flight Center in advance of an adaptive reuse redevelopment program, which will create hotel space and related services in the Central Terminal Area. The New York-based hotel investment firm MCR broke ground on the hotel on December 15, 2016.

Newark Liberty International Airport

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 2016, about 40.3 million passengers used the airport, an all-time record. About 33 airlines operate out of the airport, serving more than 166 nonstop destinations.

EMPLOYMENT AND ECONOMIC IMPACT

About 21,000 people are employed at Newark Airport. The airport contributes more than \$27.2 billion in annual economic activity to the New York-New Jersey metropolitan region, generating

about 188,000 total jobs and nearly \$10 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 \$5.3 billion at the airport.

REDEVELOPMENT

A \$2.4 billion program is under way to replace Terminal A, provide associated roadway and airside improvements, and a new parking garage. The program is awarded its first contract and will break ground in 2017. The new terminal is slated to have a partial opening in 2020 with the full opening in 2022.

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. The redevelopment of Terminal A is under way.
- Terminal B's modernization expanded the two-level facility into three levels. Highlights include inline baggage screening systems and passenger screening systems, a baggage claim hall, departure areas, ticket counters, additional passenger lounges and concessions, and a Welcome Center. Terminal B has 15 international arrivals gates.
- Terminal C opened in 1988. Continental Airlines' Global Gateway project in 2001 added 600,000 square feet of space and turned the facility into a three-level terminal with two levels for departures. The C-3 concourse added 19 gates – bringing the terminal's total to 57 – a huge retail and concessions space, and U.S. Customs facilities. The state-of-the-art International Arrivals

Facility, also completed by Continental, added another 1,500-passengers-per-hour arrival capacity to Newark Liberty. A Welcome Center also was added. In 2010, Continental merged with United Airlines.

- As part of the 2014 remodeling of the Terminal B food court, now named Liberty Terrace, Westfield Concessions invested approximately \$65,000 to add a custom wall shop unit in the corridor adjacent the food court with a variety of tenants hailing from the state of New Jersey. Travelex America was opened in a converted space on the International Arrivals level on the U.S. Customs exit ramp. EJE Duty Free moved from their rotunda location in the approach corridor with a dramatic double-sided walk-through duty free open shop 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. In 2016, Westfield added Vino Volo, a wine bar concession with a tapas menu to the B3 satellite.

- OTG continues with its \$120 million investment to upgrade and expand Terminal C's dining and shopping options. The United Experience at EWR Terminal C continues to reimagine the airport terminal to cater to the mobile and on-demand lifestyles of the modern traveler. Strategic deployment of the latest technology throughout the terminal space ensures that guests stay charged and connected no matter where they go. In an industry first, the hub's 20 million annual travelers can now use their United Mileage Plus Award Miles to pay for concessions at any of the 6,000 iPads positioned throughout the terminal. With each new chef-inspired flavor or striking design introduced to the terminal, it becomes clearer and clearer to guests and partners alike that something amazing is unfolding at United's Newark hub. Some of the newest 2016 show stoppers of the elevated United dining experience by OTG include Kaedama, Little Purse, Forno Magico, Novella, Daily, Saison, Mélange Bakery Café, Eggy Weggy, Supreme Bowl, Taquila, Riviera, Thyme and Vesper Tavern.

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 2016 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 17,500 parking spaces. The airport features a free 100-space Cell Phone Lot, 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 Parking 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 747,000 tons of cargo in 2016.

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 in 2013.

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 2016 with more than 29.8 million passengers. Ten airlines serve 73 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 more than \$18.7 billion in economic activity to the New York-New Jersey metropolitan region, generating about 136,000 total jobs and \$6.8 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 nearly \$3 billion.

REDEVELOPMENT

Construction 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. Additionally, parking lot P2 in front of Terminal B was demolished to make way for the new Terminal B head house. 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 operated by LaGuardia Gateway Partners (LGP), a consortium company of airport experts. Terminal B is 1,300 feet long and 180 feet wide, with approximately 835,000 square feet of floor space. Originally constructed at a cost of \$36 million and then expanded and modernized for \$340 million in the 1990s, the terminal consists of a four-story central section, two three-story wings, and four concourses that accommodate 35 aircraft contact gates. The terminal offers two food courts, Welcome Centers in the east and west wings, and MetroCard dispensing machines for those who wish to use New York City public transportation. LaGuardia Gateway Partners is currently building the new Terminal B. The terminal will increase from 835,000 square feet to 1,310,000 square feet

and will be designed to accommodate 17.5 million people annually, with 35 aircraft contact gates. The frontage will have three levels as opposed to the current two, and one of the levels will be for HOVs.

- 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 about 3,500 public parking spaces, and more parking will be added as the LGA Redevelopment program advances. E-Z Pass Plus in all parking lots and Express Pay machines in Lots 4, and 5. 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 six-level 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 began on a new 3,100-space West Parking Garage. The garage will open in the first quarter 2018. In 2017, a prepaid booking system for long term parking in Lot P10 was launched. Accessed via a link on the LaGuardia Airport website, parkers can prepay for parking and exit by scanning their prepayment receipt.

RUNWAYS

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

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

AIR TRAFFIC CONTROL TOWER

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

HISTORY

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

SIZE AND LOCATION

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

AVIATION ROLE

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

airlines operate at the airport, offering direct access to a number of major U.S. hubs with connections to virtually anywhere in the world. Stewart handled about 275,000 passengers and more than 22,000 tons of cargo in 2016.

EMPLOYMENT AND ECONOMIC IMPACT

The airport contributes about \$350 million in economic activity to its region, generating about 2,400 total jobs and more than \$125 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 \$181 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 2017, and the project will be complete

in 2020. The Port Authority built a new \$10 million regional crime lab for the New York State Police as part of an agreement that ensures the police force continues to guard and protect the airport. The lab opened in 2015.

PASSENGER TERMINAL

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

ROADWAY ACCESS AND GROUND TRANSPORTATION

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

PARKING

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

CARGO

Stewart International maintains 536,800 square feet of air cargo facilities and handled nearly 20,000 tons of cargo in 2016. The airport handles a variety of cargo, including oversized freight, express packages and livestock. The airport is home to the New York Animal Import Center. Fed Ex and UPS operate regularly scheduled flights at the airport. A USDA inspection facility is located on the airport.

RUNWAYS

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

AIR TRAFFIC CONTROL TOWER

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

Atlantic City International Airport

Atlantic City International Airport comprises over 5,000 acres. It is located in Egg Harbor Township, New Jersey, 12 miles from Atlantic City and 60 miles from Philadelphia.

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, and West Palm Beach.

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

REDEVELOPMENT

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

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

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

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

needed. Construction of the \$15.4 million ARFF facility was largely funded through an FAA grant.

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

EMPLOYMENT AND ECONOMIC IMPACT

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

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

FACILITIES

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

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

ROADWAYS

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

TRANSPORTATION

Car rental agencies are located in the parking garage directly across from the passenger terminal. Taxi, limousine, Uber & Lyft 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, NJ, 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. 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, corporate and 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 a 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 building with an area of approximately 134,400 square feet includes the airport management office. Additional office and shop space at fixed-base operator locations totals about 252,000 square feet. Aircraft rescue and firefighting, operations, 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), Medium Intensity Approach Lighting System-R (MALSR) and Runway End Identifier Lights (REILS). Runway 24 approach is equipped with a Precision Approach Path Indicator (PAPI) and REILS. Runway 6-24 underwent a complete rehabilitation in 2010, during which centerline lights were added to the runway and Touchdown Zone (TDZ) lights were added to Runway 6. Runway 6/24 has an EMAS installed at each end. Runway 1/19 has an EMAS installed at the south 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 has an ILS is equipped with a PAPI and Runway 1 approach is equipped with a Visual Approach

Slope Indicator (VASI). Runway 1-19 was repaved 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

2016	– 171,406
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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Domestic

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER *	TOTAL
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	11,517	265,020
2016	195,585	61	5,947	58,091	499	12,384	272,567

International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER *	TOTAL
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	138,646	103	8,016	10,866	136	—	157,767
2014	150,636	191	6,973	10,518	113	—	168,431
2015	157,294	125	6,958	9,751	161	—	174,289
2016	164,750	72	6,981	7,914	131	—	179,848

Domestic and International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER *	TOTAL
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	314,334	121	13,413	67,971	597	9,662	406,098
2014	330,126	864	12,674	68,852	469	10,346	423,331
2015	351,023	146	12,808	63,260	555	11,517	439,309
2016	360,335	133	12,928	66,005	630	12,384	452,415

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

Domestic

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER *	TOTAL
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	20,606	138,500	1,882	12,954	323,937
2016	167,352	1,048	20,484	140,112	1,453	13,452	343,901

International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER *	TOTAL
2003	51,704	1,232	2,255	10,771	525	—	66,487
2004	57,192	663	2,069	11,991	773	—	72,688
2005	60,348	182	2,119	13,284	328	—	76,261
2006	62,082	131	2,900	17,292	206	—	82,611
2007	66,806	33	3,305	18,274	39	—	88,457
2008	71,356	85	3,363	18,141	40	—	92,985
2009	67,466	103	3,122	21,415	26	—	92,132
2010	72,439	171	3,134	20,121	80	—	95,945
2011	75,232	105	3,142	19,465	65	—	98,009
2012	72,690	76	2,406	20,503	56	—	95,731
2013	69,822	62	1,643	21,163	76	—	92,766
2014	71,548	106	1,347	18,756	154	—	91,911
2015	71,676	195	1,318	16,658	94	—	89,941
2016	75,436	276	1,383	14,839	72	—	92,006

Domestic and International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER *	TOTAL
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	21,924	155,158	1,976	12,954	413,878
2016	242,788	1,324	21,867	154,951	1,525	13,452	435,907

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

Domestic

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
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
2016	164,477	70	—	167,776	302	13,046	345,671

International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
2003	15,527	1	—	3,522	4	—	19,054
2004	15,034	—	—	7,066	6	—	22,106
2005	17,467	2	—	6,118	3	—	23,590
2006	13,782	—	—	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	—	—	14,283	—	—	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
2016	13,073	1	—	11,242	—	—	24,316

Domestic and International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
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
2016	177,550	71	—	179,018	302	13,046	369,987

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

Domestic

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
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	0	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	—	1,313	3,631	32	31,192	37,821
2016	1,707	—	1,313	3,238	54	30,983	37,295

International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
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	—	—	1	—	21	—	42
2012	—	20	12	—	1	—	13
2013	—	—	20	—	2	—	22
2014	—	—	4	—	—	—	4
2015	—	—	11	—	—	—	11
2016	—	—	—	—	—	—	—

Domestic and International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
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	—	1,324	3,631	32	31,192	37,832
2016	1,707	—	1,313	3,238	54	30,983	37,295

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

Domestic

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
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
2016	7,245	1,908	199	—	46	17,057	26,455

International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
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
2016	—	11	4	—	—	—	15

Domestic and International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
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
2016	7,245	1,919	203	—	46	17,057	26,470

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

Domestic

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON- REVENUE	OTHER *	TOTAL
2003	—	—	—	—	—	—	—
2004	—	—	—	—	—	—	—
2005	—	—	—	—	—	—	—
2006	—	—	—	—	—	—	—
2007	—	—	—	—	—	—	—
2008	—	—	—	—	—	—	—
2009	—	—	—	—	—	132,776	132,776
2010	—	—	—	—	—	143,380	143,380
2011	—	—	—	—	—	145,792	145,792
2012	—	—	—	—	—	140,939	140,939
2013	—	—	—	—	—	148,207	148,207
2014	—	—	—	—	—	154,611	154,611
2015	—	—	—	—	—	159,707	159,707
2016	—	—	—	—	—	163,824	163,824

International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON- REVENUE	OTHER *	TOTAL
2003	—	—	—	—	—	—	—
2004	—	—	—	—	—	—	—
2005	—	—	—	—	—	—	—
2006	—	—	—	—	—	—	—
2007	—	—	—	—	—	—	—
2008	—	—	—	—	—	—	—
2009	—	—	—	—	—	5,114	5,114
2010	—	—	—	—	—	6,150	6,150
2011	—	—	—	—	—	6,455	6,455
2012	—	—	—	—	—	6,537	6,537
2013	—	—	—	—	—	6,825	6,825
2014	—	—	—	—	—	7,231	7,231
2015	—	—	—	—	—	7,529	7,529
2016	—	—	—	—	—	7,582	7,582

Domestic and International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON- REVENUE	OTHER *	TOTAL
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
2016	—	—	—	—	—	171,406	171,406

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

Domestic

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER *	TOTAL
2003	503,260	1,615	33,319	301,822	3,794	36,560	880,370
2004	533,482	833	33,991	349,264	2,823	38,606	958,999
2005	534,482	624	32,912	368,073	2,536	40,584	979,211
2006	542,731	524	34,315	382,597	1,953	112,066	1,074,186
2007	562,285	689	33,008	400,592	1,809	109,530	1,107,913
2008	532,521	321	30,221	401,719	1,998	91,063	1,057,843
2009	480,179	544	25,131	396,751	1,777	64,159	968,541
2010	463,296	462	25,853	390,975	1,661	67,933	950,180
2011	470,999	619	25,484	396,595	1,973	66,225	961,895
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	3,044	27,769	351,564	2,610	82,019	987,132
2016	536,366	3,087	27,943	369,217	2,354	86,922	1,025,889

International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER *	TOTAL
2003	152,642	3,194	17,418	16,994	1,464	—	191,712
2004	166,456	2,041	17,096	22,783	1,889	—	210,265
2005	175,370	1,450	16,499	24,611	1,655	—	219,585
2006	182,380	1,156	16,351	31,300	1,478	—	232,665
2007	197,654	1,868	16,636	33,098	1,241	—	250,497
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	224,928	204	9,679	48,556	222	—	283,589
2014	234,245	337	8,324	48,633	276	—	291,815
2015	241,898	347	8,287	40,779	258	—	291,569
2016	253,259	360	8,368	33,995	203	—	296,185

Domestic and International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER *	TOTAL
2003	655,902	4,809	50,737	318,816	5,258	36,560	1,072,082
2004	699,938	2,874	51,087	372,047	4,712	38,606	1,169,264
2005	709,852	2,074	49,411	392,684	4,191	40,584	1,198,796
2006	725,111	1,680	50,666	413,897	3,431	112,066	1,306,851
2007	759,939	2,557	49,644	433,690	3,050	109,530	1,358,410
2008	742,261	913	44,518	441,988	3,249	91,063	1,323,992
2009	682,182	820	36,095	440,477	2,333	64,159	1,226,066
2010	672,015	836	38,374	433,527	2,268	67,933	1,214,953
2011	684,389	946	38,295	438,922	2,385	66,225	1,231,162
2012	708,998	3,443	35,271	425,688	2,323	83,481	1,259,204
2013	710,316	3,299	33,249	428,417	2,588	81,977	1,259,846
2014	723,591	3,517	32,983	407,329	2,420	78,663	1,248,503
2015	762,024	3,391	36,056	392,343	2,868	82,019	1,278,701
2016	789,625	3,447	36,311	403,212	2,557	86,922	1,322,074

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

Domestic

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2015-16
Jan	15,136	—	469	4,575	42	708	20,930	7.9%
Feb	15,144	8	428	4,475	30	728	20,813	14.1%
Mar	17,092	4	508	5,034	27	734	23,399	11.7%
Apr	16,299	5	481	4,968	46	1,124	22,923	4.9%
May	16,834	6	457	5,152	21	1,032	23,502	1.8%
Jun	16,933	5	498	5,072	46	1,274	23,828	3.6%
Jul	16,840	10	476	4,818	23	1,258	23,425	-3.4%
Aug	17,206	13	477	5,060	47	1,216	24,019	-1.8%
Sep	16,954	—	525	4,799	52	1,456	23,786	4.8%
Oct	15,625	2	519	4,885	42	1,014	22,087	-5.1%
Nov	15,325	2	528	4,595	43	960	21,453	1.0%
Dec	16,197	6	581	4,658	80	880	22,402	-0.8%
Total 2016	195,585	61	5,947	58,091	499	12,384	272,567	2.8%
% Change								
2015 to 2016	1.0%	190.5%		1.7%	8.6%	26.6%	7.5%	2.8%

International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2015-16
Jan	12,309	—	586	592	12	—	13,499	2.5%
Feb	11,671	9	547	570	17	—	12,814	9.6%
Mar	12,960	11	556	652	15	—	14,194	4.6%
Apr	13,393	1	598	662	17	—	14,671	2.9%
May	14,212	1	597	935	8	—	15,753	5.8%
Jun	14,913	3	574	619	14	—	16,123	3.1%
Jul	16,123	—	600	800	15	—	17,538	2.3%
Aug	16,140	4	583	545	12	—	17,284	0.8%
Sep	13,744	2	548	691	9	—	14,994	3.0%
Oct	13,613	16	589	679	8	—	14,905	4.8%
Nov	12,317	5	597	616	2	—	13,537	2.2%
Dec	13,355	20	606	553	2	—	14,536	-1.5%
Total 2016	164,750	72	6,981	7,914	131	—	179,848	3.2%
% Change								
2015 to 2016	4.7%	-42.4%		0.3%	-18.8%	-18.6%	—	3.2%

Domestic and International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2015-16
Jan	27,445	—	1,055	5,167	54	708	34,429	5.7%
Feb	26,815	17	975	5,045	47	728	33,627	12.3%
Mar	30,052	15	1,064	5,686	42	734	37,593	8.9%
Apr	29,692	6	1,079	5,630	63	1,124	37,594	4.1%
May	31,046	7	1,054	6,087	29	1,032	39,255	3.4%
Jun	31,846	8	1,072	5,691	60	1,274	39,951	3.4%
Jul	32,963	10	1,076	5,618	38	1,258	40,963	-1.0%
Aug	33,346	17	1,060	5,605	59	1,216	41,303	-0.7%
Sep	30,698	2	1,073	5,490	61	1,456	38,780	4.1%
Oct	29,238	18	1,108	5,564	50	1,014	36,992	-1.4%
Nov	27,642	7	1,125	5,211	45	960	34,990	1.4%
Dec	29,552	26	1,187	5,211	82	880	36,938	-1.1%
Total 2016	360,335	133	12,928	66,005	630	12,384	452,415	3.0%
% Change								
2015 to 2016	2.7%	-8.9%		0.9%	4.3%	13.5%	7.5%	3.0%

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

Domestic

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2015-16
Jan	14,959	81	1,539	9,946	118	824	27,467	13.8%
Feb	11,655	55	1,587	10,329	99	880	24,605	10.8%
Mar	13,471	102	1,807	12,190	125	1,072	28,767	9.9%
Apr	13,830	80	1,623	11,980	43	1,000	28,556	4.6%
May	14,208	106	1,572	12,211	130	1,060	29,287	6.5%
Jun	13,951	77	1,761	11,978	143	1,420	29,330	5.9%
Jul	13,655	77	1,537	12,059	99	1,172	28,599	-0.8%
Aug	14,380	62	1,689	12,589	131	1,198	30,049	5.3%
Sep	13,549	60	1,608	12,020	143	1,388	28,768	7.7%
Oct	14,204	92	1,566	12,615	198	1,350	30,025	4.4%
Nov	14,562	124	1,815	11,401	59	1,072	29,033	4.7%
Dec	14,928	132	2,380	10,794	165	1,016	29,415	3.7%
Total 2016	167,352	1,048	20,484	140,112	1,453	13,452	343,901	6.2%
% Change 2015 to 2016	11.9%	168.0%	-0.6%	1.2%	-22.8%	3.8%	6.2%	

International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2015-16
Jan	5,824	6	105	1,072	10	—	7,017	-0.5%
Feb	6,157	21	116	1,161	4	—	7,459	16.7%
Mar	6,680	21	126	1,328	14	—	8,169	6.6%
Apr	6,396	29	118	1,138	—	—	7,681	-2.8%
May	6,448	13	117	1,147	6	—	7,731	1.9%
Jun	6,637	21	123	1,233	7	—	8,021	4.8%
Jul	7,316	32	76	1,288	7	—	8,719	3.3%
Aug	7,090	43	125	1,318	9	—	8,585	3.1%
Sep	5,757	24	119	1,394	6	—	7,300	2.9%
Oct	5,458	17	118	1,382	2	—	6,977	-2.8%
Nov	5,326	20	127	1,210	1	—	6,684	-3.1%
Dec	6,347	29	113	1,168	6	—	7,663	-1.2%
Total 2016	75,436	276	1,383	14,839	72	—	92,006	2.3%
% Change 2015 to 2016	5.2%	41.5%	4.9%	-10.9%	-23.4%	—	2.3%	

Domestic and International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2015-16
JAN	20,783	87	1,644	11,018	128	824	34,484	10.6%
FEB	17,812	76	1,703	11,490	103	880	32,064	12.1%
MAR	20,151	123	1,933	13,518	139	1,072	36,936	9.2%
APR	20,226	109	1,741	13,118	43	1,000	36,237	2.9%
MAY	20,656	119	1,689	13,358	136	1,060	37,018	5.5%
JUN	20,588	98	1,884	13,211	150	1,420	37,351	5.6%
JUL	20,971	109	1,613	13,347	106	1,172	37,318	0.1%
AUG	21,470	105	1,814	13,907	140	1,198	38,634	4.8%
SEP	19,306	84	1,727	13,414	149	1,388	36,068	6.7%
OCT	19,662	109	1,684	13,997	200	1,350	37,002	2.9%
NOV	19,888	144	1,942	12,611	60	1,072	35,717	3.2%
DEC	21,275	161	2,493	11,962	171	1,016	37,078	2.7%
Total 2016	242,788	1,324	21,867	154,951	1,525	13,452	435,907	5.3%
% Change 2015 to 2016	9.7%	125.9%	-0.3%	-0.1%	-22.8%	3.8%	5.3%	

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

Domestic

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2015-16
Jan	13,193	2	—	12,367	21	708	26,291	1.2%
Feb	13,001	2	—	11,828	18	662	25,511	7.8%
Mar	14,563	2	—	14,600	24	790	29,979	7.9%
Apr	13,663	9	—	13,724	22	858	28,276	-1.6%
May	14,138	4	—	14,157	28	834	29,161	2.8%
Jun	14,026	10	—	13,742	31	1,460	29,269	6.1%
Jul	13,846	7	—	14,168	30	1,418	29,469	—
Aug	14,345	4	—	15,081	34	748	30,212	1.3%
Sep	13,812	24	—	14,662	26	974	29,498	4.9%
Oct	13,878	3	—	14,935	24	1,598	30,438	4.3%
Nov	12,974	—	—	14,900	21	1,630	29,525	7.8%
Dec	13,038	3	—	13,612	23	1,366	28,042	4.0%
Total 2016	164,477	70	—	167,776	302	13,046	345,671	3.8%
% Change								
2015 to 2016	-1.8%	59.1%	—	7.6%	38.5%	39.7%	3.8%	

International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2015-16
Jan	1,086	—	—	898	—	—	1,984	-9.0%
Feb	1,014	—	—	846	—	—	1,860	-8.2%
Mar	1,161	—	—	992	—	—	2,153	-6.5%
Apr	1,093	—	—	855	—	—	1,948	-20.7%
May	1,128	—	—	1,056	—	—	2,184	-15.9%
Jun	1,046	—	—	1,028	—	—	2,074	-18.2%
Jul	1,042	—	—	996	—	—	2,038	-18.6%
Aug	1,086	—	—	1,052	—	—	2,138	-12.0%
Sep	1,077	1	—	984	—	—	2,062	-4.8%
Oct	1,096	—	—	990	—	—	2,086	-4.5%
Nov	1,109	—	—	784	—	—	1,893	-2.0%
Dec	1,135	—	—	761	—	—	1,896	1.8%
Total 2016	13,073	1	—	11,242	—	—	24,316	-10.5%
% Change								
2015 to 2016	2.1%	-66.7%	—	-21.8%	—	—	-10.5%	

Domestic and International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2015-16
Jan	14,279	2	—	13,265	21	708	28,275	0.4%
Feb	14,015	2	—	12,674	18	662	27,371	6.6%
Mar	15,724	2	—	15,592	24	790	32,132	6.8%
Apr	14,756	9	—	14,579	22	858	30,224	-3.1%
May	15,266	4	—	15,213	28	834	31,345	1.3%
Jun	15,072	10	—	14,770	31	1,460	31,343	4.1%
Jul	14,888	7	—	15,164	30	1,418	31,507	-1.5%
Aug	15,431	4	—	16,133	34	748	32,350	0.3%
Sep	14,889	25	—	15,646	26	974	31,560	4.2%
Oct	14,974	3	—	15,925	24	1,598	32,524	3.6%
Nov	14,083	—	—	15,684	21	1,630	31,418	7.1%
Dec	14,173	3	—	14,373	23	1,366	29,938	3.9%
Total 2016	177,550	71	—	179,018	302	13,046	369,987	2.7%
% Change								
2015 to 2016	-1.6%	51.1%	—	5.1%	36.7%	39.7%	2.7%	

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

Domestic

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2015-16
Jan	138	—	103	258	7	2,414	2,920	26.2%
Feb	129	—	97	234	7	1,923	2,390	4.0%
Mar	140	—	122	260	—	2,729	3,251	24.2%
Apr	138	—	111	258	—	2,660	3,167	-3.9%
May	142	—	102	276	4	2,598	3,122	-13.2%
Jun	146	—	110	275	4	3,128	3,663	14.8%
Jul	160	—	98	267	12	2,933	3,470	-0.9%
Aug	154	—	116	283	—	2,733	3,286	-16.7%
Sep	156	—	107	277	5	2,801	3,346	-9.6%
Oct	133	—	102	292	—	2,502	3,029	-13.4%
Nov	130	—	121	274	11	2,558	3,094	-4.3%
Dec	141	—	124	284	4	2,004	2,557	-2.7%
Total 2016	1,707	—	1,313	3,238	54	30,983	37,295	-1.4%
% Change 2015 to 2016	3.3%	—	—	-10.8%	68.8%	-0.7%	-1.4%	

International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2015-16
Jan	—	—	—	—	—	—	—	—
Feb	—	—	—	—	—	—	—	—
Mar	—	—	—	—	—	—	—	—
Apr	—	—	—	—	—	—	—	—
May	—	—	—	—	—	—	—	—
Jun	—	—	—	—	—	—	—	—
Jul	—	—	—	—	—	—	—	—
Aug	—	—	—	—	—	—	—	—
Sep	—	—	—	—	—	—	—	—
Oct	—	—	—	—	—	—	—	—
Nov	—	—	—	—	—	—	—	—
Dec	—	—	—	—	—	—	—	—
Total 2016	—	—	—	—	—	—	—	—
% Change 2015 to 2016	—	—	—	—	—	—	—	

Domestic and International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2015-16
Jan	138	—	103	258	7	2,414	2,920	26.2%
Feb	129	—	97	234	7	1,923	2,390	4.0%
Mar	140	—	122	260	—	2,729	3,251	24.2%
Apr	138	—	111	258	—	2,660	3,167	-3.9%
May	142	—	102	276	4	2,598	3,122	-13.2%
Jun	146	—	110	275	4	3,128	3,663	14.8%
Jul	160	—	98	267	12	2,933	3,470	-0.9%
Aug	154	—	116	283	—	2,733	3,286	-16.7%
Sep	156	—	107	277	5	2,801	3,346	-9.6%
Oct	133	—	102	292	—	2,502	3,029	-13.4%
Nov	130	—	121	274	11	2,558	3,094	-4.3%
Dec	141	—	124	284	4	2,004	2,557	-2.7%
Total 2016	1,707	—	1,313	3,238	54	30,983	37,295	-1.4%
% Change 2015 to 2016	3.3%	—	—	-10.8%	68.8%	-0.7%	-1.4%	

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

Domestic

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	GENERAL AVIATION*	TOTAL	% CHANGE 2015-16
Jan	587	179	—	—	2	1,199	1,967	4.0%
Feb	555	0	199	—	2	1,186	1,942	10.4%
Mar	615	192	—	—	4	1,257	2,068	-6.9%
Apr	628	209	—	—	1	1,384	2,222	-3.5%
May	676	235	—	—	—	1,366	2,277	-15.1%
Jun	646	172	—	—	4	1,605	2,427	-4.2%
Jul	664	179	—	—	9	1,809	2,661	-3.4%
Aug	673	165	—	—	6	2,070	2,914	0.6%
Sep	517	159	—	—	4	1,607	2,287	-0.4%
Oct	479	159	—	—	14	1,334	1,986	-3.6%
Nov	565	146	—	—	—	1,194	1,905	-6.9%
Dec	640	113	—	—	—	1,046	1,799	-0.7%
Total 2016	7,245	1,908	199	—	46	17,057	26,455	
% Change 2015 to 2016	-4.2%	-26.3%	100.0%	—	-45.2%	0.2%	-2.9%	

International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	GENERAL AVIATION*	TOTAL	% CHANGE 2015-16
Jan	—	1	—	—	—	—	1	—
Feb	—	—	—	—	—	—	—	—
Mar	—	—	—	—	—	—	—	—
Apr	—	—	—	—	—	—	—	—
May	—	—	—	—	—	—	—	—
Jun	—	3	—	—	—	—	3	-91.7%
Jul	—	2	—	—	—	—	2	-94.9%
Aug	—	2	—	—	—	—	2	-95.1%
Sep	—	2	—	—	—	—	2	-75.0%
Oct	—	—	4	—	—	—	4	—
Nov	—	—	—	—	—	—	—	—
Dec	—	1	—	—	—	—	1	—
Total 2016	—	11	4	—	—	—	15	-90.2%
% Change 2015 to 2016	—	-26.7%	100.0%	—	—	—	-90.2%	

Domestic and International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	GENERAL AVIATION*	TOTAL	% CHANGE 2015-16
Jan	587	180	—	—	2	1,199	1,968	4.0%
Feb	555	—	199	—	2	1,186	1,942	10.4%
Mar	615	192	—	—	4	1,257	2,068	-6.9%
Apr	628	209	—	—	1	1,384	2,222	-3.5%
May	676	235	—	—	—	1,366	2,277	-15.1%
Jun	646	175	—	—	4	1,605	2,430	-5.4%
Jul	664	181	—	—	9	1,809	2,663	-4.7%
Aug	673	167	—	—	6	2,070	2,916	-0.7%
Sep	517	161	—	—	4	1,607	2,289	-0.7%
Oct	479	159	4	—	14	1,334	1,990	-3.6%
Nov	565	146	—	—	—	1,194	1,905	-6.9%
Dec	640	114	—	—	—	1,046	1,800	-0.7%
Total 2016	7,245	1,919	203	—	46	17,057	26,470	-3.3%
% Change 2015 to 2016	-4.2%	-26.3%	100.0%	—	-45.2%	0.2%	-3.3%	

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

Domestic

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2015-16
Jan	—	—	—	—	—	11,226	11,226	7.9%
Feb	—	—	—	—	—	11,136	11,136	-1.4%
Mar	—	—	—	—	—	12,933	12,933	1.5%
Apr	—	—	—	—	—	13,084	13,084	-2.6%
May	—	—	—	—	—	15,131	15,131	1.7%
Jun	—	—	—	—	—	14,618	14,618	3.8%
Jul	—	—	—	—	—	12,482	12,482	-3.6%
Aug	—	—	—	—	—	12,336	12,336	4.2%
Sep	—	—	—	—	—	15,977	15,977	7.5%
Oct	—	—	—	—	—	15,118	15,118	0.1%
Nov	—	—	—	—	—	15,859	15,859	10.9%
Dec	—	—	—	—	—	13,924	13,924	0.8%
Total 2016	—	—	—	—	—	163,824	163,824	2.6%
% Change 2015 to 2016	—	—	—	—	—	2.6%	2.6%	

International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2015-16
Jan	—	—	—	—	—	667	667	5.9%
Feb	—	—	—	—	—	573	573	8.9%
Mar	—	—	—	—	—	604	604	-7.1%
Apr	—	—	—	—	—	615	615	-2.8%
May	—	—	—	—	—	685	685	-0.4%
Jun	—	—	—	—	—	653	653	-1.7%
Jul	—	—	—	—	—	544	544	3.4%
Aug	—	—	—	—	—	499	499	-0.8%
Sep	—	—	—	—	—	763	763	7.9%
Oct	—	—	—	—	—	675	675	2.1%
Nov	—	—	—	—	—	655	655	-5.9%
Dec	—	—	—	—	—	649	649	0.6%
Total 2016	—	—	—	—	—	7,582	7,582	0.7%
% Change 2015 to 2016	—	—	—	—	—	.7%	.7%	

Domestic and International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2015-16
Jan	—	—	—	—	—	11,893	11,893	7.8%
Feb	—	—	—	—	—	11,709	11,709	-1.0%
Mar	—	—	—	—	—	13,537	13,537	1.1%
Apr	—	—	—	—	—	13,699	13,699	-2.6%
May	—	—	—	—	—	15,816	15,816	1.6%
Jun	—	—	—	—	—	15,271	15,271	3.5%
Jul	—	—	—	—	—	13,026	13,026	-3.3%
Aug	—	—	—	—	—	12,835	12,835	4.0%
Sep	—	—	—	—	—	16,740	16,740	7.5%
Oct	—	—	—	—	—	15,793	15,793	0.1%
Nov	—	—	—	—	—	16,514	16,514	10.2%
Dec	—	—	—	—	—	14,573	14,573	0.8%
Total 2016	—	—	—	—	—	171,406	171,406	2.5%
% Change 2015 to 2016	—	—	—	—	—	2.5%	2.5%	

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

Domestic

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2015-16
Jan	44,013	262	2,111	27,146	190	5,853	79,575	10.8%
Feb	40,484	65	2,311	26,866	156	5,379	75,261	13.3%
Mar	45,881	300	2,437	32,084	180	6,582	87,464	12.8%
Apr	44,558	303	2,215	30,930	112	7,026	85,144	4.9%
May	45,998	351	2,131	31,796	183	6,890	87,349	5.8%
Jun	45,702	264	2,369	31,067	228	8,887	88,517	8.6%
Jul	45,165	273	2,111	31,312	173	8,590	87,624	1.8%
Aug	46,758	244	2,282	33,013	218	7,965	90,480	4.3%
Sep	44,988	243	2,240	31,758	230	8,226	87,685	8.0%
Oct	44,319	256	2,187	32,727	278	7,798	87,565	3.3%
Nov	43,556	272	2,464	31,170	134	7,414	85,010	6.8%
Dec	44,944	254	3,085	29,348	272	6,312	84,215	4.6%
Total 2016	536,366	3,087	27,943	369,217	2,354	86,922	1,025,889	6.9%
% Change								
2015 to 2016	3.1%	1.4%	0.6%	5.0%	-9.8%	6.0%	6.9%	

International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2015-16
Jan	19,219	7	691	2,562	22	—	22,501	0.4%
Feb	18,842	30	663	2,577	21	—	22,133	10.0%
Mar	20,801	32	682	2,972	29	—	24,516	4.2%
Apr	20,882	30	716	2,655	17	—	24,300	-1.3%
May	21,788	14	714	3,138	14	—	25,668	2.4%
Jun	22,596	27	697	2,880	21	—	26,221	1.5%
Jul	24,481	34	676	3,084	22	—	28,297	0.8%
Aug	24,316	49	708	2,915	21	—	28,009	0.4%
Sep	20,578	29	667	3,069	15	—	24,358	2.3%
Oct	20,167	33	711	3,051	10	—	23,972	1.6%
Nov	18,752	25	724	2,610	3	—	22,114	0.2%
Dec	20,837	50	719	2,482	8	—	24,096	-1.1%
Total 2016	253,259	360	8,368	33,995	203	—	296,185	1.6%
% Change								
2015 to 2016	4.7%	6.5%	1.1%	-16.6%	-21.3%	—	1.6%	

Domestic and International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2015-16
Jan	63,232	269	2,802	29,708	212	5,853	102,076	8.3%
Feb	59,326	95	2,974	29,443	177	5,379	97,394	12.6%
Mar	66,682	332	3,119	35,056	209	6,582	111,980	10.8%
Apr	65,440	333	2,931	33,585	129	7,026	109,444	3.4%
May	67,786	365	2,845	34,934	197	6,890	113,017	5.0%
Jun	68,298	291	3,066	33,947	249	8,887	114,738	6.9%
Jul	69,646	307	2,787	34,396	195	8,590	115,921	1.6%
Aug	71,074	293	2,990	35,928	239	7,965	118,489	3.3%
Sep	65,566	272	2,907	34,827	245	8,226	112,043	6.7%
Oct	64,486	289	2,898	35,778	288	7,798	111,537	3.0%
Nov	62,308	297	3,188	33,780	137	7,414	107,124	5.4%
Dec	65,781	304	3,804	31,830	280	6,312	108,311	3.2%
Total 2016	789,625	3,447	36,311	403,212	2,557	86,922	1,322,074	5.7%
% Change								
2015 to 2016	3.6%	1.9%	0.7%	2.8%	-10.8%	6.0%	5.7%	

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

JFK

YEAR	DOMESTIC*	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA†	TRANS ATLANTIC‡	TRANS PACIFIC§	TOTAL
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	35,851	8,902	15,409	70,167	16,373	406,098
2014	243,287	11,613	11,264	40,889	8,729	17,101	74,113	16,335	423,331
2015	254,012	11,008	10,931	41,205	10,645	16,608	77,706	17,191	439,306
2016	262,892	9,675	9,042	42,328	11,834	16,043	82,277	18,324	452,415

EWR

YEAR	DOMESTIC*	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA†	TRANS ATLANTIC‡	TRANS PACIFIC§	TOTAL
2003	335,185	5,191	20,031	8,354	3,932	3,690	28,758	1,722	406,863
2004	358,830	5,919	21,358	9,656	4,354	3,918	31,365	2,037	437,437
2005	354,556	5,424	21,084	8,909	4,474	4,075	34,716	3,003	436,241
2006	356,033	6,612	22,304	8,225	5,125	3,719	39,869	3,369	445,256
2007	342,280	5,193	22,536	8,849	4,688	3,908	45,259	3,217	435,930
2008	337,154	3,911	25,538	8,713	4,480	4,068	46,992	3,194	434,050
2009	316,516	3,173	30,200	8,534	4,649	3,699	41,476	3,574	411,821
2010	310,754	2,621	32,137	8,926	4,669	3,918	42,332	3,963	409,320
2011	310,180	1,835	32,486	8,703	4,770	3,529	44,682	3,839	410,024
2012	316,447	1,949	34,040	8,846	5,635	3,483	40,189	3,538	414,127
2013	319,009	1,967	33,346	8,181	5,631	3,634	38,586	3,388	413,742
2014	301,830	2,644	29,319	10,315	5,764	3,845	39,089	3,579	396,385
2015	320,811	3,126	27,896	10,572	5,560	4,228	38,171	3,514	413,878
2016	340,374	3,527	26,744	12,264	5,681	4,722	37,930	4,665	435,907

LGA

YEAR	DOMESTIC*	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA†	TRANS ATLANTIC‡	TRANS PACIFIC§	TOTAL
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
2016	345,671	—	24,279	37	—	—	—	—	369,987

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

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

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

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

SWF

YEAR	DOMESTIC*	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA†	TRANS ATLANTIC‡	TRANS PACIFIC§	TOTAL
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	37,821	—	—	—	—	—	11	—	37,832
2016	37,295	—	—	—	—	—	—	—	37,295

ACY

YEAR	DOMESTIC*	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA†	TRANS ATLANTIC‡	TRANS PACIFIC§	TOTAL
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
2016	26,455	—	—	15	—	—	—	—	26,470

REGION

YEAR	DOMESTIC*	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
2003	867,220	13,150	41,596	30,090	12,357	7,586	83,007	17,076	1,072,082
2004	943,401	15,598	46,446	33,517	14,034	7,873	89,682	18,713	1,169,264
2005	963,217	15,994	49,247	31,757	14,567	8,218	95,121	20,675	1,198,796
2006	1,056,831	17,355	51,222	30,180	16,272	8,834	105,860	20,297	1,306,851
2007	1,092,892	15,021	50,869	33,449	16,780	11,466	117,550	20,383	1,358,410
2008	1,044,872	12,971	61,464	35,004	16,286	12,311	121,939	19,145	1,323,992
2009	956,396	12,145	64,062	38,086	16,503	10,927	110,304	17,643	1,226,066
2010	938,101	12,079	66,315	40,985	17,432	10,543	110,094	19,404	1,214,953
2011	950,534	11,361	66,281	40,702	17,977	9,011	115,383	19,913	1,231,162
2012	969,798	12,971	73,831	42,793	20,984	10,398	108,965	19,464	1,259,204
2013	962,940	13,317	76,112	45,365	21,040	12,536	108,775	19,761	1,259,846
2014	941,455	14,257	71,464	51,792	22,865	12,574	113,206	19,914	1,247,527
2015	972,998	14,134	65,997	51,934	22,168	14,873	115,889	20,705	1,278,698
2016	1,012,687	13,202	60,065	54,644	21,724	16,556	120,207	22,989	1,322,074

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

Note: Region total does not include Teterboro.

CARTAGENA, COLOMBIA	To GENEVA,SWITZERLAND	X2 5 35p E 7.25a + UA 148 0 764	To HAMBURG,GERMANY	From LEON/GUANAJUATO,MEXICO	From LONDON,UNITED KINGDOM (CONT'D)	From MILAN,ITALY (CONT'D)	To MONT TREMBLANT,CANADA	To MOSCOW,RUSSIA - EUROPE	
1 25p 7 23p J B6 1532 0 320	7 45p J 9.25a + LX 23 0 333	7 45p J 9.25a + UA 148 0 764	X67 7 19a 8 06p JU 341 1 319	Plane Change En Route	X3 1 10p 4 15p J AZ 0604 0 330	To MONTON,CANADA	4 10 108e 11 45a		
CASABLANCA,MOROCCO	From GENEVA,SWITZERLAND	X3 9 10a 12 15p EU 149 0 764	To HELSINKI,FINLAND	X6 7 30a 11 25a DL 483 0 738	X6 7 15p H 9 30p JU 141 0 777	Consult Your Travel Representative	From MONCTON,CANADA	17 8 45p 10 15p E	
5 45j 6 25a + AT 201 0 763	12 15p 3 00p J LX 22 0 333	12 15p J 8.50a + AY 006 0 333	5 45p J 8.50a + AY 006 0 333	7 25p H 10 25p JU 025 0 346	7 25p H 10 30p EVS 017 0 333	To LIBERIA,COSTA RICA	X6 8 00p H 10 50p JU 183 0 744	To MONROVIA,LIBERIA	S = Sheremetyevo
m CASABLANCA, MOROCCO	To GEORGETOWN,GUYANA	2 10p 3 35p J AY 005 0 333	From HELSINKI,FINLAND	3 587 8 37e E 1 15p UA 1442 0 738	8 00p H 11 15p EVS 017 0 333	8 00p H 11 15p EA 5847 0 351	X6 8 00p H 11 15p EA 5847 0 351	To MONROVIA,LIBERIA	V = Ynuikovo
12 25p 3 45p J AT 200 0 763	257 12 05aj 8 40a BW 425 1 738	4 40p J 1 35a + BW 525 1 738	From HELSINKI,FINLAND	3 587 8 37e E 1 15p UA 1442 0 738	8 10p H 11 15p EA 5847 0 351	To LIBERIA,COSTA RICA	X6 8 00p H 11 15p EA 5847 0 351	To MONTEGO BAY,JAMAICA	2 10p J 8 20a + S
m COPENHAGEN,DENMARK	From GEORGETOWN,GUYANA	6 7 30a J 2 05p BW 529 0 763	To GEORGETOWN,GUYANA	3 587 8 37e E 1 15p UA 1442 0 738	8 10p H 11 15p EA 5847 0 351	VIET NAM	2 10p J 8 20a + S	From MONTEGO BAY,JAMAICA	2 25p J 8 10a + V
5 30p E 7 10a t SK 910 0 333	148 12 05aj 7 20a BW 527 0 763	4 40p J 1 35a + BW 525 1 738	To GEORGETOWN,GUYANA	3 587 8 37e E 1 15p UA 1442 0 738	8 10p H 11 15p EA 5847 0 351	VIET NAM	4 18p J 10 50a t	From MONTEGO BAY,JAMAICA	4 18p J 10 50a t
m COPENHAGEN, DENMARK	From GEORGETOWN,GUYANA	6 12 25p 3 45p J AT 200 0 763	To GEORGETOWN,GUYANA	3 587 8 37e E 1 15p UA 1442 0 738	8 10p H 11 15p EA 5847 0 351	VIET NAM	7 05p J 1 25p + S	From MONTEGO BAY,JAMAICA	7 05p J 1 25p + S
12 20p 3 15p E SK 909 0 333	149 12 05aj 7 20a BW 527 0 763	4 40p J 1 35a + BW 525 1 738	To GEORGETOWN,GUYANA	3 587 8 37e E 1 15p UA 1442 0 738	8 10p H 11 15p EA 5847 0 351	VIET NAM	10 11v 12 15p J	From MONTEGO BAY,JAMAICA	12 40p S 2 13p J
COZUMEL,MEXICO	From GLASGOW,UNITED KINGDOM	6 05a 1 05p J BW 524 1 738	To GEORGETOWN,GUYANA	3 587 8 37e E 1 15p UA 1442 0 738	8 10p H 11 15p EA 5847 0 351	VIET NAM	12 50p 6 55p J 1 15a EA 1511 1 738	From MONTEGO BAY,JAMAICA	12 50p 6 55p J 1 15a
5 25e 11 07a UA 1545 1 738	X2 4 20p 9 35p J BW 424 1 738	Plane Change En Route	To GEORGETOWN,GUYANA	3 587 8 37e E 1 15p UA 1442 0 738	8 10p H 11 15p EA 5847 0 351	VIET NAM	13 6 35p E 11 55p J UA 117 1 777	From MONTEGO BAY,JAMAICA	13 6 35p E 11 55p J UA 117
9 30a E 1 00p JU 1552 0 738	5 467 12 25p 10 25p J BW 526 0 763	Plane Change En Route	To GEORGETOWN,GUYANA	3 587 8 37e E 1 15p UA 1442 0 738	8 10p H 11 15p EA 5847 0 351	VIET NAM	13 7 25p E 10 10p JU 1095 0 752	From MONTEGO BAY,JAMAICA	13 7 25p E 10 10p JU 1095 0 752
m COZUMEL,MEXICO	From GLASGOW,UNITED KINGDOM	11 20p 4 20a J BW 528 0 763	To GEORGETOWN,GUYANA	3 587 8 37e E 1 15p UA 1442 0 738	8 10p H 11 15p EA 5847 0 351	VIET NAM	13 8 35p E 11 55p J UA 117 1 777	From MONTEGO BAY,JAMAICA	13 8 35p E 11 55p J UA 117
11 57a 8 29p EA 1546 1 738	X2 7 30a J 2 05p J BW 528 0 763	Plane Change En Route	To GEORGETOWN,GUYANA	3 587 8 37e E 1 15p UA 1442 0 738	8 10p H 11 15p EA 5847 0 351	VIET NAM	13 9 35p E 11 55p J UA 117 1 777	From MONTEGO BAY,JAMAICA	13 9 35p E 11 55p J UA 117
DELHI,INDIA	To GLASGOW,UNITED KINGDOM	1 25p J 3 00p t AI 102 0 77W	To GLASGOW,UNITED KINGDOM	X2 7 45p E 7.30a + UA 161 0 752	8 10p H 11 15p EA 5847 0 351	VIET NAM	14 0 10p 4 15p J AZ 0604 0 330	From MONTEGO BAY,JAMAICA	14 0 10p 4 15p J AZ 0604 0 330
9 31p J 10 05a t DL 416 0 752	X3 9 00a 11 45a EA 162 0 752	Plane Change En Route	To GLASGOW,UNITED KINGDOM	X2 7 45p E 7.30a + UA 161 0 752	8 10p H 11 15p EA 5847 0 351	VIET NAM	14 1 10p 4 15p J AZ 0604 0 330	From MONTEGO BAY,JAMAICA	14 1 10p 4 15p J AZ 0604 0 330
DAKAR,SENEGAL	m DAKAR,SENEGAL	2 15a 6 25a DL 217 0 752	To GRAND CAYMAN,CAYMAN ISLANDS	5 55a 1 45p EA 166 0 752	8 10p H 11 15p EA 5847 0 351	VIET NAM	14 2 10p 4 15p J AZ 0604 0 330	From MONTEGO BAY,JAMAICA	14 2 10p 4 15p J AZ 0604 0 330
9 31p J 10 05a t DL 416 0 752	2 15a 6 25a J SA 203 0 343	Plane Change En Route	To GRAND CAYMAN,CAYMAN ISLANDS	5 55a 1 45p EA 166 0 752	8 10p H 11 15p EA 5847 0 351	VIET NAM	14 3 10p 4 15p J AZ 0604 0 330	From MONTEGO BAY,JAMAICA	14 3 10p 4 15p J AZ 0604 0 330
DOHA,QATAR	From GRAND CAYMAN,CAYMAN ISLANDS	3 15p J 4 20p EA 1436 0 738	To HONG KONG,HONG KONG (SAR) CHINA	12 50aj 5 40a + CX 845 0 77W	8 10p H 11 15p EA 5847 0 351	VIET NAM	14 4 10p 4 15p J AZ 0604 0 330	From MONTEGO BAY,JAMAICA	14 4 10p 4 15p J AZ 0604 0 330
10 20p J 10 55p t EK 206 1 77W	3 15p J 4 20p EA 1436 0 738	Plane Change En Route	To HONG KONG,HONG KONG (SAR) CHINA	12 50aj 5 40a + CX 845 0 77W	8 10p H 11 15p EA 5847 0 351	VIET NAM	14 5 10p 4 15p J AZ 0604 0 330	From MONTEGO BAY,JAMAICA	14 5 10p 4 15p J AZ 0604 0 330
DOHA,QATAR	From GRAND CAYMAN,CAYMAN ISLANDS	3 15p J 4 20p EA 1436 0 738	To HONG KONG,HONG KONG (SAR) CHINA	12 50aj 5 40a + CX 845 0 77W	8 10p H 11 15p EA 5847 0 351	VIET NAM	14 6 10p 4 15p J AZ 0604 0 330	From MONTEGO BAY,JAMAICA	14 6 10p 4 15p J AZ 0604 0 330
10 20p J 10 55p t EK 206 1 77W	3 15p J 4 20p EA 1436 0 738	Plane Change En Route	To HONG KONG,HONG KONG (SAR) CHINA	12 50aj 5 40a + CX 845 0 77W	8 10p H 11 15p EA 5847 0 351	VIET NAM	14 7 10p 4 15p J AZ 0604 0 330	From MONTEGO BAY,JAMAICA	14 7 10p 4 15p J AZ 0604 0 330
DUBAI,U.A.E	To HONG KONG,HONG KONG (SAR) CHINA	3 15p J 4 20p EA 1436 0 738	To LISBON,PORTUGAL	X14 5 55p E 6 00a + TP 104 0 332	8 10p H 11 15p EA 5847 0 351	VIET NAM	14 8 10p 4 15p J AZ 0604 0 330	From MONTEGO BAY,JAMAICA	14 8 10p 4 15p J AZ 0604 0 330
10 40j 8 10a t EK 206 1 77W	3 15p J 4 20p EA 1436 0 738	Plane Change En Route	To LISBON,PORTUGAL	X14 5 55p E 6 00a + TP 104 0 332	8 10p H 11 15p EA 5847 0 351	VIET NAM	14 9 10p 4 15p J AZ 0604 0 330	From MONTEGO BAY,JAMAICA	14 9 10p 4 15p J AZ 0604 0 330
DUBAI,U.A.E	From HONG KONG,HONG KONG (SAR) CHINA	3 15p J 4 20p EA 1436 0 738	To LISBON,PORTUGAL	X14 5 55p E 6 00a + TP 104 0 332	8 10p H 11 15p EA 5847 0 351	VIET NAM	14 10 10p 4 15p J AZ 0604 0 330	From MONTEGO BAY,JAMAICA	14 10 10p 4 15p J AZ 0604 0 330
10 40j 8 10a t EK 206 1 77W	3 15p J 4 20p EA 1436 0 738	Plane Change En Route	To LISBON,PORTUGAL	X14 5 55p E 6 00a + TP 104 0 332	8 10p H 11 15p EA 5847 0 351	VIET NAM	14 11 10p 4 15p J AZ 0604 0 330	From MONTEGO BAY,JAMAICA	14 11 10p 4 15p J AZ 0604 0 330
DUBAI,U.A.E	To HONG KONG,HONG KONG (SAR) CHINA	3 15p J 4 20p EA 1436 0 738	To MANAGUA,NICARAGUA	X7 12 08p E 7 38p UA 1421 1 738	8 10p H 11 15p EA 5847 0 351	VIET NAM	14 12 10p 4 15p J AZ 0604 0 330	From MONTEGO BAY,JAMAICA	14 12 10p 4 15p J AZ 0604 0 330
10 40j 8 10a t EK 206 1 77W	3 15p J 4 20p EA 1436 0 738	Plane Change En Route	To MANAGUA,NICARAGUA	X7 12 08p E 7 38p UA 1421 1 738	8 10p H 11 15p EA 5847 0 351	VIET NAM	14 13 10p 4 15p J AZ 0604 0 330	From MONTEGO BAY,JAMAICA	14 13 10p 4 15p J AZ 0604 0 330
DUBAI,U.A.E	From HONG KONG,HONG KONG (SAR) CHINA	3 15p J 4 20p EA 1436 0 738	To MANAGUA,NICARAGUA	X7 12 08p E 7 38p UA 1421 1 738	8 10p H 11 15p EA 5847 0 351	VIET NAM	14 14 10p 4 15p J AZ 0604 0 330	From MONTEGO BAY,JAMAICA	14 14 10p 4 15p J AZ 0604 0 330
10 40j 8 10a t EK 206 1 77W	3 15p J 4 20p EA 1436 0 738	Plane Change En Route	To MANAGUA,NICARAGUA	X7 12 08p E 7 38p UA 1421 1 738	8 10p H 11 15p EA 5847 0 351	VIET NAM	14 15 10p 4 15p J AZ 0604 0 330	From MONTEGO BAY,JAMAICA	14 15 10p 4 15p J AZ 0604 0 330
DUBAI,U.A.E	To HONG KONG,HONG KONG (SAR) CHINA	3 15p J 4 20p EA 1436 0 738	To LIMA,PERU	2 00p 2 10p JU 1095 0 752	8 10p H 11 15p EA 5847 0 351	VIET NAM	14 16 10p 4 15p J AZ 0604 0 330	From MONTEGO BAY,JAMAICA	14 16 10p 4 15p J AZ 0604 0 330
10 40j 8 10a t EK 206 1 77W	3 15p J 4 20p EA 1436 0 738	Plane Change En Route	To LIMA,PERU	2 00p 2 10p JU 1095 0 752	8 10p H 11 15p EA 5847 0 351	VIET NAM	14 17 10p 4 15p J AZ 0604 0 330	From MONTEGO BAY,JAMAICA	14 17 10p 4 15p J AZ 0604 0 330
DUBAI,U.A.E	From HONG KONG,HONG KONG (SAR) CHINA	3 15p J 4 20p EA 1436 0 738	To LIMA,PERU	2 00p 2 10p JU 1095 0 752	8 10p H 11 15p EA 5847 0 351	VIET NAM	14 18 10p 4 15p J AZ 0604 0 330	From MONTEGO BAY,JAMAICA	14 18 10p 4 15p J AZ 0604 0 330
10 40j 8 10a t EK 206 1 77W	3 15p J 4 20p EA 1436 0 738	Plane Change En Route	To LIMA,PERU	2 00p 2 10p JU 1095 0 752	8 10p H 11 15p EA 5847 0 351	VIET NAM	14 19 10p 4 15p J AZ 0604 0 330	From MONTEGO BAY,JAMAICA	14 19 10p 4 15p J AZ 0604 0 330
DUBAI,U.A.E	To HONG KONG,HONG KONG (SAR) CHINA	3 15p J 4 20p EA 1436 0 738	To LIMA,PERU	2 00p 2 10p JU 1095 0 752	8 10p H 11 15p EA 5847 0 351	VIET NAM	14 20 10p 4 15p J AZ 0604 0 330	From MONTEGO BAY,JAMAICA	14 20 10p 4 15p J AZ 0604 0 330
10 40j 8 10a t EK 206 1 77W	3 15p J 4 20p EA 1436 0 738	Plane Change En Route	To LIMA,PERU	2 00p 2 10p JU 1095 0 752	8 10p H 11 15p EA 5847 0 351	VIET NAM	14 21 10p 4 15p J AZ 0604 0 330	From MONTEGO BAY,JAMAICA	14 21 10p 4 15p J AZ 0604 0 330
DUBAI,U.A.E	From HONG KONG,HONG KONG (SAR) CHINA	3 15p J 4 20p EA 1436 0 738	To LIMA,PERU	2 00p 2 10p JU 1095 0 752	8 10p H 11 15p EA 5847 0 351	VIET NAM	14 22 10p 4 15p J AZ 0604 0 330	From MONTEGO BAY,JAMAICA	14 22 10p 4 15p J AZ 0604 0 330
10 40j 8 10a t EK 206 1 77W	3 15p J 4 20p EA 1436 0 738	Plane Change En Route	To LIMA,PERU	2 00p 2 10p JU 1095 0 752	8 10p H 11 15p EA 5847 0 351	VIET NAM	14 23 10p 4 15p J AZ 0604 0 330	From MONTEGO BAY,JAMAICA	14 23 10p 4 15p J AZ 0604 0 330
DUBAI,U.A.E	To HONG KONG,HONG KONG (SAR) CHINA	3 15p J 4 20p EA 1436 0 738	To LIMA,PERU	2 00p 2 10p JU 1095 0 752	8 10p H 11 15p EA 5847 0 351	VIET NAM	14 24 10p 4 15p J AZ 0604 0 330	From MONTEGO BAY,JAMAICA	14 24 10p 4 15p J AZ 0604 0 330
10 40j 8 10a t EK 206 1 77W	3 15p J 4 20p EA 1436 0 738	Plane Change En Route	To LIMA,PERU	2 00p 2 10p JU 1095 0 752	8 10p H 11 15p EA 5847 0 351	VIET NAM	14 25 10p 4 15p J AZ 0604 0 330	From MONTEGO BAY,JAMAICA	14 25 10p 4 15p J AZ 0604 0 330
DUBAI,U.A.E	From HONG KONG,HONG KONG (SAR) CHINA	3 15p J 4 20p EA 1436 0 738	To LIMA,PERU	2 00p 2 10p JU 1095 0 752	8 10p H 11 15p EA 5847 0 351	VIET NAM	14 26 10p 4 15p J AZ 0604 0 330	From MONTEGO BAY,JAMAICA	14 26 10p 4 15p J AZ 0604 0 330
10 40j 8 10a t EK 206 1 77W	3 15p J 4 20p EA 1436 0 738	Plane Change En Route	To LIMA,PERU	2 00p 2 10p JU 1095 0 752	8 10p H 11 15p EA 5847 0 351	VIET NAM	14 27 10p 4 15p J AZ 0604 0 330	From MONTEGO BAY,JAMAICA	14 27 10p 4 15p J AZ 0604 0 330
DUBAI,U.A.E	To HONG KONG,HONG KONG (SAR) CHINA	3 15p J 4 20p EA 1436 0 738	To LIMA,PERU	2 00p 2 10p JU 1095 0 752	8 10p H 11 15p EA 5847 0 351	VIET NAM	14 28 10p 4 15p J AZ 0604 0 330	From MONTEGO BAY,JAMAICA	14 28 10p 4 15p J AZ 0604 0 330
10 40j 8 10a t EK 206 1 77W	3 15p J 4 20p EA 1436 0 738	Plane Change En Route	To LIMA,PERU	2 00p 2 10p JU 1095 0 752	8 10p H 11 15p EA 5847 0 351	VIET NAM	14 29 10p 4 15p J AZ 0604 0 330	From MONTEGO BAY,JAMAICA	14 29 10p 4 15p J AZ 0604 0 330
DUBAI,U.A.E	From HONG KONG,HONG KONG (SAR) CHINA	3 15p J 4 20p EA 1436 0 738	To LIMA,PERU	2 00p 2 10p JU 1095 0 752	8 10p H 11 15p EA 5847 0 351	VIET NAM	14 30 10p 4 15p J AZ 0604 0 330	From MONTEGO BAY,JAMAICA	14 30 10p 4 15p J AZ 0604 0 330
10 40j 8 10a t EK 206 1 77W	3 15p J 4 20p EA 1436 0 738	Plane Change En Route	To LIMA,PERU	2 00p 2 10p JU 1095 0 752	8 10p H 11 15p EA 5847 0 351	VIET NAM	14 31 10p 4 15p J AZ 0604 0 330	From MONTEGO BAY,JAMAICA	14 31 10p 4 15p J AZ 0604 0 330
DUBAI,U.A.E	To HONG KONG,HONG KONG (SAR) CHINA	3 15p J 4 20p EA 1436 0 738	To LIMA,PERU	2 00p 2 10p JU 1095 0 752	8 10p H 11 15p EA 5847 0 351	VIET NAM	14 32 10p 4 15p J AZ 0604 0 330	From MONTEGO BAY,JAMAICA	14 32 10p 4 15p J AZ 0604 0 330
10 40j 8 10a t EK 206 1 77W	3 15p J 4 20p EA 1436 0 738	Plane Change En Route	To LIMA,PERU	2 00p 2 10p JU 1095 0 752	8 10p H 11 15p EA 5847 0 351	VIET NAM	14 33 10p 4 15p J AZ 0604 0 330	From MONTEGO BAY,JAMAICA	14 33 10p 4 15p J AZ 0604 0 330
DUBAI,U.A.E	From HONG KONG,HONG KONG (SAR) CHINA	3 15p J 4 20p EA 1436 0 738	To LIMA,PERU	2 00p 2 10p JU 1095 0 752	8 10p H 11 15p EA 5847 0 351	VIET NAM	14 34 10p 4 15p J AZ 0604 0 330	From MONTEGO BAY,JAMAICA	14 34 10p 4 15p J AZ 0604 0 330
10 40j 8 10a t EK 206 1 77W	3 15p J 4 20p EA								

2016

RANK	CITY	AIRPORT	NO. OF PASSENGERS	% CHANGE 2015-16
1	Atlanta GA	Hartsfield-Jackson Atlanta International Airport	104,171,935	2.64
2	Los Angeles CA	Los Angeles International Airport	80,921,527	7.96
3	Chicago IL	O'Hare International Airport	78,327,479	1.79
4	Dallas/Fort Worth TX	Dallas/Ft Worth International Airport	65,670,697	0.24
5	New York NY	John F. Kennedy International Airport	58,813,103	3.44
6	Denver CO	Denver International Airport	58,266,515	7.87
7	San Francisco CA	San Francisco International Airport	53,099,282	6.08
8	Las Vegas NV	McCarran International Airport	47,496,614	4.52
9	Seattle WA	Seattle-Tacoma International Airport	45,736,700	8.02
10	Miami FL	Miami International Airport	44,584,603	0.53
11	Charlotte NC	Charlotte Douglas International Airport	44,422,022	-1.01
12	Phoenix AZ	Sky Harbor International Airport	43,302,381	-1.67
13	Orlando FL	Orlando International Airport	41,923,399	8.02
14	Houston TX	George Bush Intercontinental Airport	41,622,594	-3.26
15	Newark NJ	Newark Liberty International Airport	40,289,969	7.44
16	Minneapolis MN	Minneapolis/St Paul International Airport	37,413,728	2.31
17	Boston MA	Logan International Airport	36,356,917	8.48
18	Detroit MI	Detroit Metropolitan Wayne County Airport	34,401,254	2.87
19	Philadelphia PA	Philadelphia International Airport	30,155,090	-4.1
20	New York NY	LaGuardia Airport	29,839,092	4.93
21	Fort Lauderdale, FL	Ft Lauderdale-Hollywood International Airport	29,205,678	8.4
22	Baltimore MD	Baltimore/Washington International Thurgood Marshall Airport	25,200,990	5.81
23	Washington DC	Ronald Reagan Washington National Airport	23,584,856	2.49
24	Salt Lake City UT	Salt Lake City International Airport	23,157,445	4.54
25	Chicago IL	Midway International Airport	22,677,589	2.05
26	Washington DC	Washington Dulles International Airport	21,824,128	1.53
27	San Diego CA	San Diego International Airport	20,725,801	3.21
28	Tampa FL	Tampa International Airport	18,931,922	0.62
29	Portland OR	Portland International Airport	18,352,767	8.91
30	Dallas TX	Love Field	15,562,738	7.35
31	St Louis MO	Lambert-St Louis International Airport	13,959,126	9.46
32	Nashville TN	Nashville International Airport	12,979,803	11.19
33	Houston TX	W. P. Hobby Airport	12,909,075	6.13
34	Austin TX	Austin-Bergstrom International Airport	12,436,849	4.53
35	Oakland CA	Oakland International Airport	12,070,967	7.73
36	Raleigh-Durham NC	Raleigh-Durham International Airport	11,049,143	11.12
37	San Jose CA	Norman Y. Mineta San Jose International Airport	10,796,725	10.18
38	Kansas City MO	Kansas City International Airport	10,144,322	-3.13
39	Sacramento CA	Sacramento International Airport	10,118,794	5.3
40	San Antonio TX	San Antonio International Airport	8,618,139	1.3
41	Fort Myers FL	Southwest Florida International Airport	8,604,673	2.78
42	Indianapolis IN	Indianapolis International Airport	8,507,062	6.37
43	Cleveland OH	Cleveland Hopkins International Airport	8,422,676	3.75
44	Pittsburgh PA	Pittsburgh International Airport	8,309,754	2.23
45	Columbus OH	Port Columbus International Airport	7,324,180	7.78
46	Cincinnati OH	Cincinnati/Northern Kentucky International Airport	6,773,905	7.24
47	West Palm Beach FL	Palm Beach International Airport	6,264,397	-0.02
48	Hartford CT	Bradley International Airport	6,055,016	2.04
49	Jacksonville FL	Jacksonville International Airport	5,591,888	2.19
50	Anchorage AK	Ted Stevens Anchorage International Airport	5,511,607	-0.99
88	Atlantic City NJ	Atlantic City International Airport	1,207,273	0.58
112	New Windsor, NY	Stewart International Airport	272,719	-3.21

Source: Airports Council International - Worldwide Airport Traffic Report - Calendar Year 2016.

2.1.2

TOP 50 WORLDWIDE AIRPORT COMPARISONS

Worldwide Passenger Traffic, Ranked by Passenger

2016

RANK	COUNTRY	AIRPORT	NO. OF PASSENGERS	% CHANGE 2015-16
1	USA	Hartsfield-Jackson Atlanta International Airport	104,171,935	2.64
2	China*	Beijing Capital International Airport	94,393,454	4.95
3	United Arab Emirates	Dubai International Airport	83,654,250	7.23
4	USA	Los Angeles International Airport	80,921,527	7.96
5	Japan	Tokyo International (Haneda) Airport	79,699,762	5.82
6	USA	O'Hare International Airport	78,327,479	1.79
7	United Kingdom	Heathrow Airport	75,715,474	0.97
8	Hong Kong	Hong Kong International Airport	70,314,462	2.97
9	China*	Pudong International Airport	66,002,414	9.91
10	France	Aéroport de Paris-Charles de Gaulle	65,933,145	0.25
11	USA	Dallas/Ft Worth International Airport	65,670,697	0.24
12	Netherlands	Amsterdam Airport	63,625,534	9.16
13	Germany	Flughafen Frankfurt/Main	60,786,937	-0.4
14	Turkey	Atatürk International Airport	60,248,741	-1.69
15	China*	Guangzhou Bai Yun International Airport	59,732,147	8.21
16	USA	John F. Kennedy International Airport	58,813,103	3.44
17	Singapore	Singapore Changi Airport	58,698,000	5.86
18	USA	Denver International Airport	58,266,515	7.87
19	Korea, Republic Of	Incheon International Airport	57,849,814	17.07
20	Thailand	Suvarnabhumi International Airport	55,892,428	5.65
21	India	Indira Gandhi International Airport	55,631,385	20.99
22	Indonesia	Soekarno-Hatta International Airport	54,969,536	1.69
23	USA	San Francisco International Airport	53,099,282	6.08
24	Malaysia	Kuala Lumpur International Airport	52,640,043	7.57
25	Spain	Aeropuerto de Adolfo Suárez Madrid-Barajas	50,397,928	7.67
26	USA	McCarran International Airport	47,496,614	4.52
27	China*	Chengdu Shuangliu International Airport	46,039,137	8.98
28	USA	Seattle-Tacoma International Airport	45,736,700	8.02
29	India	Chhatrapati Shivaji International Airport	44,680,555	9.95
30	USA	Miami International Airport	44,584,603	0.53
31	USA	Charlotte Douglas International Airport	44,422,022	-1.01
32	Canada	Toronto Pearson International Airport	44,335,198	8.04
33	Spain	Aeropuerto de Barcelona-El Prat	44,131,031	11.19
34	USA	Sky Harbor International Airport	43,302,381	-1.67
35	United Kingdom	Gatwick Airport	43,136,795	7.12
36	Taiwan, (R.O.C.)	Taiwan Taoyuan International Airport	42,296,322	9.94
37	Germany	Munich Airport	42,261,309	3.12
38	Australia	Sydney International Airport	41,985,810	5.19
39	China*	Kunming International Airport	41,980,515	11.88
40	China*	Shenzhen Baoan International Airport	41,975,090	5.67
41	USA	Orlando International Airport	41,923,399	8.02
42	Italy	Aeroporto di Roma-Fiumicino	41,738,662	3.26
43	USA	George Bush Intercontinental Airport	41,622,594	-3.26
44	Mexico	Aeropuerto Internacional de la Ciudad de México "Lic Benito Juárez"	41,410,254	7.75
45	China*	Hongqiao International Airport	40,460,135	3.5
46	USA	Newark Liberty International Airport	40,289,969	7.44
47	Philippines	Ninoy Aquino International Airport	39,534,991	8.07
48	Japan	Narita International Airport	39,000,563	4.65
49	USA	Minneapolis/St Paul International Airport	37,413,728	2.31
50	Qatar	Hamad International Airport	37,283,987	20.24
61	USA	LaGuardia Airport	29,839,092	4.93
500	USA	Atlantic City International Airport	1,207,273	0.58
778	USA	Stewart International Airport	272,719	-3.21

Source: Airports Council International – Worldwide Airport Traffic Report – Calendar Year 2016.

* China (People's Republic of China)

Domestic

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
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	24,173,648	1,216	2,631,990	26,806,854
2016	24,425,935	3,189	2,895,014	27,324,138

International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
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	26,126,697	14,537	401,413	26,542,647
2014	27,720,852	26,171	451,971	28,198,994
2015	29,601,009	16,405	462,484	30,079,898
2016	31,360,457	9,665	411,253	31,781,375

Domestic and International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
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	47,591,303	15,602	2,844,917	50,451,822
2014	49,977,325	112,758	3,130,343	53,220,426
2015	53,774,657	17,621	3,094,474	56,886,752
2016	55,786,392	12,854	3,306,267	59,105,513

Domestic

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
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	29,065	6,267,006	25,693,128
2016	21,698,301	69,210	6,450,905	28,218,416

International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
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	33,011	793,430	11,805,317
2016	11,608,685	37,358	698,826	12,344,869

Domestic and International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
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	62,076	7,060,436	37,498,445
2016	33,306,986	106,568	7,149,731	40,563,285

Domestic

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
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
2016	19,908,297	4,175	8,084,291	27,996,763

International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
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
2016	1,208,081	61	581,864	1,790,006

Domestic and International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
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
2016	21,116,378	4,236	8,666,155	29,786,769

Domestic

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
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	—	125,930	281,551
2016	161,571	—	113,850	275,421

International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2003	375	—	—	375
2004	—	—	—	—
2005	6	—	—	6
2006	—	125	19	144
2007	—	—	—	—
2008	—	—	—	—
2009	—	—	—	—
2010	—	—	—	—
2011	—	1,601	—	1,601
2012	—	—	—	—
2013	—	—	—	—
2014	—	—	—	—
2015	—	—	—	—
2016	—	—	—	—

Domestic and International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
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	—	125,930	281,551
2016	161,571	—	113,850	275,421

Domestic

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2003	182,792	819,678	—	819,678
2004	192,469	857,649	—	857,649
2005	201,425	778,926	—	778,926
2006	215,701	732,635	—	732,635
2007	195,332	981,282	—	981,282
2008	201,851	895,986	—	895,986
2009	161,635	961,181	—	961,181
2010	165,899	1,260,900	—	1,260,900
2011	157,013	1,237,653	—	1,237,653
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	109,056	—	1,193,641
2016	1,124,147	81,718	—	1,205,865

International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2003	—	—	—	—
2004	54	—	—	—
2005	126	—	—	—
2006	—	—	—	—
2007	17	—	—	—
2008	—	—	—	—
2009	—	—	—	—
2010	—	—	—	—
2011	—	—	—	—
2012	—	2,462	—	2,462
2013	—	3,276	—	3,276
2014	477	2,699	—	3,176
2015	4,692	1,960	—	6,652
2016	—	1,408	—	1,408

Domestic and International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2003	182,792	819,678	—	819,678
2004	192,523	857,649	—	857,649
2005	201,551	778,926	—	778,926
2006	215,701	732,635	—	732,635
2007	195,349	981,282	—	981,282
2008	201,851	895,986	—	895,986
2009	161,635	961,181	—	961,181
2010	165,899	1,260,900	—	1,260,900
2011	157,013	1,237,653	—	1,237,653
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	1,089,277	111,016	—	1,200,293
2016	1,124,147	83,126	—	1,207,273

Domestic

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2003	52,285,966	140,234	7,628,098	60,054,298
2004	57,286,440	78,039	9,460,650	66,825,129
2005	59,643,006	50,235	10,928,226	70,621,467
2006	61,423,641	35,958	11,955,960	73,415,559
2007	63,334,751	47,277	13,119,065	76,501,093
2008	58,614,340	25,919	13,516,700	72,156,959
2009	54,102,488	37,892	13,956,606	68,096,986
2010	54,134,654	33,884	14,297,642	68,466,180
2011	54,910,567	43,835	14,492,589	69,446,991
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	64,568,235	141,759	15,950,103	80,660,097
2016	67,318,251	158,292	17,544,060	85,020,603

International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2003	23,074,824	421,705	518,843	24,015,372
2004	26,491,639	310,214	804,424	27,606,277
2005	28,584,146	253,577	799,332	29,637,055
2006	29,783,650	154,603	1,030,142	30,968,395
2007	32,233,170	205,573	1,085,384	33,524,127
2008	33,499,724	104,119	1,265,413	34,869,256
2009	32,251,271	25,551	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	37,658,091	25,949	1,888,810	39,572,850
2014	39,622,445	37,220	2,205,458	41,865,123
2015	41,662,386	51,502	1,930,724	43,644,612
2016	44,177,223	48,492	1,691,943	45,917,658

Domestic and International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2003	75,360,790	561,939	8,146,941	84,069,670
2004	83,778,079	388,253	10,265,074	94,431,406
2005	88,227,152	303,812	11,727,558	100,258,522
2006	91,207,291	190,561	12,986,102	104,383,954
2007	95,567,921	252,850	14,204,449	110,025,220
2008	92,114,064	130,038	14,782,113	107,026,215
2009	86,353,759	63,443	15,364,164	101,781,366
2010	88,318,718	64,287	15,710,055	104,093,060
2011	89,794,383	72,420	16,011,418	105,878,221
2012	93,899,143	257,192	16,560,138	110,716,473
2013	95,829,967	190,440	17,582,331	113,602,738
2014	99,130,629	263,147	17,930,456	117,524,232
2015	106,230,621	193,261	17,880,827	124,304,709
2016	111,495,474	206,784	19,236,003	130,938,261

Domestic

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2015 TO 2016	NON-REVENUE PASSENGERS
Jan	1,795,151	—	205,116	2,000,267	5.8%	74,009
Feb	1,756,411	426	190,847	1,947,684	7.8%	71,288
Mar	2,104,944	113	248,565	2,353,622	6.5%	82,488
Apr	1,989,953	437	246,482	2,236,872	-0.7%	84,686
May	2,098,275	644	269,202	2,368,121	0.3%	88,127
Jun	2,180,900	195	258,796	2,439,891	2.5%	90,612
Jul	2,180,014	856	246,833	2,427,703	-4.0%	89,617
Aug	2,237,085	178	247,708	2,484,971	-2.0%	89,237
Sep	2,158,191	—	232,778	2,390,969	12.0%	87,783
Oct	1,981,736	126	281,528	2,263,390	-2.8%	87,061
Nov	1,924,189	141	233,546	2,157,876	1.0%	78,190
Dec	2,019,086	73	233,613	2,252,772	0.5%	77,401
Total 2016	24,425,935	3,189	2,895,014	27,324,138	1.9%	1,000,499
% Change						
2015 to 2016	1.0%	162.3%	10.0%	1.9%		8.4%

International

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2015 TO 2016	NON-REVENUE PASSENGERS
Jan	2,215,447	—	28,369	2,243,816	8.8%	43,833
Feb	1,913,350	781	28,922	1,943,053	12.9%	42,090
Mar	2,365,313	1,199	35,731	2,402,243	8.6%	49,279
Apr	2,461,956	—	39,092	2,501,048	4.8%	51,880
May	2,731,836	149	47,575	2,779,560	6.5%	55,185
Jun	2,890,567	484	31,349	2,922,400	5.2%	54,434
Jul	3,237,822	—	43,182	3,281,004	5.0%	59,746
Aug	3,333,279	991	30,700	3,364,970	2.5%	58,454
Sep	2,726,685	—	34,810	2,761,495	4.0%	50,092
Oct	2,635,843	3,277	34,146	2,673,266	3.7%	53,885
Nov	2,299,196	762	30,655	2,330,613	5.4%	48,359
Dec	2,549,163	2,022	26,722	2,577,907	4.8%	50,428
Total 2016	31,360,457	9,665	411,253	31,781,375	5.7%	617,665
% Change						
2015 to 2016	5.9%	-41.1%	-11.1%	5.7%		2.2%

Domestic and International

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2015 TO 2016	NON-REVENUE PASSENGERS
Jan	4,010,598	—	233,485	4,244,083	7.4%	117,842
Feb	3,669,761	1,207	219,769	3,890,737	10.3%	113,378
Mar	4,470,257	1,312	284,296	4,755,865	7.6%	131,767
Apr	4,451,909	437	285,574	4,737,920	2.1%	136,566
May	4,830,111	793	316,777	5,147,681	3.6%	143,312
Jun	5,071,467	679	290,145	5,362,291	4.0%	145,046
Jul	5,417,836	856	290,015	5,708,707	0.9%	149,363
Aug	5,570,364	1,169	278,408	5,849,941	0.5%	147,691
Sep	4,884,876	—	267,588	5,152,464	7.6%	137,875
Oct	4,617,579	3,403	315,674	4,936,656	0.6%	140,946
Nov	4,223,385	903	264,201	4,488,489	3.2%	126,549
Dec	4,568,249	2,095	260,335	4,830,679	2.8%	127,829
Total 2016	55,786,392	12,854	3,306,267	59,105,513	3.9%	1,618,164
% Change						
2015 to 2016	3.7%	-27.1%	6.8%	3.9%		5.9%

Domestic

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2015 TO 2016	NON-REVENUE PASSENGERS
Jan	1,570,257	2,900	442,259	2,015,416	15.0%	68,184
Feb	1,439,578	2,373	449,892	1,891,843	13.1%	71,045
Mar	1,739,172	4,487	556,297	2,299,956	9.5%	84,276
Apr	1,815,800	4,442	537,848	2,358,090	7.9%	80,721
May	1,897,036	17,240	585,515	2,499,791	13.3%	84,084
Jun	1,901,441	3,866	576,923	2,482,230	11.7%	86,566
Jul	1,886,089	5,116	572,891	2,464,096	4.2%	112,170
Aug	1,953,593	4,453	582,066	2,540,112	8.7%	89,792
Sep	1,740,115	4,138	535,054	2,279,307	9.7%	80,708
Oct	1,829,457	5,668	577,017	2,412,142	5.1%	82,666
Nov	1,938,995	6,886	531,588	2,477,469	11.1%	76,699
Dec	1,986,768	7,641	503,555	2,497,964	11.1%	73,656
Total 2016	21,698,301	69,210	6,450,905	28,218,416	9.8%	990,567
% Change						
2015 to 2016	11.9%	138.1%	2.9%	9.8%		11.2%

International

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2015 TO 2016	NON-REVENUE PASSENGERS
Jan	844,221	203	46,969	891,393	3.7%	19,709
Feb	785,125	1,454	52,393	838,972	10.8%	21,196
Mar	976,362	2,611	59,449	1,038,422	7.4%	24,728
Apr	942,902	3,518	53,371	999,791	0.1%	24,812
May	991,100	1,802	54,747	1,047,649	3.0%	26,809
Jun	1,054,892	2,439	57,102	1,114,433	5.3%	26,303
Jul	1,189,933	4,932	61,341	1,256,206	4.1%	27,875
Aug	1,175,177	6,877	65,411	1,247,465	4.5%	27,624
Sep	959,515	2,676	69,963	1,032,154	7.7%	27,888
Oct	888,011	2,723	71,558	962,292	3.0%	24,133
Nov	828,045	3,702	53,881	885,628	2.1%	22,383
Dec	973,402	4,421	52,641	1,030,464	4.3%	23,020
Total 2016	11,608,685	37,358	698,826	12,344,869	4.6%	296,480
% Change						
2015 to 2016	5.7%	13.2%	-11.9%	4.6%		9.6%

Domestic and International

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2015 TO 2016	NON-REVENUE PASSENGERS
Jan	2,414,478	3,103	489,228	2,906,809	11.3%	87,893
Feb	2,224,703	3,827	502,285	2,730,815	12.4%	92,241
Mar	2,715,534	7,098	615,746	3,338,378	8.8%	109,004
Apr	2,758,702	7,960	591,219	3,357,881	5.5%	105,533
May	2,888,136	19,042	640,262	3,547,440	10.1%	110,893
Jun	2,956,333	6,305	634,025	3,596,663	9.7%	112,869
Jul	3,076,022	10,048	634,232	3,720,302	4.1%	140,045
Aug	3,128,770	11,330	647,477	3,787,577	7.3%	117,416
Sep	2,699,630	6,814	605,017	3,311,461	9.0%	108,596
Oct	2,717,468	8,391	648,575	3,374,434	4.5%	106,799
Nov	2,767,040	10,588	585,469	3,363,097	8.6%	99,082
Dec	2,960,170	12,062	556,196	3,528,428	9.0%	96,676
Total 2016	33,306,986	106,568	7,149,731	40,563,285	8.2%	1,287,047
% Change						
2015 to 2016	9.6%	71.7%	1.3%	8.2%		10.8%

Domestic

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2015 TO 2016	NON-REVENUE PASSENGERS
Jan	1,444,709	221	478,390	1,923,320	11.7%	60,591
Feb	1,409,437	97	477,426	1,886,960	9.7%	63,378
Mar	1,731,073	159	649,684	2,380,916	8.4%	76,087
Apr	1,675,559	683	650,076	2,326,318	1.9%	68,088
May	1,776,749	227	712,862	2,489,838	5.7%	71,304
Jun	1,832,177	635	700,044	2,532,856	7.4%	71,818
Jul	1,777,462	363	710,205	2,488,030	-0.3%	77,616
Aug	1,777,521	363	691,433	2,469,317	-1.0%	79,647
Sep	1,591,507	1,040	945,121	2,537,668	15.7%	74,436
Oct	1,650,557	188	706,361	2,357,106	-1.1%	77,151
Nov	1,605,599	—	704,922	2,310,521	4.5%	69,864
Dec	1,635,947	199	657,767	2,293,913	0.8%	68,736
Total 2016	19,908,297	4,175	8,084,291	27,996,763	4.9%	858,716
% Change						
2015 to 2016	0.8%	72.4%	16.7%	4.9%		-9.4%

International

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2015 TO 2016	NON-REVENUE PASSENGERS
Jan	71,827	—	35,163	106,990	-2.8%	1,121
Feb	71,238	—	35,896	107,134	-4.3%	1,080
Mar	90,672	—	46,064	136,736	1.6%	1,261
Apr	86,981	—	40,600	127,581	-14.6%	1,322
May	109,348	—	57,135	166,483	-0.9%	4,866
Jun	111,064	—	55,475	166,539	-5.5%	1,509
Jul	118,698	—	57,989	176,687	-0.8%	1,639
Aug	124,657	—	62,321	186,978	2.7%	1,715
Sep	110,979	61	55,695	166,735	12.8%	1,514
Oct	107,193	—	54,646	161,839	9.6%	1,449
Nov	101,344	—	40,479	141,823	15.6%	2,855
Dec	104,080	—	40,401	144,481	16.2%	1,436
Total 2016	1,208,081	61	581,864	1,790,006	2.1%	21,767
% Change						
2015 to 2016	12.1%	-51.6%	-13.8%	2.1%		-0.9%

Domestic and International

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2015 TO 2016	NON-REVENUE PASSENGERS
Jan	1,516,536	221	513,553	2,030,310	10.8%	61,712
Feb	1,480,675	97	513,322	1,994,094	8.9%	64,458
Mar	1,821,745	159	695,748	2,517,652	8.0%	77,348
Apr	1,762,540	683	690,676	2,453,899	0.8%	69,410
May	1,886,097	227	769,997	2,656,321	5.3%	76,170
Jun	1,943,241	635	755,519	2,699,395	6.5%	73,327
Jul	1,896,160	363	768,194	2,664,717	-0.3%	79,255
Aug	1,902,178	363	753,754	2,656,295	-0.7%	81,362
Sep	1,702,486	1,101	1,000,816	2,704,403	15.6%	75,950
Oct	1,757,750	188	761,007	2,518,945	-0.4%	78,600
Nov	1,706,943	—	745,401	2,452,344	5.1%	72,719
Dec	1,740,027	199	698,168	2,438,394	1.6%	70,172
Total 2016	21,116,378	4,236	8,666,155	29,786,769	4.7%	880,483
% Change						
2015 to 2016	1.3%	66.2%	14.0%	4.7%		-9.2%

Domestic

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2015 TO 2016	NON-REVENUE PASSENGERS
Jan	12,573	—	8,418	20,991	0.2%	211
Feb	12,152	—	7,388	19,540	-1.4%	130
Mar	13,753	—	8,966	22,719	1.9%	264
Apr	12,913	—	9,146	22,059	-8.0%	175
May	12,410	—	9,593	22,003	-15.3%	265
Jun	13,127	—	9,437	22,564	-6.6%	348
Jul	16,894	—	9,452	26,346	-2.2%	408
Aug	15,945	—	10,024	25,969	-4.0%	321
Sep	14,706	—	9,400	24,106	1.4%	314
Oct	12,363	—	11,074	23,437	4.3%	391
Nov	12,002	—	9,987	21,989	0.5%	222
Dec	12,733	—	10,965	23,698	6.5%	324
Total 2016	161,571	—	113,850	275,421	-2.2%	3,373
% Change 2015 to 2016	3.8%	—	-9.6%	-2.2%		-1.8%

International

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2015 TO 2016	NON-REVENUE PASSENGERS
Jan	—	—	—	—	—	—
Feb	—	—	—	—	—	—
Mar	—	—	—	—	—	—
Apr	—	—	—	—	—	—
May	—	—	—	—	—	—
Jun	—	—	—	—	—	—
Jul	—	—	—	—	—	—
Aug	—	—	—	—	—	—
Sep	—	—	—	—	—	—
Oct	—	—	—	—	—	—
Nov	—	—	—	—	—	—
Dec	—	—	—	—	—	—
Total 2016	—	—	—	—	—	—
% Change 2015 to 2016	—	—	—	—		—

Domestic and International

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2015 TO 2016	NON-REVENUE PASSENGERS
Jan	12,573	—	8,418	20,991	0.2%	211
Feb	12,152	—	7,388	19,540	-1.4%	130
Mar	13,753	—	8,966	22,719	1.9%	264
Apr	12,913	—	9,146	22,059	-8.0%	175
May	12,410	—	9,593	22,003	-15.3%	265
Jun	13,127	—	9,437	22,564	-6.6%	348
Jul	16,894	—	9,452	26,346	-2.2%	408
Aug	15,945	—	10,024	25,969	-4.0%	321
Sep	14,706	—	9,400	24,106	1.4%	314
Oct	12,363	—	11,074	23,437	4.3%	391
Nov	12,002	—	9,987	21,989	0.5%	222
Dec	12,733	—	10,965	23,698	6.5%	324
Total 2016	161,571	—	113,850	275,421	-2.2%	3,373
% Change 2015 to 2016	3.8%	—	-9.6%	-2.2%		-1.8%

Domestic

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2015 TO 2016	NON-REVENUE PASSENGERS
Jan	97,171	4,272	—	101,443	3.3%	298
Feb	94,184	5,158	—	99,342	3.0%	188
Mar	114,595	5,099	—	119,694	2.7%	359
Apr	95,834	5,559	—	101,393	-3.9%	—
May	99,163	6,064	—	105,227	1.5%	—
Jun	96,088	5,298	—	101,386	5.3%	—
Jul	102,273	9,460	—	111,733	2.3%	572
Aug	104,932	9,805	—	114,737	5.6%	355
Sep	75,513	8,915	—	84,428	2.6%	—
Oct	78,044	9,034	—	87,078	7.6%	669
Nov	81,168	8,120	—	89,288	-5.4%	—
Dec	85,182	4,934	—	90,116	-11.3%	—
Total 2016	1,124,147	81,718	—	1,205,865	1.0%	2,441
% Change 2015 to 2016	3.6%	-25.1%	—	1.0%		-61.3%

International

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2015 TO 2016	NON-REVENUE PASSENGERS
Jan	—	—	—	—	—	—
Feb	—	—	—	—	—	—
Mar	—	—	—	—	—	—
Apr	—	—	—	—	—	—
May	—	—	—	—	—	—
Jun	—	174	—	174	-84.2%	—
Jul	—	246	—	246	-87.0%	—
Aug	—	252	—	252	-87.0%	—
Sep	—	146	—	146	-53.7%	—
Oct	—	422	—	422	-4.7%	—
Nov	—	—	—	—	—	—
Dec	—	140	—	140	400.0%	—
Total 2016	—	1,408	—	1,408	-78.8%	—
% Change 2015 to 2016	—	5.1%	—	-78.8%		—

Domestic and International

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2015 TO 2016	NON-REVENUE PASSENGERS
Jan	97,171	4,300	—	101,471	3.3%	298
Feb	94,184	5,158	—	99,342	3.0%	188
Mar	114,595	5,099	—	119,694	2.7%	359
Apr	95,834	5,559	—	101,393	-3.9%	0
May	99,163	6,064	—	105,227	1.5%	0
Jun	96,088	5,472	—	101,560	4.3%	0
Jul	102,273	9,706	—	111,979	0.8%	572
Aug	104,932	10,057	—	114,989	3.9%	355
Sep	75,513	9,061	—	84,574	2.4%	0
Oct	78,044	9,456	—	87,500	7.6%	669
Nov	81,168	8,120	—	89,288	-5.4%	0
Dec	85,182	5,074	—	90,256	-11.2%	0
Total 2016	1,124,147	83,126	—	1,207,273	0.6%	2,441
% Change 2015 to 2016	3.2%	-24.7%	—	0.6%		-61.3%

Domestic

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2015 TO 2016	NON-REVENUE PASSENGERS
Jan	4,919,861	7,393	1,134,183	6,061,437	10.5%	203,293
Feb	4,711,762	8,054	1,125,553	5,845,369	10.0%	206,029
Mar	5,703,537	9,858	1,463,512	7,176,907	8.0%	243,474
Apr	5,590,059	11,121	1,443,552	7,044,732	2.8%	233,670
May	5,883,633	24,175	1,577,172	7,484,980	6.1%	243,780
Jun	6,023,733	9,994	1,545,200	7,578,927	7.0%	249,344
Jul	5,962,732	15,795	1,539,381	7,517,908	-0.1%	280,383
Aug	6,089,076	14,799	1,531,231	7,635,106	1.8%	259,352
Sep	5,580,032	14,093	1,722,353	7,316,478	12.4%	243,241
Oct	5,552,157	15,016	1,575,980	7,143,153	0.5%	247,938
Nov	5,561,953	15,147	1,480,043	7,057,143	5.4%	224,975
Dec	5,739,716	12,847	1,405,900	7,158,463	3.9%	220,117
Total 2016	67,318,251	158,292	17,544,060	85,020,603	5.4%	2,855,596
% Change						
2015 to 2016	4.3%	11.7%	10.0%	5.4%		3.1%

International

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2015 TO 2016	NON-REVENUE PASSENGERS
Jan	3,131,495	231	110,501	3,242,227	6.9%	64,663
Feb	2,769,713	2,235	117,211	2,889,159	11.5%	64,366
Mar	3,432,347	3,810	141,244	3,577,401	8.0%	75,268
Apr	3,491,839	3,518	133,063	3,628,420	2.7%	78,014
May	3,832,284	1,951	159,457	3,993,692	5.3%	86,860
Jun	4,056,523	3,097	143,926	4,203,546	4.7%	82,246
Jul	4,546,453	5,178	162,512	4,714,143	4.5%	89,260
Aug	4,633,113	8,120	158,432	4,799,665	3.0%	87,793
Sep	3,797,179	2,883	160,468	3,960,530	5.3%	79,494
Oct	3,631,047	6,422	160,350	3,797,819	3.8%	79,467
Nov	3,228,585	4,464	125,015	3,358,064	4.9%	73,597
Dec	3,626,645	6,583	119,764	3,752,992	5.1%	74,884
Total 2016	44,177,223	48,492	1,691,943	45,917,658	5.2%	935,912
% Change						
2015 to 2016	6.0%	-4.7%	-12.4%	5.2%		4.3%

Domestic and International

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2015 TO 2016	NON-REVENUE PASSENGERS
Jan	8,051,356	7,624	1,244,684	9,303,664	9.2%	267,956
Feb	7,481,475	10,289	1,242,764	8,734,528	10.5%	270,395
Mar	9,135,884	13,668	1,604,756	10,754,308	8.0%	318,742
Apr	9,081,898	14,639	1,576,615	10,673,152	2.8%	311,684
May	9,715,917	26,126	1,736,629	11,478,672	5.8%	330,640
Jun	10,080,256	13,091	1,689,126	11,782,473	6.2%	331,590
Jul	10,509,185	20,973	1,701,893	12,232,051	1.6%	369,643
Aug	10,722,189	22,919	1,689,663	12,434,771	2.2%	347,145
Sep	9,377,211	16,976	1,882,821	11,277,008	9.8%	322,735
Oct	9,183,204	21,438	1,736,330	10,940,972	1.6%	327,405
Nov	8,790,538	19,611	1,605,058	10,415,207	5.3%	298,572
Dec	9,366,361	19,430	1,525,664	10,911,455	4.3%	295,001
Total 2016	111,495,474	206,784	19,236,003	130,938,261	5.3%	3,791,508
% Change						
2015 to 2016	5.0%	7.3%	7.6%	5.3%		3.4%

JFK

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
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	4,457,983	1,067,928	2,651,113	15,100,873	2,838,312	50,451,822
2014	23,505,944	1,515,488	528,222	4,900,453	1,105,328	2,869,978	15,879,605	2,915,408	53,220,426
2015	25,350,129	1,456,725	632,788	5,170,497	1,355,773	2,806,993	16,852,103	3,261,744	56,886,752
2016	26,018,517	1,305,621	553,688	5,522,308	1,505,885	2,847,189	17,709,784	3,642,521	59,105,513

EWR

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA†	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
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	25,230,772	462,356	1,490,092	1,434,643	589,877	773,725	6,699,816	817,164	37,498,445
2016	27,691,976	526,440	1,492,269	1,709,619	637,520	805,665	6,607,891	1,091,905	40,563,285

LGA

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
2003	21,435,178	68	845,935	201,589	—	—	—	—	22,482,770
2004	23,191,610	—	1,059,906	201,687	—	—	—	—	24,453,203
2005	24,418,231	—	1,269,264	201,865	—	—	—	—	25,889,360
2006	24,496,982	—	1,186,312	127,309	—	—	—	—	25,810,603
2007	23,799,365	—	1,115,548	111,354	—	—	—	—	25,026,267
2008	21,941,392	—	1,058,076	73,588	—	—	—	—	23,073,056
2009	21,143,013	—	977,324	32,899	—	—	—	—	22,153,236
2010	22,950,115	—	1,000,291	32,676	—	—	—	—	23,983,082
2011	23,086,756	—	1,029,634	6,088	—	—	—	—	24,122,478
2012	24,274,029	—	1,366,902	66,853	—	—	—	—	25,707,784
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
2016	27,996,763	—	1,786,499	3,507	—	—	—	—	29,786,769

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

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

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

SWF

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
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	281,551	—	—	—	—	—	—	—	281,551
2016	275,421	—	—	—	—	—	—	—	275,421

ACY

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
2003	1,002,470	1,002,470	1,002,470	0	—	—	—	—	3,007,410
2004	1,050,118	1,050,118	1,050,118	54	—	—	—	—	3,150,408
2005	980,351	980,351	980,351	126	—	—	—	—	2,941,179
2006	948,336	—	—	—	—	—	—	—	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	1,193,641	—	4,692	1,960	—	—	—	—	1,200,293
2016	1,205,865	—	—	1,408	—	—	—	—	1,207,273

REGION

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
2003	58,024,871	2,029,427	1,788,721	3,823,481	837,184	1,623,785	14,123,996	1,818,205	84,069,670
2004	64,463,719	2,361,410	2,204,448	4,241,442	911,654	1,856,584	16,171,121	2,221,028	94,431,406
2005	68,128,763	2,492,704	2,367,969	4,325,841	942,029	2,001,879	17,478,320	2,521,017	100,258,522
2006	70,843,794	2,571,765	2,427,586	4,368,662	1,016,478	2,142,392	18,377,311	2,635,966	104,383,954
2007	74,250,374	2,250,719	2,336,284	4,690,248	1,271,790	2,292,008	20,176,355	2,757,442	110,025,220
2008	70,179,510	1,977,449	2,575,804	4,836,153	1,402,016	2,273,768	20,997,675	2,783,840	107,026,215
2009	66,367,552	1,729,434	2,566,120	4,959,386	1,236,502	2,380,946	19,728,044	2,813,382	101,781,366
2010	66,746,329	1,719,851	2,774,935	5,301,924	1,298,568	2,621,280	20,445,675	3,184,498	104,093,060
2011	67,876,434	1,570,557	2,927,474	5,191,390	1,146,560	2,792,785	21,101,567	3,271,454	105,878,221
2012	71,273,847	1,801,972	3,276,798	5,524,294	1,244,410	3,184,362	21,006,617	3,404,173	110,716,473
2013	72,251,666	1,778,222	3,622,765	5,662,298	1,527,495	3,412,267	21,806,316	3,541,709	113,602,738
2014	73,553,234	1,905,875	3,885,135	6,306,848	1,609,617	3,644,494	22,686,551	3,732,478	117,324,232
2015	78,741,016	1,919,081	3,867,044	6,620,373	1,945,650	3,580,718	23,551,919	4,078,908	124,304,709
2016	83,188,542	1,832,061	3,832,456	7,236,842	2,143,405	3,652,854	24,317,675	4,734,426	130,938,261

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

JFK

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	Delta	10,680,859	5,197,925	15,878,784	26.9%
2	Jetblue Airways	10,083,536	3,508,578	13,592,114	49.9%
3	American	4,670,957	2,558,378	7,229,335	62.1%
4	British Airways	—	1,415,482	1,415,482	64.5%
5	Virgin America	1,120,137	—	1,120,137	66.4%
6	Emirates Airlines	—	1,092,510	1,092,510	68.2%
7	Air France	—	967,996	967,996	69.9%
8	Virgin Atlantic	—	807,099	807,099	71.2%
9	Norwegian Air	—	649,348	649,348	72.3%
10	Cathay Pacific	—	638,678	638,678	73.4%
11	Lufthansa	—	584,288	584,288	74.4%
12	Alitalia	—	565,350	565,350	75.4%
13	Aeromexico	—	548,467	548,467	76.3%
14	Turkish Air	—	528,693	528,693	77.2%
15	Caribbean Air	—	509,751	509,751	78.0%
16	Etihad	—	463,778	463,778	78.8%
17	Aer Lingus	—	460,524	460,524	79.6%
18	Korean	—	460,382	460,382	80.4%
19	Aeroflot	—	455,962	455,962	81.2%
20	El Al	—	448,874	448,874	81.9%
	Others	768,649	9,919,312	10,687,961	100.0%
	Total Airports	27,324,138	31,781,375	59,105,513	

EWR

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	United	19,888,021	8,064,001	27,952,022	68.9%
2	American	2,040,993	—	2,040,993	73.9%
3	Delta	1,610,801	226,758	1,837,559	78.5%
4	Jetblue Airways	1,742,491	87,022	1,829,513	83.0%
5	Southwest Airlines	1,360,341	—	1,360,341	86.3%
6	US Airways	593,867	—	593,867	87.8%
7	Air Canada	—	575,346	575,346	89.2%
8	Virgin America	541,340	—	541,340	90.6%
9	SAS	—	540,186	540,186	91.9%
10	Lufthansa	—	539,659	539,659	93.2%
11	Porter Airlines	—	408,166	408,166	94.2%
12	British Airways	—	270,375	270,375	94.9%
13	Alaska Airlines	259,080	—	259,080	95.5%
14	Air India	—	227,168	227,168	96.1%
15	Cathay Pacific	—	184,361	184,361	96.5%
16	Air Portugal (TAP)	—	180,360	180,360	97.0%
17	El Al	—	161,851	161,851	97.4%
18	Virgin Atlantic	—	157,212	157,212	97.8%
19	Swiss Int'l Air Lines Ltd	—	134,111	134,111	98.1%
20	Spirit Airlines	113,985	—	113,985	98.4%
	Others	67,497	588,293	655,790	100.0%
	Total Airports	28,218,416	12,344,869	40,563,285	

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

LGA

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	Delta	11,329,171	146,243	11,475,414	38.5%
2	American	5,564,228	41,246	5,605,474	57.3%
3	Southwest Airlines	2,767,547	—	2,767,547	66.6%
4	United	2,509,561	—	2,509,561	75.1%
5	US Airways	2,305,622	39,284	2,344,906	82.9%
6	Jetblue Airways	1,539,543	—	1,539,543	88.1%
7	Spirit Airlines	1,289,208	—	1,289,208	92.4%
8	Air Canada	—	1,148,480	1,148,480	96.3%
9	Westjet	—	414,753	414,753	97.7%
10	Frontier Airlines	305,997	—	305,997	98.7%
11	Virgin America	245,062	—	245,062	99.5%
12	American Connect: Air Wisconsin	139,483	—	139,483	100.0%
13	Miami Air Intern'l	1,341	—	1,341	100.0%
Total Airports		27,996,763	1,790,006	29,786,769	

SWF

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	Jetblue Airways	119,732	—	119,732	43.5%
2	US Airways	57,324	—	57,324	64.3%
3	Delta	56,476	—	56,476	84.8%
4	Allegiant Air	41,839	—	41,839	100.0%
5	United	50	—	50	100.0%
Total Airports		275,421	—	275,421	

ACY

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	Spirit Airlines	1,124,147	—	1,124,147	93.1%
2	Itinerants: USA	81,718	—	81,718	99.9%
3	Itinerants: Foreign	—	1,408	1,408	100.0%
Total Airports		1,205,865	1,408	1,207,273	

REGION

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	United	22,405,531	8,064,001	30,469,532	23.3%
2	Delta	23,677,307	5,570,926	29,248,233	45.6%
3	Jetblue Airways	13,485,302	3,595,600	17,080,902	58.7%
4	American	12,276,178	2,599,624	14,875,802	70.0%
5	Southwest Airlines	4,127,888	—	4,127,888	73.2%
6	US Airways	3,217,527	—	3,256,811	75.7%
7	Spirit Airlines	2,527,340	—	2,527,340	77.6%
8	Virgin America	1,906,539	—	1,906,539	79.0%
9	Air Canada	—	1,742,648	1,742,648	80.4%
10	British Airways	—	1,685,857	1,685,857	81.7%
11	Lufthansa	—	1,123,947	1,123,947	82.5%
12	Emirates Airlines	—	1,092,510	1,092,510	83.4%
13	Air France	—	967,996	967,996	84.1%
14	Virgin Atlantic	—	964,311	964,311	84.8%
15	Cathay Pacific	—	823,039	823,039	85.5%
16	Norwegian Air	—	649,348	649,348	86.0%
17	El Al	—	610,725	610,725	86.4%
18	Alitalia	—	565,350	565,350	86.8%
19	Aeromexico	—	548,467	548,467	87.3%
20	SAS	—	540,186	540,186	87.7%
	Others	1,396,991	14,733,839	16,130,830	100.0%
	Total Airport	85,020,603	45,917,658	130,938,261	

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

JFK*

TERMINAL BUILDING	INBOUND	DOMESTIC OUTBOUND	INTERNATIONAL INBOUND	INTERNATIONAL OUTBOUND	TOTAL
Terminal 1	—	—	3,651,782	3,627,601	7,279,383
Terminal 2	1,916,407	1,645,791	123,919	129,221	3,815,338
Terminal 4	4,108,835	4,332,841	6,456,468	5,969,357	20,867,501
Terminal 5	5,145,607	5,115,585	1,720,500	2,008,871	13,990,563
Terminal 7	4,028	3,871	1,869,438	1,817,604	3,694,941
Terminal 8	2,536,328	2,514,845	2,232,458	2,174,156	9,457,787
Total	13,711,205	13,612,933	16,054,565	15,726,810	59,105,513

EWR

TERMINAL BUILDING	INBOUND	DOMESTIC OUTBOUND	INTERNATIONAL INBOUND	INTERNATIONAL OUTBOUND	TOTAL
Terminal A	4,755,814	4,751,777	488,244	517,967	10,513,802
Terminal B	954,454	949,249	3,225,074	1,804,596	6,933,373
Terminal C	8,372,885	8,434,237	2,465,917	3,843,071	23,116,110
Total	14,083,153	14,135,263	6,179,235	6,165,634	40,563,285

LGA†

TERMINAL BUILDING	INBOUND	DOMESTIC OUTBOUND	INTERNATIONAL INBOUND	INTERNATIONAL OUTBOUND	TOTAL
Central Terminal (B)	7,126,959	7,077,654	592,746	596,980	15,394,339
Delta Terminal (D)	1,894,693	1,903,549	229,957	230,647	4,258,846
Marine Terminal (A)	357,149	364,054	—	—	721,203
US Airways Terminal (C)	4,775,987	4,496,718	69,168	70,508	9,412,381
Total	14,154,788	13,841,975	891,871	898,135	29,786,769

ACY

TERMINAL BUILDING	INBOUND	DOMESTIC OUTBOUND	INTERNATIONAL INBOUND	INTERNATIONAL OUTBOUND	TOTAL
Airline Terminal	605,928	599,937	713	695	1,207,273
Total	605,928	599,937	713	695	1,207,273

SWF

TERMINAL BUILDING	INBOUND	DOMESTIC OUTBOUND	INTERNATIONAL INBOUND	INTERNATIONAL OUTBOUND	TOTAL
Airline Terminal	138,555	136,866	—	—	275,421
Total	138,555	136,866	—	—	275,421

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

* JFK: Terminal 3 closed May 2013.

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

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

	JFK	LGA	EWR	SWF	REGION	NYC AIRPORTS
Unweighted Base Size	—	—	—	—	—	—
Passenger Type						
Departing	77.6%	83.4%	68.1%	—	76.2%	79.3%
Connecting	22.4%	16.6%	31.9%	—	23.8%	20.7%
Connecting From Domestic Flight	11.5%	13.3%	16.5%	—	13.0%	11.6%
Connecting From International Flight	10.9%	3.3%	15.4%	—	10.8%	9.1%
Type of Flight						
Domestic	48.1%	92.8%	67.1%	—	62.5%	60.8%
International	51.9%	7.2%	32.9%	—	37.5%	39.2%
First Trip Through This Terminal	56.6%	49.5%	45.0%	—	52.0%	54.6%
First Trip Through This Airport	33.2%	30.7%	27.0%	—	31.0%	32.5%
Trip Origin – O&D Passengers						
Home	48.4%	26.5%	23.3%	—	37.3%	41.9%
Hotel	23.9%	43.1%	40.1%	—	32.2%	29.7%
Staying with Friends/Relatives	20.4%	16.0%	19.9%	—	19.3%	19.1%
Work	2.1%	8.8%	8.6%	—	5.2%	4.1%
School	2.5%	1.1%	3.4%	—	2.4%	2.1%
Another Airport	1.0%	2.5%	1.7%	—	1.5%	1.4%
Cruise Ship	0.3%	0.5%	0.8%	—	0.5%	0.4%
Other	1.3%	1.5%	2.1%	—	1.6%	1.4%
Trip Origin Location – O&D Passengers						
New York	89.8%	87.6%	35.4%	—	75.9%	89.1%
NYC	82.4%	77.6%	28.6%	—	68.1%	81.0%
Manhattan	58.4%	49.1%	20.3%	—	46.9%	55.6%
Manhattan - 14th - 96th St.	31.9%	32.4%	13.8%	—	27.6%	32.1%
Manhattan - above 96th St.	14.9%	10.7%	2.5%	—	10.9%	13.6%
Brooklyn	11.3%	8.7%	3.7%	—	8.9%	10.5%
Manhattan - below 14th St.	11.4%	6.0%	4.0%	—	8.4%	9.8%
Queens	8.8%	13.6%	2.7%	—	8.4%	10.2%
Bronx	2.9%	5.3%	0.3%	—	2.8%	3.6%
Nassau	2.7%	2.5%	—	—	2.0%	2.6%
Westchester	1.0%	2.7%	0.9%	—	1.4%	1.5%
Suffolk	1.5%	2.3%	0.2%	—	1.4%	1.8%
Staten Island	0.9%	0.9%	1.5%	—	1.1%	0.9%
Orange	0.1%	0.3%	1.8%	—	0.5%	0.1%
Rockland	0.2%	0.7%	0.6%	—	0.4%	0.4%
Ulster	0.4%	0.1%	0.4%	—	0.3%	0.3%
Albany	0.2%	0.1%	0.4%	—	0.2%	0.2%
Dutchess	—	0.1%	0.2%	—	0.1%	0.1%
Manhattan (Unspecified)	0.2%	—	—	—	0.1%	0.1%
Putnam	—	0.2%	0.1%	—	0.1%	0.1%
Sullivan	—	0.1%	0.1%	—	0.1%	—
Onondaga	—	—	0.1%	—	0.1%	—
Yates	—	—	0.1%	—	0.1%	—
Clinton	—	—	0.1%	—	0.1%	—
Saratoga	—	—	0.2%	—	0.1%	—
Broome	0.1%	—	—	—	—	—
Monroe	0.1%	—	—	—	—	—
Madison	—	0.1%	—	—	—	—
Washington	—	—	—	—	—	—
Essex	—	—	—	—	—	—
Allegany	—	—	—	—	—	—
Other Upstate NY	—	—	—	—	—	—

Source: PANYNJ Spring 2016 Terminal By Terminal Customer Satisfaction Study.

SWF data not available.

Trip Origin Location – O&D Passengers	JFK	LGA	EWR	SWF	REGION	NYC AIRPORTS
New Jersey	3.7%	3.0%	53.5%	—	15.8%	3.5%
Bergen	0.5%	0.7%	6.2%	—	1.9%	0.5%
Essex	0.6%	0.6%	5.6%	—	1.8%	0.6%
Morris	0.1%	0.1%	6.2%	—	1.6%	0.1%
Hudson	0.6%	0.2%	5.0%	—	1.6%	0.5%
Middlesex	0.4%	0.1%	5.6%	—	1.6%	0.3%
Union	0.2%	0.2%	4.1%	—	1.2%	0.2%
Monmouth	0.1%	—	4.2%	—	1.1%	—
Somerset	0.1%	0.1%	3.0%	—	0.8%	0.1%
Passaic	0.2%	0.1%	2.4%	—	0.7%	0.2%
Mercer	—	—	2.0%	—	0.5%	—
Ocean	0.1%	—	1.5%	—	0.4%	0.1%
Sussex	—	0.1%	0.9%	—	0.2%	—
Hunterdon	—	—	0.9%	—	0.2%	—
Atlantic	0.1%	0.2%	0.1%	—	0.1%	0.1%
Cumberland	0.1%	—	0.3%	—	0.1%	0.1%
Warren	—	—	0.4%	—	0.1%	—
Burlington	—	—	0.2%	—	0.1%	—
Other NJ	—	—	0.2%	—	0.1%	—
Gloucester	—	—	0.2%	—	—	—
Pennsylvania	1.6%	0.6%	7.7%	—	2.9%	1.3%
Philadelphia	0.6%	—	0.7%	—	0.5%	0.4%
Other PA	0.2%	0.3%	0.5%	—	0.3%	0.2%
Montgomery	0.2%	0.1%	0.6%	—	0.3%	0.2%
Lehigh	0.1%	—	0.9%	—	0.3%	0.1%
Northampton	—	—	0.6%	—	0.2%	—
Bucks	—	—	0.6%	—	0.2%	—
Monroe	—	0.1%	0.4%	—	0.1%	—
Northumberland	—	—	0.4%	—	0.1%	—
Dauphin	—	0.1%	0.3%	—	0.1%	—
Lackawanna	0.1%	—	0.1%	—	0.1%	0.1%
Chester	—	—	0.3%	—	0.1%	—
Delaware	—	—	0.2%	—	0.1%	—
Franklin	—	—	0.3%	—	0.1%	—
Berks	—	—	0.3%	—	0.1%	—
Wayne	—	—	0.1%	—	0.1%	—
Cumberland	—	—	0.2%	—	—	—
Connecticut	3.0%	4.9%	1.3%	—	3.0%	3.6%
Fairfield	1.0%	3.3%	1.0%	—	1.5%	1.7%
New Haven	1.0%	0.9%	—	—	0.7%	0.9%
Hartford	0.4%	0.5%	0.2%	—	0.3%	0.4%
New London	0.2%	—	—	—	0.1%	0.1%
Litchfield	0.1%	0.2%	—	—	0.1%	0.1%
Middlesex	—	—	—	—	—	—
Other U.S.	0.7%	0.4%	0.5%	—	0.6%	0.6%

Source: PANYNJ Spring 2016 Terminal By Terminal Customer Satisfaction Study.
SWF data not available.

	JFK	LGA	EWR	SWF	REGION	NYC AIRPORTS
Trip Purpose - All Passengers						
Leisure/Vacation/Visiting	77.3%	50.2%	62.8%	—	67.7%	69.6%
Business	8.7%	32.4%	21.2%	—	17.0%	15.5%
Both Business/Non-Business	4.8%	9.6%	4.8%	—	5.8%	6.2%
School-related	4.6%	3.3%	4.5%	—	4.3%	4.2%
Illness/Bereavement	1.0%	1.9%	2.1%	—	1.5%	1.3%
Moving/Relocation	1.5%	1.4%	1.3%	—	1.4%	1.5%
Other	2.1%	1.2%	3.2%	—	2.2%	1.8%
Leisure/Personal Only (Net)	86.4%	58.0%	74.0%	—	77.1%	78.3%
Any Business (Net)	13.6%	42.0%	26.0%	—	22.9%	21.7%
Visitor/Resident - Local O&D Passengers						
Visitor	72.3%	53.8%	54.7%	—	63.8%	66.7%
Resident	27.7%	46.2%	45.3%	—	36.2%	33.3%
Avg. Number of Nights Stayed Locally – Visitors	8.9	4.0	5.0	—	7.2	7.7
Avg. Number of Nights Away – O&D Residents	19.1	7.4	12.4	—	13.7	14.2
Check-in Location - O&D Passengers						
Main check-in counter	25.4%	17.3%	24.8%	—	23.5%	23.0%
Self check-in kiosk	23.7%	30.4%	36.1%	—	28.3%	25.7%
Printed boarding pass before coming to airport	14.7%	15.1%	14.2%	—	14.6%	14.8%
Downloaded boarding pass on web-enabled cell phone	33.3%	28.5%	21.2%	—	29.2%	31.8%
Curbside	3.0%	8.8%	3.6%	—	4.4%	4.7%
Avg. Dwell Time: Local O&D (in mins.)	131	106	123	—	123	123
Avg. Post Security Dwell Time O&D (in mins.)	99	81	90	—	93	93
Avg. Layover for Connectors (in mins.)	205	124	171	—	183	191
PreCheck/Registered Traveler Member	11.4%	15.7%	19.7%	—	14.5%	12.6%
Global U.S. Entry Member	3.2%	4.7%	5.2%	—	4.0%	3.6%
Food-Beverage Purchase						
Bought Food/Beverage	67.0%	50.5%	61.9%	—	62.2%	62.3%
Pre-security	4.1%	3.9%	6.8%	—	4.8%	4.1%
Post security	63.9%	47.9%	57.0%	—	58.7%	59.4%
Food-Beverage Spend						
Average \$ Spent	\$24.45	\$22.97	\$26.60	—	\$24.78	\$24.11
Unweighted Base Size	1,970	838	1,037	—	3,845	2,808
Retail Item Purchase						
Bought Retail Item	10.5%	7.2%	12.0%	—	10.2%	9.6%
Pre-security	0.8%	0.9%	1.3%	—	1.0%	0.9%
Post security	9.7%	6.4%	11.1%	—	9.4%	8.8%
Retail Purchase Spend						
Avg. \$ Spent	\$52.75	\$50.13	\$38.00	—	\$47.64	\$52.16
Unweighted Base Size	342	116	216	—	674	458
Avg. Number of Bags Checked	2.0	2.4	2.4	—	2.1	2.1
Avg. Travel Party Size	2.6	2.4	2.7	—	2.6	2.5
Kids under 18 in party	16.6%	9.4%	9.9%	—	13.2%	14.5%
Accompanied By Wellwisher	5.7%	4.5%	8.1%	—	6.1%	5.3%
Had SmartPhone in Terminal	90.4%	79.1%	84.5%	—	86.4%	87.2%
Used Social Media in Terminal	59.7%	28.4%	38.8%	—	47.6%	50.9%
Used Mobile App in Terminal	13.6%	19.2%	22.2%	—	17.1%	15.2%
Visited Restroom	70.5%	53.9%	67.3%	—	66.2%	65.8%
Requested Special Assistance	2.7%	3.1%	4.3%	—	3.2%	2.8%
Wheelchair	1.7%	2.1%	2.4%	—	1.9%	1.8%
Motorized Golf Cart	0.5%	0.5%	0.8%	—	0.6%	0.5%
Avg. Number Past 12 Mos. Round Trips through LGF	0.5	2.9	0.4	—	0.9	1.2
Avg. Number Past 12 Mos. Round Trips through JFK	1.8	1.0	0.5	—	1.3	1.6
Avg. Number Past 12 Mos. Round Trips through EW	0.2	0.4	2.9	—	1.0	0.2
Avg. Number Past 12 Mos. Round Trips through SWF	—	—	—	—	—	—

Source: PANYNJ Spring 2016 Terminal By Terminal Customer Satisfaction Study.

SWF data not available.

	JFK	LGA	EWR	SWF	REGION	NYC AIRPORTS
Primary Residence						
United States	63.6%	88.5%	77.9%	—	72.7%	70.7%
New York	17.5%	40.7%	6.8%	—	19.3%	24.1%
NYC	11.6%	34.2%	3.6%	—	14.0%	18.0%
Manhattan	4.4%	15.8%	1.6%	—	6.0%	7.7%
Manhattan - below 14th St.	1.2%	1.3%	0.8%	—	1.1%	1.2%
Manhattan - 14th - 96th St.	2.1%	6.5%	0.6%	—	2.6%	3.3%
Manhattan - above 96th St.	1.2%	8.1%	0.3%	—	2.4%	3.2%
Bronx	1.1%	3.0%	0.2%	—	1.3%	1.7%
Brooklyn	3.0%	4.9%	0.9%	—	2.8%	3.5%
Queens	2.6%	10.3%	0.3%	—	3.6%	4.8%
Staten Island	0.4%	0.2%	0.6%	—	0.4%	0.3%
Westchester	0.8%	1.9%	0.2%	—	0.8%	1.1%
Nassau	1.4%	1.8%	—	—	1.1%	1.6%
Suffolk	0.7%	1.1%	0.1%	—	0.6%	0.8%
Erie	0.9%	0.1%	0.4%	—	0.6%	0.7%
Monroe	0.5%	0.2%	—	—	0.3%	0.4%
Onondaga	0.3%	0.1%	—	—	0.2%	0.3%
Ulster	0.2%	0.1%	0.2%	—	0.2%	0.2%
Rockland	0.1%	0.3%	0.3%	—	0.2%	0.1%
Allegany	0.2%	—	—	—	0.1%	0.1%
Orange	—	0.2%	0.7%	—	0.3%	0.1%
Putnam	—	0.1%	0.1%	—	0.1%	0.1%
Cayuga	0.1%	—	—	—	—	0.1%
St. Lawrence	0.1%	—	—	—	—	0.1%
Tioga	0.1%	—	—	—	—	0.1%
Dutchess	—	0.1%	0.1%	—	0.1%	0.1%
Yates	0.1%	—	—	—	—	0.1%
Jefferson	—	0.1%	0.1%	—	0.1%	—
Sullivan	—	0.1%	0.1%	—	—	—
Other Upstate NY	0.3%	0.3%	0.9%	—	0.5%	0.3%
Primary Residence Outside US						
Other North America	1.1%	5.7%	2.2%	—	2.4%	2.4%
Caribbean	2.2%	0.3%	0.2%	—	1.3%	1.7%
Central America	1.8%	0.2%	0.4%	—	1.0%	1.3%
South America	3.2%	1.1%	1.6%	—	2.3%	2.6%
Europe	18.5%	2.0%	12.5%	—	13.4%	13.8%
Middle East	5.5%	1.3%	3.4%	—	4.0%	4.3%
Africa	1.5%	—	0.6%	—	0.9%	1.1%
Asia	0.6%	0.4%	—	—	0.4%	0.5%
Oceania	1.3%	0.3%	0.8%	—	0.9%	1.0%

Source: PANYNJ Spring 2016 Terminal By Terminal Customer Satisfaction Study.

SWF data not available.

Primary Residence	JFK	LGA	EWR	SWF	REGION	NYC AIRPORTS
New Jersey	1.8%	1.7%	20.7%	—	7.0%	1.8%
Bergen	0.5%	0.5%	2.4%	—	1.0%	0.5%
Hudson	0.2%	0.2%	2.2%	—	0.8%	0.2%
Essex	0.2%	0.3%	1.9%	—	0.7%	0.2%
Morris	—	0.1%	2.4%	—	0.7%	—
Middlesex	0.1%	0.2%	2.1%	—	0.7%	0.1%
Monmouth	—	—	2.2%	—	0.6%	—
Union	0.2%	0.2%	1.4%	—	0.5%	0.2%
Somerset	0.1%	0.1%	1.3%	—	0.4%	0.1%
Passaic	0.1%	0.1%	1.0%	—	0.4%	0.1%
Ocean	0.1%	—	0.8%	—	0.3%	0.1%
Hunterdon	—	—	0.6%	—	0.2%	—
Mercer	—	—	0.5%	—	0.1%	—
Sussex	—	—	0.5%	—	0.1%	—
Warren	—	—	0.4%	—	0.1%	—
Other NJ	0.1%	—	0.2%	—	0.1%	0.1%
Camden	—	0.1%	0.2%	—	0.1%	0.1%
Burlington	0.1%	—	0.2%	—	0.1%	—
Gloucester	—	—	0.2%	—	—	—
Cumberland	—	—	0.1%	—	—	—
Connecticut	1.9%	2.9%	1.4%	—	1.9%	2.2%
Fairfield	0.6%	1.8%	0.9%	—	0.9%	0.9%
New Haven	0.7%	0.5%	0.2%	—	0.5%	0.6%
Hartford	0.3%	0.3%	0.1%	—	0.2%	0.3%
New London	0.2%	—	—	—	0.1%	0.2%
Litchfield	0.1%	0.3%	—	—	0.1%	0.2%
Other CT	—	—	0.3%	—	0.1%	—
Pennsylvania	1.7%	0.7%	5.0%	—	2.4%	1.4%
Allegheny	0.4%	0.6%	0.6%	—	0.5%	0.4%
Montgomery	0.2%	—	0.4%	—	0.2%	0.1%
Lehigh	—	—	0.4%	—	0.1%	—
Monroe	—	0.1%	0.4%	—	0.1%	—
Northumberland	—	—	0.3%	—	0.1%	—
Bucks	—	—	0.3%	—	0.1%	—
Philadelphia	0.4%	—	0.3%	—	0.3%	0.3%
Chester	—	—	0.3%	—	0.1%	—
Delaware	0.1%	—	0.2%	—	0.1%	0.1%
Franklin	—	—	0.2%	—	0.1%	—
Northampton	—	—	0.2%	—	0.1%	—
Lackawanna	0.1%	—	0.2%	—	0.1%	0.1%
Berks	—	—	0.2%	—	—	—
Other PA	0.5%	0.1%	1.2%	—	0.6%	0.4%
Other US	40.8%	42.4%	44.0%	—	42.0%	41.3%
Outside U.S.	36.4%	11.5%	22.1%	—	27.3%	29.3%

Source: PANYNJ Spring 2016 Terminal By Terminal Customer Satisfaction Study.

SWF data not available.

	JFK	LGA	EWR	SWF	REGION	NYC AIRPORTS
Gender						
Male	48.3%	53.0%	54.4%	—	50.9%	49.6%
Female	51.7%	47.0%	45.6%	—	49.1%	50.4%
Age						
18-24	30.8%	20.6%	32.1%	—	28.9%	27.5%
25-34	27.6%	28.7%	20.4%	—	25.6%	28.0%
35-44	16.2%	22.6%	14.6%	—	17.1%	18.3%
45-54	13.6%	14.1%	13.1%	—	13.5%	13.7%
55-64	8.3%	10.3%	13.5%	—	10.4%	9.0%
65-74	2.8%	3.2%	4.4%	—	3.4%	2.9%
75+	0.7%	0.5%	1.9%	—	1.0%	0.7%
Mean age	35.0	37.1	37.5	—	36.2	35.7
Annual Household Income						
Under \$25,000	11.5%	11.8%	13.2%	—	12.0%	11.5%
\$25,000 - \$29,999	4.3%	5.3%	3.7%	—	4.3%	4.5%
\$30,000 - \$39,999	4.6%	6.4%	5.3%	—	5.1%	5.1%
\$40,000 - \$49,999	5.6%	4.7%	5.1%	—	5.3%	5.4%
\$50,000 - \$59,999	5.9%	7.6%	6.4%	—	6.4%	6.3%
\$60,000 - \$69,999	8.4%	4.9%	5.7%	—	7.1%	7.6%
\$70,000 - \$79,999	10.4%	6.7%	6.3%	—	8.6%	9.5%
\$80,000 - \$89,999	10.0%	5.6%	6.1%	—	8.2%	9.0%
\$90,000 - \$99,999	10.4%	4.6%	4.8%	—	7.9%	9.0%
\$100,000 - \$124,999	13.1%	10.8%	11.2%	—	12.2%	12.5%
\$125,000 - \$149,999	7.0%	6.2%	7.0%	—	6.9%	6.8%
\$150,000 - \$174,999	2.3%	5.1%	6.0%	—	3.8%	3.0%
\$175,000 - \$199,999	1.3%	5.3%	3.7%	—	2.7%	2.3%
\$200,000 - \$249,999	1.5%	5.1%	5.2%	—	3.1%	2.3%
\$250,000 - \$299,999	0.7%	3.2%	2.6%	—	1.6%	1.3%
\$300,000 or more	2.9%	6.7%	7.7%	—	4.9%	3.8%
Mean income (in \$000's)	\$86.3	\$108.2	\$109.3	—	\$96.4	\$91.5
Main Modal Airport Access – O&D Passengers						
Personal Car	36.2%	22.1%	39.2%	—	33.8%	32.0%
Passenger in Car and Dropped Off at Airport	34.0%	19.1%	28.6%	—	29.3%	29.5%
Drove Your Own Car	1.3%	2.4%	9.4%	—	3.5%	1.6%
Passenger in Car Parked at Airport	.9%	.6%	1.3%	—	.9%	.8%
Drove Rental Car	.7%	2.6%	10.2%	—	3.5%	1.3%
Taxicab	15.6%	23.8%	6.4%	—	15.2%	18.0%
Limousine	3.3%	8.6%	7.2%	—	5.5%	4.9%
Uber/Lyft	8.9%	19.8%	8.7%	—	11.3%	12.2%
Shared-RideVan	1.7%	1.9%	4.3%	—	2.4%	1.8%
Rail/Train/Subway	29.5%	.0%	10.1%	—	18.1%	20.7%
Bus	1.9%	18.2%	4.8%	—	6.3%	6.8%
Hotel/Motel Van	1.7%	2.5%	2.4%	—	2.0%	1.9%
Off-Airport Pkg Shuttle	.4%	.7%	6.6%	—	2.0%	.5%
Avg. O-D Pax Travel Time to Airport (in mins.)	57	45	56	—	54	53

Source: PANYNJ Spring 2016 Terminal By Terminal Customer Satisfaction Study.
SWF data not available.

JVER, CO (CONT'D)	DETROIT, MI (CONT'D)	TO FT. LAUDERDALE, FL (CONT'D)	TO GREENSBORO/ WIN-SALEM, NC	TO HOUSTON, TX (CONT'D)	From INDIANAPOLIS, IN (CONT'D)	From KANSAS CITY, MO (CONT'D)
15al. 1 34p UA 1010 0 738	X26 6 30p E 8 35p MDL 2057 0 320	X6 6 25p L 9 33p DL 1854 0 319	X67 7 37a E 9 15p UA 3821 0 ERJ	X6 12 45p E 3 40p HWN 36160 073W	X6 11 59a 2 04p LD 5994 0 E70	X6 6 55p 10 45p L DL 3333 0 CR9
55l. 2 25p WN 264 0 73W	X6 7 36p L 9 55p MDL 2131 0 319	X6 8 05a L 10 00a DL 5242 0 CR7	X6 8 05a L 10 00a DL 5242 0 CR7	X6 12 59p 3 35p I UA 1280 0 73G	X6 12 09p 2 12p EA 4087 0 ERJ	X6 6 5 10 45p L DL 3333 0 CR9
10pE 2 25p WN 482 0 73W	X6 9 10p L 10 55p MAA 3603 0 CR7	X6 8 42p L 10 55p NK 779 0 320	X6 9 45a L 11 48a DL 5373 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 12 09p 2 12p EA 4087 0 ERJ	X6 6 5 10 45p L DL 3333 0 CR9
5l. 3 49p FA 891 0 320	X6 9 23c E 11 21p MAA 3443 0 E70	X6 7 45p L 10 55p NK 779 0 320	X6 7 47p J 10 55p BS 201 0 320	X6 2 15p L 15 55p HWN 1945073W	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
4pE 5 12p UA 1107 0 739		X6 8 25p J 11 42c DL 2065 0 738	X6 8 25p J 11 42c DL 2065 0 738	X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
0pE 6 25p WN 1839 0 73W		X6 8 35p E 11 40p UA 288 0 320	X6 8 35p E 11 40p UA 288 0 320	X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
9l. 6 53p UA 745 0 752		X6 9 37p L 12 27a I BS 1371 0 320		X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
5pE 6 05p WN 3580 0 73W				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
0pE 8 25p WN 269 1 319				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
Plane Change En Route				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
9pE 6 39p UA 485 0 320				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
5pL 7 20p DL 884 0 319				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
5pL 7 37p UA 509 0 752				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
0pE 7 52p FA 893 0 320				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
4pE 7 52p UA 1064 0 73G				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
5pL 7 80p WN 209 0 73W				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
5pE 8 28p UA 1139 0 739				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
5pJ 9 31p DL 2545 0 738				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
0pJ 11 59p BS 897 0 320				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
DEVER, CO				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
58a. 6 34a J 88 0 320				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
0a. 12 35p L F9 506 0 320				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
54a. 4 18p US 2068 1 321				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
7a. 1 59p UA 358 0 752				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
5pL 7 37p UA 509 0 752				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
0pE 7 52p FA 897 0 320				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
4pE 7 52p UA 1064 0 73G				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
5pL 8 00p WN 2255 0 73W				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
5pJ 9 31p DL 1312 0 738				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
0pJ 11 59p BS 897 0 320				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
FENVER, CO				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
58a. 6 34a J 88 0 320				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
0a. 12 35p L F9 506 0 320				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
54a. 4 18p US 2068 1 321				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
7a. 1 59p UA 358 0 752				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
5pL 7 37p UA 509 0 752				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
0pE 7 52p FA 897 0 320				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
4pE 7 52p UA 1064 0 73G				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
5pL 8 00p WN 2255 0 73W				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
5pJ 9 31p DL 1312 0 738				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
0pJ 11 59p BS 897 0 320				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
MOINES, IA				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
26a. 12 21p UA 4412 0 ERJ				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
0pL 9 17p DL 3445 0 CR9				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
55l. 10 30p WN 881 1 321				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
5pMOINES, IA				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
0a. 9 45a UA 451-1 0 CR9				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
11 45a EW 1845-173W				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
55l. 11 24a DL 3443 0 CR9				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
5pE 9 43p UA 4412 0 ERJ				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
RTI, MO				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
popitan				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
0a. L 7 51a MDL 731 0 320				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
0a. E 7 58a MDL 5068 0 CR9				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
5a. 7 58a MDL 3795 0 CR9				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
9a. 9 46a UA 4246 0 ERJ				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
10a. J 10 02p MDL 3353 0 CR9				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
11 45a FA 891 0 320				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
12 45a FA 891 0 320				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
13 45a FA 891 0 320				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
14 45a FA 891 0 320				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
15 45a FA 891 0 320				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
16 45a FA 891 0 320				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
17 45a FA 891 0 320				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
18 45a FA 891 0 320				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
19 45a FA 891 0 320				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
20 45a FA 891 0 320				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
21 45a FA 891 0 320				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
22 45a FA 891 0 320				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
23 45a FA 891 0 320				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
24 45a FA 891 0 320				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
25 45a FA 891 0 320				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
26 45a FA 891 0 320				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
27 45a FA 891 0 320				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
28 45a FA 891 0 320				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
29 45a FA 891 0 320				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
30 45a FA 891 0 320				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
31 45a FA 891 0 320				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
32 45a FA 891 0 320				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
33 45a FA 891 0 320				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
34 45a FA 891 0 320				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
35 45a FA 891 0 320				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
36 45a FA 891 0 320				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
37 45a FA 891 0 320				X6 1 10p 2 15p J DL 3764 0 CR7	X6 1 10p 2 15p J DL 3764 0 CR7	X6 6 5 10 45p L DL 3333 0 CR9
38 45a FA 891 0 320						

3.1.1

TOP 50 DOMESTIC AIRPORT COMPARISONS

Revenue Freight plus Mail (in Short Tons), Ranked by Freight

2016

RANK	AIRPORT	CITY	CARGO (SHORT TONS)	% CHANGE 2015-16
1	Memphis International Airport	Memphis TN	4,322,071	0.73
2	Ted Stevens Anchorage International Airport	Anchorage AK	2,542,526	-3.35
3	Louisville International Airport	Louisville KY	2,437,010	3.67
4	Miami International Airport	Miami FL	2,014,205	0.45
5	Los Angeles International Airport	Los Angeles CA	1,993,308	2.94
6	O'Hare International Airport	Chicago IL	1,810,134	-2.18
7	John F. Kennedy International Airport	New York NY	1,264,187	-1.88
8	Indianapolis International Airport	Indianapolis IN	974,266	-1.85
9	Dallas/Ft Worth International Airport	Dallas/Fort Worth TX	752,784	12.76
10	Cincinnati/Northern Kentucky International Airport	Cincinnati OH	742,256	1.78
11	Newark Liberty International Airport	Newark NJ	713,469	4.27
12	Hartsfield-Jackson Atlanta International Airport	Atlanta GA	648,595	3.58
13	Oakland International Airport	Oakland CA	541,781	0.93
14	LA/Ontario International Airport	Ontario CA	515,503	11.25
15	San Francisco International Airport	San Francisco CA	483,223	5.17
16	George Bush Intercontinental Airport	Houston TX	431,908	0.49
17	Philadelphia International Airport	Philadelphia PA	404,430	4.25
18	Seattle-Tacoma International Airport	Seattle WA	366,429	10.16
19	Sky Harbor International Airport	Phoenix AZ	308,656	9.52
20	Logan International Airport	Boston MA	290,317	5.58
21	Washington Dulles International Airport	Washington DC	260,078	-0.66
22	Denver International Airport	Denver CO	250,178	1.07
23	Portland International Airport	Portland OR	218,716	1.17
24	Orlando International Airport	Orlando FL	209,052	11.28
25	Detroit Metropolitan Wayne County Airport	Detroit MI	205,560	6.26
26	Minneapolis/St Paul International Airport	Minneapolis MN	191,324	-4.02
27	Salt Lake City International Airport	Salt Lake City UT	174,235	2.08
28	San Diego International Airport	San Diego CA	171,510	5.69
29	Charlotte Douglas International Airport	Charlotte NC	154,477	14.35
30	Chicago Rockford International Airport	Rockford IL	132,272	11.95
31	Tampa International Airport	Tampa FL	119,954	30.12
32	Bradley International Airport	Hartford CT	115,418	7.62
33	San Antonio International Airport	San Antonio TX	107,979	2.31
34	Kansas City International Airport	Kansas City MO	105,223	10.53
35	McCarran International Airport	Las Vegas NV	101,148	2.21
36	Rickenbacker International Airport	Columbus OH	91,682	1.79
37	Huntsville International Airport	Huntsville AL	91,487	11.96
38	Ft Lauderdale-Hollywood International Airport	Fort Lauderdale, FL	83,172	11.03
39	Pittsburgh International Airport	Pittsburgh PA	83,102	7.23
40	Raleigh-Durham International Airport	Raleigh-Durham NC	81,224	6.74
41	Austin-Bergstrom International Airport	Austin TX	79,247	10.96
42	Manchester-Boston Regional Airport	Manchester, NH	77,603	7.58
43	Cleveland Hopkins International Airport	Cleveland OH	75,585	4.28
44	El Paso International Airport	El Paso TX	73,539	-10.70
45	Jacksonville International Airport	Jacksonville FL	70,659	7.35
46	Sacramento International Airport	Sacramento CA	67,750	5.75
47	Columbia Metropolitan Airport	Columbia SC	66,605	6.63
48	Piedmont Triad International Airport	Greensboro NC	66,333	-3.83
49	Eppley Airfield	Omaha NE	64,457	17.95
50	Lambert-St Louis International Airport	St Louis MO	63,888	12.14

Source: Airports Council International - Worldwide Airport Traffic Report - Calendar Year 2016.

3.1.2

TOP 50 WORLDWIDE AIRPORT COMPARISONS

Revenue Freight plus Mail (in Short Tons), Ranked by Freight

2016

RANK	AIRPORT	COUNTRY	CARGO (SHORT TONS)	% CHANGE 2015-16
1	Hong Kong International Airport	Hong Kong	4,615,733	3.49
2	Memphis International Airport	USA	4,322,071	0.73
3	Pudong International Airport	China (People's Republic of China)	3,440,280	5.09
4	Incheon International Airport	Korea, Republic Of	2,714,341	4.57
5	Dubai International Airport	United Arab Emirates	2,592,454	3.45
6	Ted Stevens Anchorage International Airport	USA	2,542,526	-3.35
7	Louisville International Airport	USA	2,437,010	3.67
8	Narita International Airport	Japan	2,165,427	2.03
9	Aéroport de Paris-Charles de Gaulle	France	2,135,172	2.12
10	Flughafen Frankfurt/Main	Germany	2,113,594	1.77
11	Taiwan Taoyuan International Airport	Taiwan, (R.O.C.)	2,097,228	3.73
12	Miami International Airport	USA	2,014,205	0.45
13	Singapore Changi Airport	Singapore	2,006,300	6.32
14	Los Angeles International Airport	USA	1,993,308	2.94
15	Beijing Capital International Airport	China (People's Republic of China)	1,928,179	2.03
16	O'Hare International Airport	USA	1,810,134	-2.18
17	Hamad International Airport	Qatar	1,758,074	20.83
18	Amsterdam Airport	Netherlands	1,694,729	2.38
19	Guangzhou Bai Yun International Airport	China	1,652,215	7.44
20	Heathrow Airport	United Kingdom	1,640,400	3.06
21	Suvarnabhumi International Airport	Thailand	1,306,436	6.17
22	John F. Kennedy International Airport	USA	1,264,187	-1.88
23	Tokyo International (Haneda) Airport	Japan	1,224,477	4.30
24	Shenzhen Baoan International Airport	China	1,125,985	11.08
25	Flughafen Leipzig/Halle	Germany	1,047,881	6.45
26	Indianapolis International Airport	USA	974,266	-1.85
27	Dubai World Central	United Arab Emirates	897,998	0.80
28	Indira Gandhi International Airport	India	845,507	9.26
29	Atatürk International Airport	Turkey	813,962	0.55
30	Abu Dhabi International Airport	United Arab Emirates	813,169	-3.37
31	Luxembourg-Findel International Airport	Luxembourg	802,417	8.71
32	Köln-Bonn Airport	Germany	770,978	3.82
33	Chhatrapati Shivaji International Airport	India	762,132	6.98
34	Kansai International Airport	Japan	755,061	1.26
35	Dallas/Ft Worth International Airport	USA	752,784	12.76
36	Cincinnati/Northern Kentucky International Airport	USA	742,256	1.78
37	Newark Liberty International Airport	USA	713,469	4.27
38	Kuala Lumpur International Airport	Malaysia	673,148	-11.60
39	Aeropuerto Internacional El Dorado	Colombia	670,806	-0.02
40	Liège Airport	Belgium	660,643	1.48
41	Hartsfield-Jackson Atlanta International Airport	USA	648,595	3.58
42	Ninoy Aquino International Airport	Philippines	631,854	7.66
43	Chengdu Shuangliu International Airport	China (People's Republic of China)	611,591	9.86
44	Milano Malpensa	Italy	548,769	7.35
45	Oakland International Airport	USA	541,781	0.93
46	LA/Ontario International Airport	USA	515,503	11.25
47	Guarulhos International Airport	Brazil	508,185	-3.39
48	Soekarno-Hatta International Airport	Indonesia	492,146	-11.67
49	Aeropuerto Internacional de la Ciudad de México "Lic Benito Juárez"	Mexico	488,447	8.30
50	Hangzhou Xiaoshan International Airport	China (People's Republic of China)	487,984	14.84

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

3.2.1

REVENUE FREIGHT IN SHORT TONS

Annual Totals 2003 to 2016

Domestic

YEAR	EWR	JFK	LGA	SWF	REGION
2003	738,065	460,798	11,989	14,606	1,225,459
2004	739,005	446,339	13,817	23,091	1,222,252
2005	718,495	402,286	15,689	26,131	1,162,600
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	679,116
2015	449,962	235,007	7,672	15,016	707,657
2016	486,242	240,973	7,531	18,729	753,475

International

YEAR	EWR	JFK	LGA	SWF	REGION
2003	237,530	1,279,245	344	—	1,517,118
2004	256,251	1,347,109	279	—	1,603,639
2005	239,108	1,318,641	317	—	1,558,066
2006	251,525	1,345,674	246	578	1,598,023
2007	254,788	1,301,242	220	308	1,556,557
2008	243,601	1,162,899	177	104	1,406,782
2009	219,862	921,428	215	52	1,141,557
2010	291,268	1,139,861	184	—	1,431,313
2011	276,169	1,131,343	136	13	1,407,661
2012	247,998	1,064,998	190	203	1,313,389
2013	244,359	1,062,973	128	547	1,308,008
2014	253,130	1,100,222	56	24	1,353,432
2015	255,252	1,097,083	49	128	1,352,513
2016	260,528	1,074,413	55	—	1,334,996

Domestic and International

YEAR	EWR	JFK	LGA	SWF	REGION
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	1,720,926	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	2,638,941
2008	869,450	1,474,820	8,894	17,721	2,370,885
2009	761,921	1,161,914	6,712	10,755	1,941,302
2010	860,970	1,393,796	7,516	12,934	2,275,216
2011	812,341	1,382,949	7,390	16,358	2,219,038
2012	742,897	1,319,227	7,009	19,098	2,088,231
2013	663,155	1,321,036	6,721	17,490	2,008,401
2014	666,840	1,343,055	7,140	15,513	2,032,548
2015	705,214	1,332,091	7,721	15,144	2,060,170
2016	746,771	1,315,385	7,586	18,729	2,088,471

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

3.2.2

REVENUE FREIGHT IN SHORT TONS

Monthly Totals 2015 to 2016

Domestic

MONTH	EWR	JFK	LGA	SWF	REGION	REGIONAL CHANGE 2015 TO 2016
Jan	34,629	17,972	565	1,249	54,415	-2.5%
Feb	31,985	16,965	618	1,112	50,679	-4.1%
Mar	42,582	20,186	678	1,444	64,890	16.1%
Apr	39,893	19,514	664	1,369	61,440	5.9%
May	38,720	18,727	642	1,326	59,415	3.0%
Jun	43,244	20,458	639	1,531	65,872	19.5%
Jul	36,928	19,237	587	1,489	58,242	-1.4%
Aug	40,496	19,577	611	1,322	62,006	13.5%
Sep	40,706	21,766	583	1,912	64,966	10.5%
Oct	38,982	21,360	581	1,588	62,512	-3.1%
Nov	42,359	21,692	683	1,832	66,566	16.9%
Dec	55,719	23,526	681	2,554	82,480	5.3%
Total 2016	486,242	240,980	7,531	18,729	753,483	6.5%
% Change 2015 to 2016	8.1%	2.5%	-1.8%	24.7%	6.5%	

International

MONTH	EWR	JFK	LGA	SWF	REGION	REGIONAL CHANGE 2015 TO 2016
Jan	19,940	82,212	4	—	102,157	-0.8%
Feb	21,261	78,048	4	—	99,312	-5.0%
Mar	22,261	89,483	6	—	111,750	-9.5%
Apr	21,264	87,595	5	—	108,864	-5.3%
May	21,634	86,787	5	—	108,426	-4.1%
Jun	21,685	86,398	4	—	108,087	-4.5%
Jul	20,915	91,822	4	—	112,741	0.4%
Aug	21,265	88,328	3	—	109,596	1.7%
Sep	21,640	89,293	7	—	110,941	4.6%
Oct	22,974	101,858	4	—	124,835	4.2%
Nov	23,051	93,610	4	—	116,665	-2.0%
Dec	22,639	98,981	4	—	121,623	5.6%
Total 2016	260,528	1,074,413	55	—	1,334,996	-1.3%
% Change 2015 to 2016	2.1%	-2.1%	13.0%	—	-1.3%	

Domestic and International

MONTH	EWR	JFK	LGA	SWF	REGION	REGIONAL CHANGE 2015 TO 2016
Jan	54,569	100,184	569	1,249	156,572	-1.4%
Feb	53,245	95,013	622	1,112	149,992	-4.7%
Mar	64,843	109,669	684	1,444	176,639	-1.5%
Apr	61,156	107,106	669	1,369	170,301	-1.5%
May	60,354	105,513	647	1,326	167,840	-1.7%
Jun	64,929	106,855	643	1,531	173,957	3.3%
Jul	57,844	111,057	591	1,489	170,981	-0.2%
Aug	61,761	107,904	615	1,322	171,602	5.7%
Sep	62,346	111,059	590	1,912	175,906	6.7%
Oct	61,956	123,217	585	1,588	187,346	1.6%
Nov	65,410	115,301	687	1,832	183,230	4.1%
Dec	78,357	122,507	684	2,554	204,102	5.4%
Total 2016	746,771	1,315,384	7,586	18,729	2,088,469	1.4%
% Change 2015 to 2016	5.9%	-1.3%	-1.7%	23.7%	1.4%	

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

Imports

YEAR	ASIA	EUROPE	SOUTH AMERICA	AFRICA	CENTRAL AMERICA	AUSTRALIA & OCEANIA	NORTH AMERICA	REGION
2006	490,579	341,996	31,894	19,305	13,461	2,945	4,038	904,118
2007	471,001	365,110	31,115	15,877	12,683	2,910	5,531	904,227
2008	413,895	315,790	26,230	15,399	10,707	3,308	4,390	789,711
2009	343,111	253,772	21,638	12,031	7,292	3,238	2,177	643,311
2010	423,374	335,666	23,723	15,160	7,313	2,637	2,578	810,530
2011	351,124	355,786	23,967	13,828	6,710	2,118	2,650	756,354
2012	347,203	299,400	25,170	12,889	7,210	1,985	957	694,996
2013	352,454	301,252	24,866	12,064	6,156	1,998	1,148	700,088
2014	364,793	325,315	26,927	12,487	5,596	2,294	1,109	738,650
2015	373,404	349,850	28,430	13,923	6,947	2,410	1,112	776,075
2016	365,106	358,874	30,972	10,905	7,786	2,577	1,042	777,260

Exports

YEAR	ASIA	EUROPE	SOUTH AMERICA	AFRICA	CENTRAL AMERICA	AUSTRALIA & OCEANIA	NORTH AMERICA	REGION
2006	275,589	282,113	15,211	15,784	8,987	13,799	929	612,412
2007	298,427	315,968	21,625	19,084	9,303	15,135	1,232	680,774
2008	294,798	308,973	19,583	19,899	8,275	15,670	1,428	668,893
2009	238,378	260,409	13,578	16,578	6,234	12,925	1,230	549,539
2010	317,527	301,656	19,691	18,847	5,504	14,157	1,382	679,047
2011	316,575	309,497	19,214	17,532	6,158	15,416	1,351	686,141
2012	274,603	265,931	18,584	17,189	5,333	15,687	1,303	598,612
2013	258,323	260,216	20,131	15,864	6,084	13,730	1,511	576,188
2014	243,243	261,925	19,917	15,170	5,205	10,199	1,153	557,104
2015	236,111	248,931	17,627	12,299	5,183	9,397	917	530,465
2016	232,676	231,462	16,825	10,243	6,745	7,531	494	505,974

Total

YEAR	ASIA	EUROPE	SOUTH AMERICA	AFRICA	CENTRAL AMERICA	AUSTRALIA & OCEANIA	NORTH AMERICA	REGION
2006	766,168	624,109	47,105	34,989	22,448	16,744	4,967	1,516,530
2007	769,428	681,078	52,740	34,961	21,986	18,045	6,763	1,585,001
2008	708,692	624,763	45,813	35,298	18,982	18,978	5,817	1,458,684
2009	581,488	514,182	35,216	28,609	13,526	16,163	3,407	1,192,850
2010	740,901	637,321	43,414	34,007	12,817	16,794	3,960	1,489,576
2011	667,698	665,283	43,181	31,360	12,868	17,534	4,001	1,442,495
2012	621,806	564,791	43,753	30,078	12,543	17,673	2,260	1,293,608
2013	610,777	561,468	44,997	27,928	12,240	15,728	2,659	1,276,275
2014	608,036	587,241	46,844	27,657	10,802	12,493	2,262	1,295,754
2015	609,514	598,781	46,058	26,221	12,130	11,807	2,029	1,306,540
2016	597,782	590,336	47,796	21,147	14,531	10,108	1,534	1,283,233

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

3.3.2 REGION

REGIONAL FREIGHT IN SHORT TONS

Top 10 U.S. Trading Districts by Air 2016

RANK	CUSTOM DISTRICTS	SHORT TONS	TOTAL IMPORTS \$ IN 000'S	TONS	% OF TOTAL DOLLARS
1	New York, NY	777,260	\$ 110,532,332	16.6%	19.5%
2	Chicago, IL	756,114	98,728,036	16.1%	17.5%
3	Miami, FL	692,436	26,061,026	14.8%	4.6%
4	Los Angeles, CA	618,562	51,915,821	13.2%	9.2%
5	Savannah, GA	237,401	24,837,379	5.1%	4.4%
6	Cleveland, OH	236,244	35,628,133	5.0%	6.3%
7	New Orleans, LA	210,593	41,396,350	4.5%	7.3%
8	San Francisco, CA	190,895	28,175,359	4.1%	5.0%
9	Dallas/Fort Worth, TX	175,832	29,891,103	3.8%	5.3%
10	Anchorage, AK	159,371	38,155,015	3.4%	6.7%
All Others		628,664	\$ 80,411,982	13.4%	14.2%
Total		4,683,372	\$ 565,732,536	100.0%	100.0%

RANK	CUSTOM DISTRICTS	SHORT TONS	TOTAL EXPORTS \$ IN 000'S	TONS	% OF TOTAL DOLLARS
1	New York, NY	505,974	\$ 92,576,337	14.9%	21.2%
2	Chicago, IL	504,901	44,958,759	14.9%	10.3%
3	Los Angeles, CA	445,766	50,774,935	13.1%	11.6%
4	Miami, FL	326,310	32,069,175	9.6%	7.3%
5	Cleveland, OH	242,432	35,289,140	7.1%	8.1%
6	New Orleans, LA	176,064	32,473,460	5.2%	7.4%
7	San Francisco, CA	165,991	29,494,599	4.9%	6.8%
8	Savannah, GA	158,362	14,642,994	4.7%	3.4%
9	Dallas/Fort Worth, TX	141,035	22,045,217	4.2%	5.0%
10	Anchorage, AK	110,724	13,904,818	3.3%	3.2%
All Others		623,120	\$ 68,751,019	18.3%	15.7%
Total		3,400,679	\$ 436,980,453	100.0%	100.0%

RANK	CUSTOM DISTRICTS	SHORT TONS	TOTAL IMPORTS AND EXPORTS \$ IN 000'S	TONS	% OF TOTAL DOLLARS
1	New York, NY	1,283,233	\$ 203,108,669	15.9%	20.3%
2	Chicago, IL	1,261,014	143,686,795	15.6%	14.3%
3	Los Angeles, CA	1,064,329	102,690,756	13.2%	10.2%
4	Miami, FL	1,018,747	58,130,200	12.6%	5.8%
5	Cleveland, OH	478,676	70,917,272	5.9%	7.1%
6	Savannah, GA	395,762	39,480,372	4.9%	3.9%
7	New Orleans, LA	386,657	73,869,811	4.8%	7.4%
8	San Francisco, CA	356,820	57,669,958	4.4%	5.8%
9	Dallas/Fort Worth, TX	316,866	51,936,320	3.9%	5.2%
10	Anchorage, AK	270,094	52,059,832	3.3%	5.2%
All Others		1,251,854	\$ 149,163,004	15.5%	14.9%
Total		8,084,052	\$ 1,002,712,989	100.0%	100.0%

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

RANK	COMMODITY	SHORT TONS	TOTAL IMPORTS \$ IN 000'S	TONS	% OF TOTAL DOLLARS
1	Machinery	109,197	\$ 11,949,865	14.1%	10.8%
2	Electrical Machinery	72,632	10,762,265	9.3%	9.7%
3	Woven Apparel	66,295	2,862,180	8.5%	2.6%
4	Fish And Seafood	64,351	453,369	8.3%	0.4%
5	Knit Apparel	50,889	1,589,784	6.6%	1.4%
6	Optical, Medical Instruments	36,429	7,170,109	4.7%	6.5%
7	Plastic	30,959	794,237	4.0%	0.7%
8	Vegetables	25,149	66,116	3.2%	0.1%
9	Footwear	22,626	1,315,238	2.9%	1.2%
10	Perfumery, Cosmetic Products	20,482	656,431	2.6%	0.6%
All Others		278,251	\$ 72,912,738	35.8%	66.0%
Total		777,260	\$110,532,332	100.0%	100.0%

RANK	COMMODITY	SHORT TONS	TOTAL EXPORTS \$ IN 000'S	TONS	% OF TOTAL DOLLARS
1	Machinery	91,610	\$ 9,390,256	18.1%	10.1%
2	Electrical Machinery	41,847	7,159,421	8.3%	7.7%
3	Plastic	34,456	947,627	6.8%	1.0%
4	Optical, Medical Instruments	32,906	6,676,229	6.5%	7.2%
5	Fish And Seafood	24,970	300,991	4.9%	0.3%
6	Books And Newspapers	20,673	560,569	4.1%	0.6%
7	Perfumery, Cosmetic Products	20,341	681,610	4.0%	0.7%
8	Iron And Steel Products	15,393	400,375	3.0%	0.4%
9	Misc. Chemical Products	14,170	681,688	2.8%	0.7%
10	Paper And Paperboard	13,054	92,822	2.6%	0.1%
All Others		196,554	\$ 65,684,749	38.8%	70.9%
Total		505,974	\$ 92,576,337	100.0%	100.0%

RANK	COMMODITY	SHORT TONS	TOTAL IMPORTS AND EXPORTS \$ IN 000'S	TONS	% OF TOTAL DOLLARS
1	Machinery	200,806	\$ 21,340,121	15.7%	10.5%
2	Electrical Machinery	114,479	17,921,687	8.9%	8.8%
3	Fish And Seafood	89,321	754,360	7.0%	0.4%
4	Woven Apparel	71,343	3,035,169	5.6%	1.5%
5	Optical, Medical Instruments	69,335	13,846,338	5.4%	6.8%
6	Plastic	65,415	1,741,863	5.1%	0.9%
7	Knit Apparel	54,085	1,680,671	4.2%	0.8%
8	Perfumery, Cosmetic Products	40,824	1,338,041	3.2%	0.7%
9	Books And Newspapers	28,873	748,124	2.3%	0.4%
10	Pharmaceutical Products	28,281	15,245,284	2.2%	7.5%
All Others		520,471	\$125,457,011	40.6%	61.8%
Total		1,283,233	\$203,108,669	100.0%	100.0%

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

3.4.1

2016 REVENUE FREIGHT BY AIRLINE

Top Carriers

JFK

RANK	AIRLINE	TOTAL FREIGHT (SHORT TONS)	CUMULATIVE %
1	Delta	120,776	9.18%
2	Federal Express	108,349	17.42%
3	American	71,084	22.82%
4	Cathay Pacific	65,694	27.82%
5	China Airlines (CAL)	50,931	31.69%
6	Cargolux Airlines	50,112	35.50%
7	Asiana	46,152	39.01%
8	Korean	44,805	42.41%
9	United Parcel	44,633	45.81%
10	British Airways	44,357	49.18%
11	Virgin Atlantic	37,763	52.05%
12	ANA (All Nippon)	30,436	54.36%
13	Air China International	29,810	56.63%
14	TNT Airways	29,705	58.89%
15	Air France	27,922	61.01%
	Others	512,855	100.00%
	Total Airport All Airlines	1,315,384	

EWR

RANK	AIRLINE	TOTAL FREIGHT (SHORT TONS)	CUMULATIVE %
1	Federal Express	344,319	46.11%
2	United Parcel	144,789	65.50%
3	United	131,959	83.17%
4	SAS	24,667	86.47%
5	Lufthansa	17,737	88.85%
6	ABX Air Inc	16,108	91.00%
7	British Airways	10,506	92.41%
8	Virgin Atlantic	9,726	93.71%
9	Swiss Int'l Air Lines Ltd	6,239	94.55%
10	El Al	4,798	95.19%
11	Air China International	4,771	95.83%
12	Delta	4,706	96.46%
13	Cathay Pacific	4,195	97.02%
14	Mountain Air Cargo	4,015	97.56%
15	Air Portugal (TAP)	3,274	98.00%
	Others	14,962	100.00%
	Total Airport All Airlines	746,771	

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

3.4.1

2016 REVENUE FREIGHT BY AIRLINE

Top Carriers

LGA

RANK	AIRLINE	TOTAL FREIGHT (SHORT TONS)	CUMULATIVE %
1	Delta	2,711	35.73%
2	Southwest Airlines	2,576	69.69%
3	American	1,625	91.10%
4	United	356	95.79%
5	US Airways	262	99.25%
6	Air Canada	55	99.97%
7	American Connect: Air Wisconsin	2	100.00%
Total Airport All Airlines		7,586	

SWF

RANK	AIRLINE	TOTAL FREIGHT (SHORT TONS)	CUMULATIVE %
1	Federal Express	13,252	70.76%
2	United Parcel	5,472	99.97%
3	Delta	3	99.99%
4	US Airways	2	100.00%
Total Airport All Airlines		18,729	

REGION

RANK	AIRLINE	TOTAL FREIGHT (SHORT TONS)	CUMULATIVE %
1	Federal Express	465,920	22.31%
2	United Parcel	194,894	31.64%
3	United	132,315	37.98%
4	Delta	128,195	44.11%
5	American	73,368	47.63%
6	Cathay Pacific	69,889	50.97%
7	British Airways	54,863	53.60%
8	China Airlines (CAL)	50,931	56.04%
9	Cargolux Airlines	50,112	58.44%
10	Virgin Atlantic	47,489	60.71%
11	Asiana	46,152	62.92%
12	Korean	44,805	65.07%
13	ABX Air Inc	37,503	66.86%
14	Lufthansa	35,984	68.59%
15	Air China International	34,580	70.24%
Others		621,469	
Total Airport All Airlines		2,088,469	100.00%

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

Domestic

YEAR	EWR	JFK	LGA	SWF	REGION
2003	71,533	45,325	17,740	4	134,603
2004	81,434	39,387	14,269	2	135,092
2005	66,590	31,057	8,997	6	106,650
2006	37,719	38,060	4,568	9	80,355
2007	35,565	39,456	396	1	75,418
2008	33,738	41,159	1,483	1	76,381
2009	26,741	26,932	605	—	54,279
2010	21,569	21,970	28	—	43,568
2011	25,858	19,349	23	—	45,229
2012	32,160	20,164	384	—	52,709
2013	25,086	19,621	743	1	45,452
2014	26,093	18,925	1,157	—	46,175
2015	40,723	25,007	710	1,496	67,936
2016	37,181	21,097	285	210	58,773

International

YEAR	EWR	JFK	LGA	SWF	REGION
2003	13,058	39,432	1,291	—	53,781
2004	9,130	49,351	950	—	59,431
2005	23,579	48,862	1,300	—	73,740
2006	57,940	61,809	1,150	—	120,899
2007	73,497	75,767	1,691	—	150,956
2008	74,820	85,033	1,152	—	161,005
2009	70,699	78,790	744	—	150,234
2010	60,909	80,649	556	—	142,114
2011	58,745	80,102	620	—	139,467
2012	47,233	73,507	793	—	121,533
2013	29,590	83,171	637	—	113,398
2014	10,287	68,257	451	—	78,996
2015	8,306	63,153	519	—	71,978
2016	8,618	73,052	396	—	82,065

Domestic and International

YEAR	EWR	JFK	LGA	SWF	REGION
2003	84,591	84,757	19,032	4	188,384
2004	90,564	88,738	15,219	2	194,524
2005	90,169	79,919	10,296	6	180,390
2006	95,658	99,869	5,718	9	201,254
2007	109,062	115,223	2,087	1	226,374
2008	108,558	126,193	2,635	1	237,386
2009	97,441	105,722	1,349	—	204,513
2010	82,479	102,619	585	—	185,682
2011	84,603	99,451	643	—	184,696
2012	79,393	93,671	1,177	—	174,241
2013	54,677	102,792	1,381	1	158,850
2014	36,380	87,182	1,608	—	125,170
2015	49,029	88,160	1,229	1,496	139,915
2016	45,798	94,149	681	210	140,838

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

Domestic

MONTH	EWR	JFK	LGA	SWF	REGION	REGIONAL CHANGE 2015 TO 2016
Jan	3,203	2,051	38	140	5,432	26.6%
Feb	2,839	1,741	39	70	4,689	-1.7%
Mar	2,927	1,902	17	—	4,846	-20.2%
Apr	2,563	1,592	20	—	4,174	-34.8%
May	2,682	1,496	23	—	4,201	-23.7%
Jun	3,080	1,544	20	—	4,644	-22.8%
Jul	3,196	1,453	20	—	4,669	-26.8%
Aug	3,226	1,691	18	—	4,935	-18.4%
Sep	3,249	1,758	20	—	5,027	-16.2%
Oct	3,590	1,759	17	—	5,366	-17.5%
Nov	3,428	1,970	25	—	5,423	4.5%
Dec	3,199	2,138	28	—	5,366	12.4%
Total 2016	37,181	21,097	285	210	58,773	-13.5%
% Change 2015 to 2016	-8.7%	-15.6%	-59.9%	-86.0%	-13.5%	

International

MONTH	EWR	JFK	LGA	SWF	REGION	REGIONAL CHANGE 2015 TO 2016
Jan	650	6,392	37	—	7,079	17.5%
Feb	578	4,398	55	—	5,032	-2.9%
Mar	644	5,704	47	—	6,395	8.7%
Apr	641	5,701	41	—	6,383	16.7%
May	664	9,466	34	—	10,163	92.6%
Jun	739	5,014	35	—	5,788	8.3%
Jul	676	5,045	31	—	5,752	2.5%
Aug	755	5,414	29	—	6,198	14.1%
Sep	687	5,413	18	—	6,119	8.9%
Oct	771	5,839	19	—	6,629	—
Nov	749	6,438	20	—	7,207	9.1%
Dec	1,064	8,228	29	—	9,321	4.7%
Total 2016	8,618	73,052	396	—	82,065	14.0%
% Change 2015 to 2016	3.7%	15.7%	-23.7%	—	14.0%	

Domestic and International

MONTH	EWR	JFK	LGA	SWF	REGION	REGIONAL CHANGE 2015 TO 2016
Jan	3,853	8,443	75	140	12,511	21.3%
Feb	3,417	6,139	95	70	9,720	-2.3%
Mar	3,571	7,607	63	—	11,240	-6.0%
Apr	3,203	7,292	61	—	10,557	-11.1%
May	3,346	10,962	57	—	14,364	33.2%
Jun	3,819	6,559	55	—	10,432	-8.1%
Jul	3,872	6,498	51	—	10,421	-13.0%
Aug	3,981	7,105	47	—	11,133	-3.0%
Sep	3,936	7,171	39	—	11,146	-4.1%
Oct	4,361	7,599	36	—	11,995	-8.6%
Nov	4,177	8,409	45	—	12,631	7.1%
Dec	4,263	10,366	57	—	14,687	7.4%
Total 2016	45,798	94,149	681	210	140,838	0.7%
% Change 2015 to 2016	-6.6%	6.8%	-44.6%	-86.0%	0.7%	

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

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GROUND TRANSPORTATION & AIRPORT ECONOMIC IMPACT											
From FT. LAUDERDALE, FL (CONT'D)											
X6 6 25p L 9 33p	DL 1854	0 319	To GREENSBORO/ WIN-SALEM, NC	To HOUSTON, TX (CONT'D)		From INDIANAPOLIS, IN (CONT'D)	From KANSAS CITY, MO (CONT'D)		From LAS VEGAS, NV (CONT'D)	From LOS ANGELES, CA (CONT'D)	
X6 6 30p E 9 40p	B6 305	0 320	X7 7 37a E 9 15a	UA 3821 0 ERJ	X6 12 45p E 3 40p	HWN 3616073W	X6 11 59a 2 04p	L DL 5994 0 E70	X6 9 22p 5 10a t J B6 712 0 320	X6 9 47p 5 50a t J DL 3333 0 CR9	X6 8 35a 4 59p E 1A 1556
7 42p L 10 50p	B6 1271	0 320	X8 8 05a L 10 00s	DL 5242 0 CR7	X6 12 59p 3 35p	UA 1280 0 73G	X6 12 08p 2 12p	E UA 4087 0 ERJ	X6 8 30a 4 50p E 1A 1556	X6 11 47p 5 50a t J DL 1428 0 738	X6 9 30a 6 05p E JA 2 A 2
7 45p L 10 50p	NK 777	0 320	X6 9 45a L 11 48a	DL 5373 0 CR7	X6 2 15p E 5 04p	UA 1232 0 738	X6 12 10p 2 15p	J DL 3764 0 CRJ	X6 11 47p 7 01a t J DL 1428 0 738	X6 9 40a 6 00p E JA 182 0 73G	X6 10 40a 7 05p E VY 162
7 47p L 10 50p	B6 201	0 320	X6 11 30a 1 30p	DL 5373 0 CR7	X6 2 25p L 1 55p	HWN 1945 073W	X6 11 10p 2 13p	L DL 3572 0 CR9	To KELIXINGTON, KY	X6 10 40a 7 11p E JA 1420 0 738	X6 10 40a 8 11p E JA 1420 0 738
8 25p L 11 42d	DL 2065	0 738	X6 1 11p 2 24p	UA 3822 0 ERJ	X6 2 52p L 5 59p	UA 1744 0 73G	X6 1 10p 2 35p	J AL 3264 0 ER4	To MONTREAL, CANADA	X6 10 40a 8 11p E JA 1420 0 738	X6 10 40a 8 11p E JA 1420 0 738
X6 8 35p L 11 40p	UA 288	0 320	X6 1 45p J 5 27p	US 1802 1 319	X6 3 21p E 6 07p	UA 104 0 752	X6 1 55p 4 05p	J DL 3426 0 CR9	To MANCHESTER, NH	X6 10 40a 8 11p E JA 1420 0 738	X6 10 40a 8 11p E JA 1420 0 738
9 37p L 12 27at	B6 1371	0 320	X6 2 44p L 4 41p	DL 4949 0 CR7	X6 3 30p E 6 40p	HWN 3049 073W	X6 2 08p 4 05p	E UA 4113 0 ERJ	To DORVAL, CANADA	X6 10 40a 8 11p E JA 1420 0 738	X6 10 40a 8 11p E JA 1420 0 738
From FT. LAUDERDALE, FL	From GREENSBORO/ WIN-SALEM, NC		X6 4 36p E 6 14p	UA 3813 0 ERJ	X6 3 45p L 5 58p	IL DL 5761 0 E70	X6 3 05p 5 05p	L DL 7318 0 E70	To KAUAI ISLAND, HI	X6 10 40a 8 11p E JA 1420 0 738	X6 10 40a 8 11p E JA 1420 0 738
6 00a 8 37a	JH 16 1502	0 320	X6 5 59p L 10 14p	UA 3233 1 E75	X6 3 50p L 6 55p	HWN 3155 073W	X6 3 45p 5 05p	E UA 4395 0 ERJ	To KNOXVILLE, TN	X6 10 40a 8 11p E JA 1420 0 738	X6 10 40a 8 11p E JA 1420 0 738
6 00a 8 42a	B6 272	0 320	X6 7 45p L 9 43p	DL 5306 0 CR7	X6 3 55p L 8 25p	HWN 134 173W	X6 4 25p 6 27p	E UA 3825 0 ERJ	To KNOXVILLE, TN	X6 10 40a 8 11p E JA 1420 0 738	X6 10 40a 8 11p E JA 1420 0 738
7 09a 10 00a	L NK 604	0 320	X6 8 12p L 9 50p	UA 4106 0 ERJ	X6 4 29p E 7 19p	UA 1695 0 752	X6 6 27p 8 29p	E UA 3825 0 ERJ	To KNOXVILLE, TN	X6 10 40a 8 11p E JA 1420 0 738	X6 10 40a 8 11p E JA 1420 0 738
7 15a 10 00a	L B6 972	0 320	Plane Change En Route	X6 5 00p J 7 55p	UA 211 0 738	X6 6 55p 9 01p	L DL 6250 0 CR7	To KNOXVILLE, TN	X6 10 40a 8 11p E JA 1420 0 738	X6 10 40a 8 11p E JA 1420 0 738	
7 15a 10 07a	L DL 1498	0 319	X6 5 04p L 7 58p	UA 525 0 320	X6 5 04p L 7 58p	UA 525 0 320	X6 8 02p 10 02p	E UA 4186 0 ERJ	To KNOXVILLE, TN	X6 10 40a 8 11p E JA 1420 0 738	X6 10 40a 8 11p E JA 1420 0 738
7 21a 10 00a	J DL 2185	0 738	X6 5 15p L 8 05p	HWN 2067 073W	X6 5 15p E 8 05p	HWN 2067 073W	X6 8 02p 10 02p	E UA 4186 0 ERJ	To KNOXVILLE, TN	X6 10 40a 8 11p E JA 1420 0 738	X6 10 40a 8 11p E JA 1420 0 738
7 25a 10 22a	EUA 1479	0 173	X6 5 20p L 10 30p	DL 5248 0 CR7	X6 5 20p E 8 10p	UA 404 0 320	X6 8 02p 10 02p	E UA 4186 0 ERJ	To KNOXVILLE, TN	X6 10 40a 8 11p E JA 1420 0 738	X6 10 40a 8 11p E JA 1420 0 738
7 55a 10 36a	J B6 2	0 320	X6 5 25p L 10 30p	DL 5248 0 CR7	X6 5 25p L 10 30p	HWN 1725 173W	X6 8 02p 10 02p	E UA 4186 0 ERJ	To KNOXVILLE, TN	X6 10 40a 8 11p E JA 1420 0 738	X6 10 40a 8 11p E JA 1420 0 738
7 58a 11 30a	B6 222	0 320	X6 5 30a 11 30a	UA 3821 0 ERJ	X6 5 30a 11 30a	UA 3821 0 ERJ	X6 8 02p 10 02p	E UA 4186 0 ERJ	To KNOXVILLE, TN	X6 10 40a 8 11p E JA 1420 0 738	X6 10 40a 8 11p E JA 1420 0 738
7 58a 11 35a	B6 222	0 320	X6 5 35a L 12 16p	DL 5147 0 CR7	X6 5 35a L 12 16p	DL 5147 0 CR7	X6 8 02p 10 02p	E UA 4186 0 ERJ	To KNOXVILLE, TN	X6 10 40a 8 11p E JA 1420 0 738	X6 10 40a 8 11p E JA 1420 0 738
7 58a 11 38a	B6 222	0 320	X6 5 38p L 12 16p	DL 5147 0 CR7	X6 5 38p L 12 16p	HWN 134 173W	X6 8 02p 10 02p	E UA 4186 0 ERJ	To KNOXVILLE, TN	X6 10 40a 8 11p E JA 1420 0 738	X6 10 40a 8 11p E JA 1420 0 738
7 58a 11 40a	B6 222	0 320	X6 5 40p L 12 16p	DL 5147 0 CR7	X6 5 40p L 12 16p	HWN 134 173W	X6 8 02p 10 02p	E UA 4186 0 ERJ	To KNOXVILLE, TN	X6 10 40a 8 11p E JA 1420 0 738	X6 10 40a 8 11p E JA 1420 0 738
7 58a 11 43a	B6 222	0 320	X6 5 43p L 12 16p	DL 5147 0 CR7	X6 5 43p L 12 16p	HWN 134 173W	X6 8 02p 10 02p	E UA 4186 0 ERJ	To KNOXVILLE, TN	X6 10 40a 8 11p E JA 1420 0 738	X6 10 40a 8 11p E JA 1420 0 738
7 58a 11 45a	B6 222	0 320	X6 5 45p L 12 16p	DL 5147 0 CR7	X6 5 45p L 12 16p	HWN 134 173W	X6 8 02p 10 02p	E UA 4186 0 ERJ	To KNOXVILLE, TN	X6 10 40a 8 11p E JA 1420 0 738	X6 10 40a 8 11p E JA 1420 0 738
7 58a 11 48a	B6 222	0 320	X6 5 48p L 12 16p	DL 5147 0 CR7	X6 5 48p L 12 16p	HWN 134 173W	X6 8 02p 10 02p	E UA 4186 0 ERJ	To KNOXVILLE, TN	X6 10 40a 8 11p E JA 1420 0 738	X6 10 40a 8 11p E JA 1420 0 738
7 58a 11 50a	B6 222	0 320	X6 5 50p L 12 16p	DL 5147 0 CR7	X6 5 50p L 12 16p	HWN 134 173W	X6 8 02p 10 02p	E UA 4186 0 ERJ	To KNOXVILLE, TN	X6 10 40a 8 11p E JA 1420 0 738	X6 10 40a 8 11p E JA 1420 0 738
7 58a 11 53a	B6 222	0 320	X6 5 53p L 12 16p	DL 5147 0 CR7	X6 5 53p L 12 16p	HWN 134 173W	X6 8 02p 10 02p	E UA 4186 0 ERJ	To KNOXVILLE, TN	X6 10 40a 8 11p E JA 1420 0 738	X6 10 40a 8 11p E JA 1420 0 738
7 58a 11 56a	B6 222	0 320	X6 5 56p L 12 16p	DL 5147 0 CR7	X6 5 56p L 12 16p	HWN 134 173W	X6 8 02p 10 02p	E UA 4186 0 ERJ	To KNOXVILLE, TN	X6 10 40a 8 11p E JA 1420 0 738	X6 10 40a 8 11p E JA 1420 0 738
7 58a 11 59a	B6 222	0 320	X6 5 59p L 12 16p	DL 5147 0 CR7	X6 5 59p L 12 16p	HWN 134 173W	X6 8 02p 10 02p	E UA 4186 0 ERJ	To KNOXVILLE, TN	X6 10 40a 8 11p E JA 1420 0 738	X6 10 40a 8 11p E JA 1420 0 738
7 58a 11 62a	B6 222	0 320	X6 5 62p L 12 16p	DL 5147 0 CR7	X6 5 62p L 12 16p	HWN 134 173W	X6 8 02p 10 02p	E UA 4186 0 ERJ	To KNOXVILLE, TN	X6 10 40a 8 11p E JA 1420 0 738	X6 10 40a 8 11p E JA 1420 0 738
7 58a 11 65a	B6 222	0 320	X6 5 65p L 12 16p	DL 5147 0 CR7	X6 5 65p L 12 16p	HWN 134 173W	X6 8 02p 10 02p	E UA 4186 0 ERJ	To KNOXVILLE, TN	X6 10 40a 8 11p E JA 1420 0 738	X6 10 40a 8 11p E JA 1420 0 738
7 58a 11 68a	B6 222	0 320	X6 5 68p L 12 16p	DL 5147 0 CR7	X6 5 68p L 12 16p	HWN 134 173W	X6 8 02p 10 02p	E UA 4186 0 ERJ	To KNOXVILLE, TN	X6 10 40a 8 11p E JA 1420 0 738	X6 10 40a 8 11p E JA 1420 0 738
7 58a 11 71a	B6 222	0 320	X6 5 71p L 12 16p	DL 5147 0 CR7	X6 5 71p L 12 16p	HWN 134 173W	X6 8 02p 10 02p	E UA 4186 0 ERJ	To KNOXVILLE, TN	X6 10 40a 8 11p E JA 1420 0 738	X6 10 40a 8 11p E JA 1420 0 738
7 58a 11 74a	B6 222	0 320	X6 5 74p L 12 16p	DL 5147 0 CR7	X6 5 74p L 12 16p	HWN 134 173W	X6 8 02p 10 02p	E UA 4186 0 ERJ	To KNOXVILLE, TN	X6 10 40a 8 11p E JA 1420 0 738	X6 10 40a 8 11p E JA 1420 0 738
7 58a 11 77a	B6 222	0 320	X6 5 77p L 12 16p	DL 5147 0 CR7	X6 5 77p L 12 16p	HWN 134 173W	X6 8 02p 10 02p	E UA 4186 0 ERJ	To KNOXVILLE, TN	X6 10 40a 8 11p E JA 1420 0 738	X6 10 40a 8 11p E JA 1420 0 738
7 58a 11 80a	B6 222	0 320	X6 5 80p L 12 16p	DL 5147 0 CR7	X6 5 80p L 12 16p	HWN 134 173W	X6 8 02p 10 02p	E UA 4186 0 ERJ	To KNOXVILLE, TN	X6 10 40a 8 11p E JA 1420 0 738	X6 10 40a 8 11p E JA 1420 0 738
7 58a 11 83a	B6 222	0 320	X6 5 83p L 12 16p	DL 5147 0 CR7	X6 5 83p L 12 16p	HWN 134 173W	X6 8 02p 10 02p	E UA 4186 0 ERJ	To KNOXVILLE, TN	X6 10 40a 8 11p E JA 1420 0 738	X6 10 40a 8 11p E JA 1420 0 738
7 58a 11 86a	B6 222	0 320	X6 5 86p L 12 16p	DL 5147 0 CR7	X6 5 86p L 12 16p	HWN 134 173W	X6 8 02p 10 02p	E UA 4186 0 ERJ	To KNOXVILLE, TN	X6 10 40a 8 11p E JA 1420 0 738	X6 10 40a 8 11p E JA 1420 0 738
7 58a 11 89a	B6 222	0 320	X6 5 90p L 12 16p	DL 5147 0 CR7	X6 5 90p L 12 16p	HWN 134 173W	X6 8 02p 10 02p	E UA 4186 0 ERJ	To KNOXVILLE, TN	X6 10 40a 8 11p E JA 1420 0 738	X6 10 40a 8 11p E JA 1420 0 738
7 58a 11 92a	B6 222	0 320	X6 5 93p L 12 16p	DL 5147 0 CR7	X6 5 93p L 12 16p	HWN 134 173W	X6 8 02p 10 02p	E UA 4186 0 ERJ	To KNOXVILLE, TN	X6 10 40a 8 11p E JA 1420 0 738	X6 10 40a 8 11p E JA 1420 0 738
7 58a 11 95a	B6 222	0 320	X6 5 96p L 12 16p	DL 5147 0 CR7	X6 5 96p L 12 16p	HWN 134 173W	X6 8 02p 10 02p	E UA 4186 0 ERJ	To KNOXVILLE, TN	X6 10 40a 8 11p E JA 1420 0 738	X6 10 40a 8 11p E JA 1420 0 738
7 58a 11 98a	B6 222	0 320	X6 5 100p L 12 16p	DL 5147 0 CR7	X6 5 100p L 12 16p	HWN 134 173W	X6 8 02p 10 02p	E UA 4186 0 ERJ	To KNOXVILLE, TN	X6 10 40a 8 11p E JA 1420 0 738	X6 10 40a 8 11p E JA 1420 0 738
7 58a 11 101a	B6 222	0 320	X6 5 103p L 12 16p	DL 5147 0 CR7	X6 5 103p L 12 16p	HWN 134 173W	X6 8 02p 10 02p	E UA 4186 0 ERJ	To KNOXVILLE, TN	X6 10 40a 8 11p E JA 1420 0 738	X6 10 40a 8 11p E JA 1420 0 738
7 58a 11 104a	B6 222	0 320	X6 5 106p L 12 16p	DL 5147 0 CR7	X6 5 106p L 12 16p	HWN 134 173W	X6 8 02p 10 02p	E UA 4186 0 ERJ	To KNOXVILLE, TN	X6 10 40a 8 11p E JA 1420 0 738	X6 10 40a 8 11p E JA 1420 0 738
7 58a 11 107a	B6 222	0 320	X6 5 109p L 12 16p	DL 5147 0 CR7	X6 5 109p L 12 16p	HWN 134 173W	X6 8 02p 10 02p	E UA 4186 0 ERJ	To KNOXVILLE, TN	X6 10 40a 8 11p E JA 1420 0 738	X6 10 40a 8 11p E JA 1420 0 738
7 58a 11 110a	B6 222	0 320	X6 5 112p L 12 16p	DL 5147 0 CR7	X6 5 112p L 12 16p	HWN 134 173W	X6 8 02p 10 02p	E UA 4186 0 ERJ	To KNOXVILLE, TN	X6 10 40a 8 11p E JA 1420 0 738	X6 10 40a 8 11p E JA 1420 0 738
7 58a 11 113a	B6 222	0 320	X6 5 115p L 12 16p	DL 5147 0 CR7	X6 5 115p L 12 16p	HWN 134 173W	X6 8 02p 10 02p	E UA 4186 0 ERJ	To KNOXVILLE, TN	X6 10 40a 8 11p E JA 1420 0 738	X6 10 40a 8 11p E JA 1420 0 738
7 58a 11 116a	B6 222	0 320	X6 5 118p L 12 16p	DL 5147 0 CR7	X6 5 118p L 12 16p	HWN 134 173W	X6 8 02p 10 02p	E UA 4186 0 ERJ	To KNOXVILLE, TN	X6 10 40a 8 11p E JA 1420 0 738	X6 10 40a 8 11p E JA 1420 0 738
7 58a 11 119a	B6 222	0 320	X6 5 121p L 12 16p	DL 5147 0 CR7	X6 5 121p L 12 16p	HWN 134 173W	X6 8 02p 10 02p	E UA 4186 0 ERJ	To KNOXVILLE, TN	X6 10 40a 8 11p E JA 1420 0 738	X6 10 40a 8 11p E JA 1420 0 738
7 58a 11 122a	B6 222	0 320	X6 5 124p L 12 16p	DL 5147 0 CR7	X6 5 124p L 12 16p	HWN 134 173W	X6 8 02p 10 02p	E UA 4186 0 ERJ	To KNOXVILLE, TN	X6 10 40a 8 11p E JA 1420 0 738	X6 10 40a 8 11p E JA 1420 0 738
7 58a 11 125a	B6 222	0 320	X6 5 127p L 12 16p	DL 5147 0 CR7	X6 5 127p L 12 16p	HWN 134 173W	X6 8 02p 10 02p	E UA 4186 0 ERJ	To KNOXVILLE, TN	X6 10 40a 8 11p E JA 1420 0 738	X6 10 40a 8 11p E JA 1420 0 738</td

YEAR	EWR				
	OLYMPIA TRAIL (MOTOR COACH)	EXPRESS #300 BUS	NJT RAIL SERVICE AND AIR TRAIN	AIRLINK/302 BUS	TOTAL
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
2016	245,486	322,089	2,548,039	—	3,115,614

YEAR	JFK		LGA	SWF	REGION
	NY AIRPORT SERVICE (MOTOR COACH)	AIRTRAIN JAMAICA STATION AND HOWARD BEACH	NEW YORK AIRPORT SERVICE (MOTOR COACH)	CONNECTING BUS (LEPRECHAUN)	GRAND TOTAL MOTOR COACH AND RAIL
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
2016	397,592	7,432,018	265,416	—	8,095,026

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.

4.2.1**PAID PARKED CARS**

Annual Totals 2003 to 2016

YEAR	EWR	JFK	LGA	SWF*	REGION
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
2016	2,834,730	4,085,462	891,210	60,305	7,871,707

* SWF: Historical data prior to 2006 not available.

Outbound
Passengers

YEAR	EWR	JFK	LGA	SWF*	REGION
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
2016	919,325	2,967,644	2,055,236	355	5,942,560

*Visconti Cab Company.

**Outbound
Only**

YEAR	EWR	JFK	LGA	SWF	REGION
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
2016	97,942	222,810	72,569	—	393,321

*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
2016	21,543	39,468	12,341	1,176	937	75,465

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

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

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

2016

IMPACT	EWR	JFK	LGA	SWF	TOTAL
Passenger Operating Impact					
Wages	\$ 4,700	\$ 8,433	\$ 3,102	\$ 34	\$ 16,029
Sales	\$ 13,259	\$ 23,445	\$ 8,781	\$ 96	\$ 44,949
Jobs-Years	80,864	144,110	53,012	584	274,501
Visitor Economic Impact					
Wages	\$ 3,830	\$ 5,072	\$ 3,566	\$ 55	\$ 12,524
Sales	\$ 10,161	\$ 13,490	\$ 9,460	\$ 147	\$ 33,258
Jobs-Years	86,493	115,104	80,234	1,250	283,081
Cargo Impact					
Wages	\$ 1,325	\$ 2,219	\$ 19	\$ 32	\$ 3,606
Sales	\$ 3,662	\$ 6,592	\$ 43	\$ 93	\$ 10,397
Jobs-Years	20,047	34,041	249	492	54,918
Capital Spending Impact					
Wages	\$ 41	\$ 31	\$ 125	\$ 3	\$ 199
Sales	\$ 157	\$ 119	\$ 484	\$ 11	\$ 770
Jobs-Years	684	516	2,105	46	3,352
Total Economic Impact					
Wages	\$ 9,896	\$ 15,755	\$ 6,812	\$ 125	\$ 32,358
Sales	\$ 27,240	\$ 43,645	\$ 18,768	\$ 346	\$ 89,374
Jobs-Years	188,089	293,771	135,599	2,374	615,852

In Million \$ 2016

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