

2018

AIRPORT TRAFFIC REPORT

John F. Kennedy International Airport

Newark Liberty International Airport

LaGuardia Airport

New York Stewart International Airport

Teterboro Airport

Table of Contents

Letter From Aviation Department	1	
Fact Sheets		
John F. Kennedy International Airport	3	
Newark Liberty International Airport	6	
LaGuardia Airport	8	
New York Stewart International Airport	10	
Teterboro Airport	12	
AIRCRAFT MOVEMENTS		
Commercial and Non-Commercial Aircraft Movements		
1.1.1 Annual Total 2005-2018, by Airport and Region	15	
1.1.2 Monthly Totals 2018, by Airport and Region	21	
Aircraft Movements By Market		
1.2.1 Annual Totals 2005-2018, by Airport and Region	27	
PASSENGER TRAFFIC		
Top 60 Airport Comparisons		
2.1.1 Number of Passengers, Domestic 2018	29	
2.1.2 Number of Passengers, Worldwide 2018	30	
Commercial Passenger Traffic		
2.2.1 Annual Totals 2005-2018, by Airport and Region	31	
2.2.2 Monthly Totals 2018, by Airport and Region	36	
Passenger Traffic By Market		
2.3.1 Annual Totals 2005-2018, by Airport and Region	41	
Passenger Traffic By Airline		
2.4.1 Top 20 Carriers, 2018 Passengers, by Airport and Region	43	
Passenger Traffic By Terminal		
2.5.1 2018 Passengers, Domestic and International by Airport	45	
Passenger Demographics		
2.6.1 Profile of Departing Passengers, by Airport and Region	46	
CARGO TRANSPORT		
Top 60 Airport Comparisons		
3.1.1 Revenue Cargo in Short Tons, Top 60 Domestic (ACI) – 2018	49	
3.1.2 Revenue Cargo in Short Tons, Top 60 Worldwide (ACI) – 2018	50	
Revenue Freight In Short Tons		
3.2.1 Annual Totals 2005-2018, by Airport and Region	51	
3.2.2 Monthly Totals 2018, by Airport and Region	52	
Regional Freight In Short Tons		
3.3.1 By International Market, Annual Totals 2009-2018, for Region (US Customs)	53	
3.3.2 U.S. Trading Districts by Air, 2018 (US Customs)	54	
3.3.3 Air Trade Commodities in the NY/NJ Region, 2018 (US Customs)	55	
Revenue Freight by Airlines		
3.4.1 Top Carriers 2018, by Airport and Region	56	
Revenue Mail in Short Tons		
3.5.1 Annual Totals 2005-2018, by Airport and Region	58	
3.5.2 Monthly Totals 2018, by Airport and Region	59	
GROUND TRANSPORTATION & AIRPORT ECONOMIC IMPACT		
Passengers Accessing Airports by Bus & Rail		
4.1.1 Annual Totals 2005-2018, by Airport and Region	61	
Paid Parked cars		
4.2.1 Annual Totals 2005-2018, by Airport and Region	62	
Taxi Dispatch Passengers		
4.3.1 Annual Totals 2005-2018, by Airport and Region	63	
Ground Transportation Center Bookings		
4.4.1 Annual Totals 2005-2018, by Airport and Region	64	
Airport Employment		
4.5.1 Annual Totals 1996-2018, by Airport and Region	65	
The Economic Impact of the Aviation Industry		
4.6.1 2018 Totals for the New York/New Jersey Region	66	
Credits		
	67	

April 9, 2019

I am happy to share the Port Authority Aviation Department's 2018 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.

2018 IN PERSPECTIVE

By any measure, 2018 was a spectacular year for the Port Authority's airport system. Passenger growth in 11 of the 12 months ushered an all-time annual record of 138.8 million passengers—a 4.5 percent gain over 2017.

Passenger growth in 11 of the 12 months ushered an all-time annual record of 138.8 million passengers — a 4.5 percent gain over 2017.

In every year since 2010, growth across the four commercial airports that comprise our system—JFK International, Newark Liberty International, LaGuardia and New York Stewart International—has established a new regional record. The current streak far outpaces the previous run of consecutive record years (1995-2000) and features an average growth rate of 3.8 percent, compared to 2.8 percent from that 1990s streak.

Remarkably, passenger traffic grows ever faster even as our facilities have matured—a feat made possible by the resiliency and dynamism of the New York region and the Port Authority's airport system. More importantly, the growth underscores the importance of our governors' long-term vision for the airports, and the capital plans that continue to support it.

The airports set 12 records, highlighted below:

	JFK	EWR	LGA	SWF	REGION
Domestic					
	28.1 MILLION	31.9 MILLION	27.9 MILLION	.37 MILLION	88.3 MILLION
International					
	33.8 MILLION	14.1 MILLION	2.2 MILLION	.32 MILLION	50.5 MILLION
Total					
	61.9 MILLION	46 MILLION	30.1 MILLION	.69 MILLION	138.8 MILLION

For the third consecutive year, EWR led the region's uptick by adding 2.8 million passengers, for a gain of 6.6 percent. LGA rebounded from last year's construction-related inconveniences to log a 1.8 percent gain and a net addition of half a million passengers. JFK recovered from last year's domestic weakness to register a 3.9 percent improvement, adding 2.3 million passengers. SWF added a net of nearly a quarter of a million passengers as traffic increased a whopping 53 percent, due mainly to the continued strong performance of scheduled international service by Norwegian Air. Regionally, we reached a notable milestone, surpassing 50 million international passengers for the first time in our history—and the first in the nation.

Cargo's recovery was sustained, albeit at a lower rate than 2017, as it grew 2.8 percent compared to 7.6 percent the previous year. Though the growth rate was subdued some, it was nevertheless remarkable because it extended the current streak of growth to five years—one year longer than the next most recent consecutive cargo growth streak (2004-2008).

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, excellent customer experience, and environmentally sustainable and friendly services delivered by a first-rate staff.



Patty Clark
Chief Strategic Officer
Aviation Department
The Port Authority of NY & NJ

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 2018, just five years after JFK surpassed 50 million annual passengers for the first time in its history, it surpassed 60 million.

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 2018, the airport handled a record 61.6 million passengers, and more than 1.4 million tons of cargo. The airport handled about 33.5 million international passengers in 2018, also an all-time record and more than any other U.S. airport. About 80 airlines operate at JFK, serving about 170 nonstop destinations.

EMPLOYMENT AND ECONOMIC IMPACT

About 41,000 people are employed at the airport. The airport contributes nearly \$51.3 billion in economic activity to the New York-New Jersey metropolitan region, generating about 279,000 total jobs and more than \$17 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 \$8 billion in JFK.

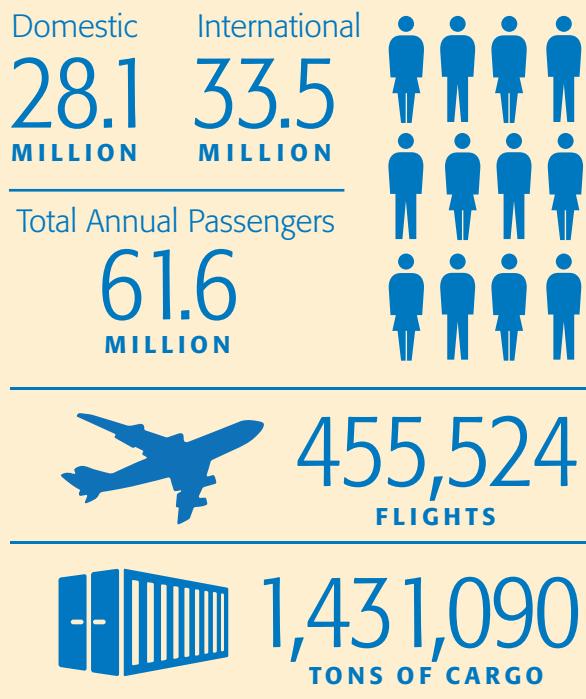
REDEVELOPMENT

Following New York Governor Andrew Cuomo's "Vision for JFK" announcement in January 2017, the Port Authority began master program and planning efforts to transform JFK into a unified, interconnected, world-class airport capable of accommodating as many as 100 million annual passengers by 2050. Current work includes analysis and conceptual planning for Central Terminal Area roadway re-alignments, including changes to terminal frontage road layouts; assessment of utility demand and capacity issues; coordination with state agencies on airport access issues; and collaboration with terminal developers.

CENTRAL TERMINAL AREA

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 131 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.

RECORD TRAFFIC AT-A-GLANCE



TERMINALS

- Terminal 1: The Terminal One Group, a consortium of airlines – Air France, Japan Airlines, Korean Air, and Lufthansa – built the 10-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 with 10 gates. 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.

AIRPORT INFRASTRUCTURE

4
RUNWAYS



6
TERMINALS



131
GATES

- Terminal 4: The 1.5-million-square-foot, common-use Terminal 4 opened in May 2001 and contains 36 gates. 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. 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, 29-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 7 contains 12 gates.
- Terminal 8: American Airlines' \$1.2 billion transformation of Terminal 8 opened in 2007 and serves domestic and international passengers on three concourses with 34 gates. 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 8.2 million paid passengers used the system in 2018, and about 12.4 million 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.
- Between 2010 and 2015, the Port Authority invested nearly \$600 million to completely reconstruct the two JFK's departure runways, 13R-31L (Bay Runway) and 4L-22R.

Both runways were reconstructed in concrete and were widened from a 150- to 200-foot width to accommodate operations of Design Group VI Aircraft, increase operational efficiencies, and enhance safety. The runways received new entrances for departing aircraft and new high-speed exits for landing aircraft, which enabled swifter departures and easier access from runways to terminal gates, saving time on the ground for all passengers at JFK.

In 2017, the Port Authority also invested \$106 million to rehabilitate Runway 4R-22L, one of the two arrival runways at JFK. The project provided for rehabilitation of the runway pavement, replacement of electrical infrastructure, and realignment of certain taxiways to allow for faster runway exiting after landing and saving taxing time to terminal gates. Future work on the fourth runway, 13L-31R, and several taxiway rehabilitation projects will continue JFK's efforts to maintain pavement in the best condition and enhance the operational efficiencies of the airport.

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 re-use redevelopment program, which created hotel space and related services in the Central Terminal Area. The 512-room hotel is scheduled to open in May 2019.

INVESTMENT & REDEVELOPMENT



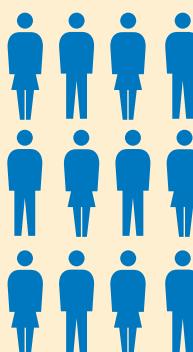
In October 2018, Governor Cuomo announced a \$13 billion investment to transform JFK. The reimaged airport will be anchored by two new world-class international terminal complexes on the airport's north and south sides. The first new gates will go live in 2023 with projected completion in 2025.

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.

RECORD TRAFFIC AT-A-GLANCE



458,674
FLIGHTS



847,935
TONS OF CARGO

SIZE AND LOCATION

Newark Liberty International Airport (EWR) occupies 2,027 acres, including a 425-acre Central Terminal Area, at roughly sea-level elevation. It is bordered by the New Jersey Turnpike, Interstate 78 and U.S. Routes 1-9 in the cities of Newark and Elizabeth, N.J. and resides in both the counties of Essex and Union and the cities of Newark and Elizabeth.

AVIATION ROLE

EWR is among the busiest North American and international airports. In 2018, EWR served more than 46 million passengers, an all-time record. More than 35 airlines offer nonstop service between EWR more than 160 nonstop destinations.

EMPLOYMENT AND ECONOMIC IMPACT

About 22,000 people are employed at Newark Airport. The airport contributes \$33 billion in annual economic activity to the New York-New Jersey metropolitan region, generating 176,690 total jobs and nearly \$11 billion in annual wages.

INVESTMENT

The City of Newark spent more than \$8.2 million on the construction and development of Newark Airport, and 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 \$6 billion at the airport.

REDEVELOPMENT

A \$2.7 billion program is under way to replace Terminal A, provide associated roadway and airside improvements, and a new parking garage. The program broke ground in 2017 with construction of three bridges connecting the future Terminal 1, as it will be known, to the roadway system. The new terminal is slated to have a partial opening in 2021 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. A new terminal and related infrastructure will replace the existing terminal in the next few years.
- 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-passenger-per-hour arrival capacity to Newark Liberty. A Welcome Center also was added. In 2010, Continental merged with United Airlines.

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 12 million paid riders used the system in 2018 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 13,100 parking spaces and features a free 100-space Cell Phone Lot. In addition to two short-term surface lots in the CTA (A and B) and a remote long-term parking lot (P6), EWR has two parking garages: P4, a six-level facility at the AirTrain Station that offers optional valet service and ten charging stations for electric vehicles, and the C garage, which is located across from Terminal C. All lots accept E-ZPass Plus, which allows customers to use their E-ZPass to pay for parking, and customers can pre-book parking using the online Parking Reservation System.

INVESTMENT & REDEVELOPMENT

Located in a new site on the Airport property, the new Terminal One eventually will replace the existing Terminal A, the Airport's oldest terminal.

CARGO

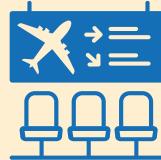
The airport is the overnight express package center for the NY/NJ region, offering a full range of short-, medium-, and long-haul services to domestic and international destinations. In 2010, FedEx agreed to continue hub operations at Newark Liberty and committed to a 20-year lease extension. FedEx installed a rooftop solar electric system to provide more than 15 percent of the hub's energy needs. Newark Liberty handled nearly 850,000 tons of cargo in 2018.

AIRPORT INFRASTRUCTURE

3
RUNWAYS



3
TERMINALS



122
GATES

RUNWAYS AND TAXIWAYS

The airport has two parallel runways, 4R-22L and 4L-22R, which support precision instrument approaches at all four ends, and a crosswind runway, 11-29, which supports precision instrument approaches only on Runway 11. Runway 4R-22L is 10,000 feet long, Runway 4L-22R is 11,000 feet long, and Runway 11-29 is 6,726 feet long. All three runways are 150 feet wide. Both of the parallel 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

Reconstruction of the airport's original 1935 Central Terminal Building, which is now a National Historic Landmark, was completed in 2002. Now designated Building One, this 100,000 square foot facility now serves as the Port Authority's Administration Building, hosting airport management, operations, program management, the Port Authority Police Command, Aircraft Rescue and Firefighting (ARFF), and an emergency operations center (EOC).

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 Building One, 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 20th 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 and leisure travel, and is the primary business/short-haul airport for New York City. LaGuardia Airport served 30.1 million passengers in 2018, including a record 2.2 million international travelers. Eleven airlines with 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 nearly 14,000 people, and plays a critical role in addressing the region's transportation needs, as well as fueling the economy. The airport contributes more than \$18.7 billion in economic activity to the New York-New Jersey metropolitan region, generating almost 113,000 total jobs and nearly \$6.4 billion in annual wages.

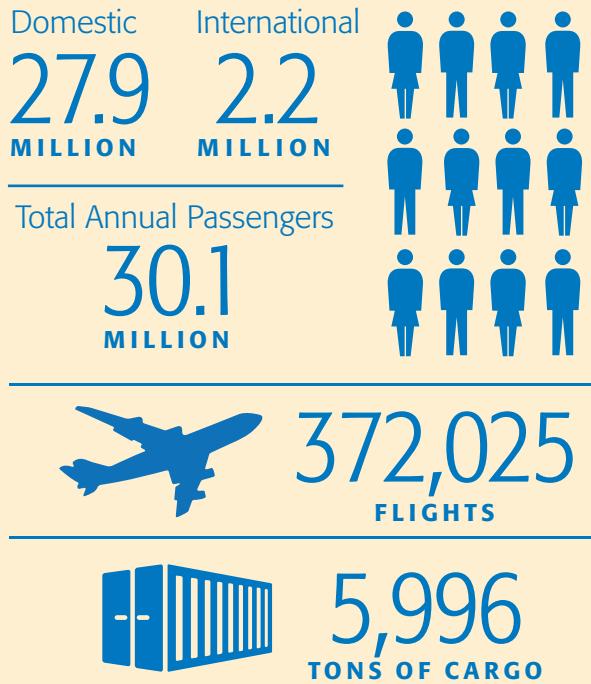
INVESTMENT

Original construction by the City of New York cost \$40 million. The Port Authority's total capital investment in the airport to date is nearly \$4 billion.

REDEVELOPMENT

Construction is well under way for the multibillion dollar redevelopment of Terminal B and Terminal C, 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. The head house is scheduled to open in 2020. 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. In December 2018, a new Central Heating & Refrigeration Plant (CHRP) located on the east side of the new Terminal B Headhouse opened.

RECORD TRAFFIC AT-A-GLANCE



On December 1, 2018 the East Concourse of the new Terminal B opened. The 250,000 square-foot light-filled new concourse, with 18 gates, is currently occupied by Air Canada, American Airlines (Envoy) and Southwest Airlines. United Airlines and additional American Airlines' flights will use the concourse in the latter half of 2019.

The opening of the East Concourse for Terminal B is part of the \$8 billion transformation of LaGuardia Airport into a unified 21st century terminal system, providing a world-class passenger experience and featuring modern customer amenities, state-of-the-art architecture and more spacious gate areas.

Delta Air Lines is currently building a new Terminal C. The new Terminal C and its four concourses, situated on the east side of the airport, will provide almost 1.2 million square-feet of space for passengers. Designed for speed and efficiency, the new terminal will allow customers to check-in and drop bags at every entrance into the terminal before proceeding directly to the security checkpoint. Dedicated check-in facilities will be available for premium customers while the new Sky Club and outdoor Sky Deck will feature expansive views of the airfield. Within its elegant interior, passengers will have access to larger gate hold rooms with more seating, in-seat power at all seats, as well as increased circulation space for boarding the aircraft and transferring between gates.

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. 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. On December 9, 2017 JetBlue Airways moved into the Marine Air Terminal.

Dedicated on April 17, 1964, Terminal B currently serves Air Canada, American Airlines, American Shuttle, Southwest Airlines and United Airlines. It is operated by LaGuardia Gateway Partners (LGP), a consortium company of airport experts. The current 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 the remaining three concourses accommodate 21 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 new Terminal B 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. The new terminal is scheduled for completion in 2021.

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, 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. Spirit Airlines (Departures) and Frontier Airways (Departures) are now based in the Terminal.

- In 2017, Delta Air Lines started construction of a new Terminal C that will replace the current Terminal C & D. The purpose of the new Terminal C is to improve aircraft operations & reduce delays to enable airlines to safely & effectively meet passenger demand at acceptable levels of service. The terminal will have improved passenger processing, concessions & retail options & sufficient electrical capacity to provide reliable service. The terminal is scheduled for completion in 2026.

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 Delta Air Lines, Frontier Airlines (Arrivals), Spirit Airlines (Arrivals) and WestJet. In 2010, Delta enhanced

INVESTMENT & REDEVELOPMENT



The comprehensive \$8 billion redevelopment of LaGuardia Airport – comprising the construction of an entirely new airport on top of an existing one while keeping it fully operational – is the most significant new airport project in the United States in more than 20 years.

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 3,900 public parking spaces with, E-Z Pass Plus and Express Pay machines in all parking garages. In 2018 a new 3,100-space Terminal B Parking Garage opened for use. The seven-level garage connects directly with Terminal B. Also in the garage is space for FHV's to both stage and pick up passengers from Terminal B. Coincident with the Terminal B Garage opening, LaGuardia Airport launched a first of its kind parking pre-booking website which allows customers to book discounted parking ahead of time, guaranteeing themselves space in the garage.

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.

AIRPORT INFRASTRUCTURE



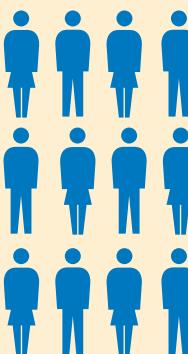
New York Stewart International Airport

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.

RECORD TRAFFIC AT-A-GLANCE

Domestic **366.1**
THOUSAND International **324.3**
THOUSAND



Total Annual Passengers
690.4
THOUSAND



32,542
FLIGHTS



22,807
TONS OF CARGO

- 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.
- On June 15, 2017, the airport welcomed its first-ever scheduled nonstop transatlantic arrival: a Norwegian Air flight from Edinburgh, Scotland.
- On February 21, 2018, the Port Authority announced the airport was being renamed New York Stewart International Airport as part of an upgrade and modernization program. The new name will make it significantly easier for travelers to identify the airport's geographical location,

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 more than 690,000 passengers and more than 22,000 tons of cargo in 2018.

EMPLOYMENT AND ECONOMIC IMPACT

The airport contributed \$426 million in economic activity to its region, generating 2,390 total jobs and \$142 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 \$186 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 an expansion of the airport's passenger terminal. Design work is complete on the \$37 million project and construction has begun. The project will be complete in 2020. The Board also approved a solar carport project that will be complete in 2019. The Port Authority built a new \$10 million regional crime lab for the New York State Police as part of an agreement that ensures the police force continues to guard and protect the airport. The lab opened in 2015.

AIRPORT INFRASTRUCTURE

2
RUNWAYS



1
TERMINAL



6
GATES

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, a duty-free shop, a currency exchange kiosk, 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 via the Stewart Airport Express (www.stewartairportexpress.com). 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 more than 22,000 tons of cargo in 2018. 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.

INVESTMENT & REDEVELOPMENT

A new, state-of-the-art customs hall will provide for an improved customer experience and a permanent federal inspection service (FIS) facility.

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 lease then passed to its successor organization, Johnson Controls, until December 1, 2000, when the Port Authority re-assumed full responsibility for the operation of the airport.

SIZE AND LOCATION

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

AVIATION ROLE

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

EMPLOYMENT AND ECONOMIC IMPACT

Teterboro Airport supports more than 5,000 jobs paying \$362 million in annual wages, and generates nearly \$1.2 billion in annual sales activity.

INVESTMENT

The Port Authority has invested nearly \$400 million to upgrade the airport's facilities and open new areas of service to the aviation community.

DEVELOPMENT

Two tenant projects are planned to develop approximately 11 acres of unimproved land at Teterboro that will better meet the needs of newer, more efficient aircraft, thereby improving the operational efficiency of the airport. Additional improvements throughout the airport include the replacement of two older hangars with two new state-of-the-art 40,000-square-foot hangars, a modernized terminal building, and rehabilitated paved parking areas for aircraft.

BUSINESS SERVICES

- Fixed-Based Operations – Teterboro Airport is served by four fixed-based operators that operate passenger terminals and 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 – US Customs & Border Protection (CBP) services are available.

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 with Runway Alignment Indicator Lights (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 (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 improve the Runway Safety Area with the installation of an EMAS at the runways south end.

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.

AIRCRAFT MOVEMENTS

2018 – 172,100
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. Early action items for the construction of a new tower are progressing.

COMMUNITY RELATIONS AND NOISE ABATEMENT

Since 1987, Teterboro Airport has engaged local communities in dialogue on issues of mutual interest through the Teterboro Airport Noise Abatement Advisory Committee (TANAAC). The airport provides airport data and other information to the Committee as well as facilitates access for TANAAC to the Federal Aviation Administration (FAA) and provides technical advice in support of the Committee's efforts to enhance quality of life for surrounding communities while maintaining the efficiency of airport operations.

Teterboro Airport also has a robust noise abatement program that has been in place since the 1970s. The program is grandfathered from changes in FAA regulations as it predates the Airport Noise and Capacity Act of 1990 (ANCA). The noise abatement program establishes noise limits for operations on its runways that are monitored and tracked. Aircraft that violate the noise limits three times in a two-year period can be banned from the airport. The airport also has a very successful voluntary curfew on nighttime operations from 11 p.m. to 6 a.m.

Page is intentionally blank.

AIRCRAFT MOVEMENTS

Commercial and Non-Commercial Aircraft Movements

Aircraft Movements by Market

Domestic

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER *	TOTAL
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
2017	187,071	67	5,948	61,387	470	13,096	268,039
2018	191,126	81	6,133	66,219	457	12,859	276,875

International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER *	TOTAL
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
2017	165,101	81	7,148	7,890	107	—	180,327
2018	164,827	39	6,702	6,976	105	—	178,649

Domestic and International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER *	TOTAL
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
2017	352,172	148	13,096	69,277	577	13,096	448,366
2018	355,953	120	12,835	73,195	562	12,859	455,524

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

Domestic

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER *	TOTAL
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	138,330	1,882	12,954	323,767
2016	167,352	1,048	20,484	140,112	1,453	13,452	343,901
2017	180,051	612	21,186	127,689	1,368	14,560	345,466
2018	188,635	552	21,968	131,789	1,936	13,960	358,840

International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER *	TOTAL
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
2017	75,340	141	1,406	16,176	49	—	93,112
2018	80,406	228	1,218	17,911	71	—	99,834

Domestic and International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER *	TOTAL
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	154,988	1,976	12,954	413,708
2016	242,788	1,324	21,867	154,951	1,525	13,452	435,907
2017	255,391	753	22,592	143,865	1,417	14,560	438,578
2018	269,041	780	23,186	149,700	2,007	13,960	458,674

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

Domestic

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER *	TOTAL
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	—	166,316	302	13,046	344,211
2017	151,357	41	—	175,152	212	15,864	342,626
2018	152,974	21	1	176,627	193	15,306	345,122

International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER *	TOTAL
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
2017	13,263	10	—	13,244	9	—	26,526
2018	13,018	1	—	13,883	1	—	26,903

Domestic and International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER *	TOTAL
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	—	177,558	302	13,046	368,527
2017	164,620	51	—	188,396	221	15,864	369,152
2018	165,992	22	1	190,510	194	15,306	372,025

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

Domestic

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER *	TOTAL
2005	11,708	—	—	—	—	—	11,708
2006	543	32	1,559	7,265	106	73,644	83,149
2007	6,783	—	1,520	7,756	—	71,100	87,159
2008	5,441	—	1,602	6,740	12	58,840	72,635
2009	1,454	—	933	5,417	23	36,738	44,565
2010	1,426	—	903	5,350	193	39,175	47,047
2011	1,651	—	1,160	5,836	169	37,672	46,488
2012	1,768	—	1,261	5,734	95	33,286	42,144
2013	1,729	—	1,278	4,535	75	31,266	38,883
2014	1,643	—	1,274	4,311	58	29,591	36,877
2015	1,653	—	1,313	3,634	32	31,192	37,824
2016	1,707	—	1,303	3,240	66	30,983	37,299
2017	1,878	10	1,403	3,105	134	27,247	33,777
2018	2,199	4	1,367	3,205	82	23,359	30,216

International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER *	TOTAL
2005	28	—	—	—	—	—	28
2006	25	2	34	—	—	—	69
2007	—	—	20	—	—	—	20
2008	—	—	8	—	—	—	8
2009	—	—	3	—	3	—	6
2010	—	—	—	—	—	—	—
2011	—	20	1	—	21	—	42
2012	—	—	12	—	1	—	13
2013	—	—	20	—	2	—	22
2014	—	—	4	—	—	—	4
2015	—	—	11	—	—	—	11
2016	—	—	—	—	—	—	—
2017	1,008	—	2	—	—	—	1,010
2018	2,318	—	8	—	—	—	2,326

Domestic and International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER *	TOTAL
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	3,634	32	31,192	37,835
2016	1,707	—	1,303	3,240	66	30,983	37,299
2017	2,886	10	1,405	3,105	134	27,247	34,787
2018	4,517	4	1,375	3,205	82	23,359	32,542

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

Domestic

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON- REVENUE	OTHER *	TOTAL
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
2017	—	—	—	—	—	167,249	167,249
2018	—	—	—	—	—	164,046	164,046

International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON- REVENUE	OTHER *	TOTAL
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
2017	—	—	—	—	—	7,635	7,635
2018	—	—	—	—	—	8,054	8,054

Domestic and International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON- REVENUE	OTHER *	TOTAL
2005	—	—	—	—	—	—	—
2006	—	—	—	—	—	—	—
2007	—	—	—	—	—	—	—
2008	—	—	—	—	—	—	—
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
2017	—	—	—	—	—	174,884	174,884
2018	—	—	—	—	—	172,100	172,100

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

Domestic

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER *	TOTAL
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	481,709	470	24,314	379,775	2,063	63,258	951,589
2013	478,421	454	23,570	379,861	2,189	61,561	946,056
2014	481,300	1,165	24,659	357,733	2,062	60,090	927,009
2015	512,563	456	27,769	351,397	2,526	64,999	959,710
2016	529,121	1,179	27,734	367,759	2,320	69,865	997,978
2017	520,357	730	28,537	367,333	2,184	70,767	989,908
2018	534,934	658	29,469	377,840	2,668	65,484	1,011,053

International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER *	TOTAL
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	767	10,957	45,913	209	—	276,412
2013	224,928	167	9,679	48,556	220	—	283,550
2014	234,239	303	8,324	48,633	276	—	291,775
2015	241,769	323	8,287	40,779	258	—	291,416
2016	253,259	349	8,364	33,995	203	—	296,170
2017	254,712	232	8,556	37,310	165	—	300,975
2018	260,569	268	7,928	38,770	177	—	307,712

Domestic and International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER *	TOTAL
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	700,275	1,237	35,271	425,688	2,272	63,258	1,228,001
2013	703,349	621	33,249	428,417	2,409	61,561	1,229,606
2014	715,539	1,468	32,983	406,366	2,338	60,090	1,218,784
2015	754,332	779	36,056	392,176	2,784	64,999	1,251,126
2016	782,380	1,528	36,098	401,754	2,523	69,865	1,294,148
2017	775,069	962	37,093	404,643	2,349	70,767	1,290,883
2018	795,503	926	37,397	416,610	2,845	65,484	1,318,765

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

Note: Region total does not include Teterboro.

Domestic

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2017-18
Jan	14,229	2	470	4,943	38	804	20,486	-6.7%
Feb	13,770	1	456	4,953	6	800	19,986	2.2%
Mar	15,329	12	509	5,071	36	968	21,925	-2.2%
Apr	15,820	6	456	5,615	36	925	22,858	4.5%
May	16,571	12	489	5,923	10	1,022	24,027	7.2%
Jun	16,589	2	459	6,147	43	1,338	24,578	3.7%
Jul	17,018	—	450	5,916	40	1,294	24,718	3.0%
Aug	17,234	3	508	5,848	28	1,152	24,773	2.6%
Sep	15,831	8	503	5,800	42	1,634	23,818	8.6%
Oct	16,535	19	580	5,707	54	1,118	24,013	8.7%
Nov	15,682	10	590	5,030	47	1,078	22,437	4.3%
Dec	16,518	6	663	5,266	77	726	23,256	3.8%
Total 2018	191,126	81	6,133	66,219	457	12,859	276,875	3.3%
% Change 2017 to 2018	2.2%	20.9%	3.1%	7.9%	-2.8%	-1.8%	3.3%	

International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2017-18
Jan	12,467	1	543	482	5	—	13,498	-4.3%
Feb	11,477	—	516	460	11	—	12,464	1.4%
Mar	12,826	—	589	593	10	—	14,018	-1.4%
Apr	13,390	4	573	388	6	—	14,361	-4.6%
May	14,067	4	572	623	5	—	15,271	-2.0%
Jun	14,694	1	532	666	9	—	15,902	-2.5%
Jul	15,896	—	548	641	13	—	17,098	-2.0%
Aug	15,893	—	537	625	16	—	17,071	-3.3%
Sep	13,970	2	585	657	3	—	15,217	.9%
Oct	13,652	—	604	700	6	—	14,962	2.6%
Nov	12,622	1	559	591	10	—	13,783	3.6%
Dec	13,873	26	544	550	11	—	15,004	1.9%
Total 2018	164,827	39	6,702	6,976	105	—	178,649	-0.9%
% Change 2017 to 2018	-0.2%	-51.9%	-6.2%	-11.6%	-1.9%		-0.9%	

Domestic and International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2017-18
Jan	26,696	3	1,013	5,425	43	804	33,984	-5.8%
Feb	25,247	1	972	5,413	17	800	32,450	1.9%
Mar	28,155	12	1,098	5,664	46	968	35,943	-1.9%
Apr	29,210	10	1,029	6,003	42	925	37,219	.8%
May	30,638	16	1,061	6,546	15	1,022	39,298	3.4%
Jun	31,283	3	991	6,813	52	1,338	40,480	1.1%
Jul	32,914	—	998	6,557	53	1,294	41,816	.9%
Aug	33,127	3	1,045	6,473	44	1,152	41,844	.1%
Sep	29,801	10	1,088	6,457	45	1,634	39,035	5.5%
Oct	30,187	19	1,184	6,407	60	1,118	38,975	6.3%
Nov	28,304	11	1,149	5,621	57	1,078	36,220	4.0%
Dec	30,391	32	1,207	5,816	88	726	38,260	3.1%
Total 2018	355,953	120	12,835	73,195	562	12,859	455,524	1.6%
% Change 2017 to 2018	1.1%	-18.9%	-2.0%	5.7%	-2.6%	-1.8%	1.6%	

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

Domestic

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2017-18
Jan	14,267	66	1,729	10,050	160	1,020	27,292	0.0%
Feb	13,869	65	1,686	14,334	189	1,012	31,155	25.9%
Mar	15,525	58	1,746	9,969	183	1,152	28,633	-0.1%
Apr	16,501	51	1,676	10,271	169	1,088	29,756	3.6%
May	16,976	15	1,884	10,965	151	1,220	31,211	5.2%
Jun	16,100	15	1,772	11,478	121	1,276	30,762	3.5%
Jul	16,252	39	1,655	10,929	142	1,248	30,265	2.5%
Aug	16,058	39	1,877	11,092	163	1,158	30,387	-0.5%
Sep	15,167	37	1,614	10,946	160	1,238	29,162	4.7%
Oct	16,232	49	2,317	11,632	24	1,212	31,466	3.4%
Nov	15,686	82	1,852	10,023	228	1,258	29,129	2.0%
Dec	16,002	36	2,160	10,100	246	1,078	29,622	-0.4%
Total 2018	188,635	552	21,968	131,789	1,936	13,960	358,840	3.9%
% Change 2017 to 2018	4.8%	-9.8%	3.7%	3.2%	41.5%	-4.1%	3.9%	

International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2017-18
Jan	6,481	3	121	1,389	8	—	8,002	6.9%
Feb	6,023	10	118	1,775	5	—	7,931	20.5%
Mar	6,024	23	124	1,220	12	—	7,403	1.3%
Apr	6,902	32	118	1,406	5	—	8,463	5.9%
May	6,705	12	101	1,341	1	—	8,160	1.8%
Jun	7,115	9	87	1,523	—	—	8,734	9.3%
Jul	7,234	18	132	1,504	4	—	8,892	-1.7%
Aug	7,229	3	84	1,486	11	—	8,813	0.7%
Sep	6,909	3	70	1,503	3	—	8,488	12.4%
Oct	6,105	11	81	1,601	—	—	7,798	4.5%
Nov	6,415	22	120	1,545	18	—	8,120	12.7%
Dec	7,264	82	62	1,618	4	—	9,030	17.0%
Total 2018	80,406	228	1,218	17,911	71	—	99,834	7.2%
% Change 2017 to 2018	6.7%	61.7%	-13.4%	10.7%	44.9%			7.2%

Domestic and International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2017-18
Jan	20,748	69	1,850	11,439	168	1,020	35,294	1.5%
Feb	19,892	75	1,804	16,109	194	1,012	39,086	24.8%
Mar	21,549	81	1,870	11,189	195	1,152	36,036	0.2%
Apr	23,403	83	1,794	11,677	174	1,088	38,219	4.1%
May	23,681	27	1,985	12,306	152	1,220	39,371	4.4%
Jun	23,215	24	1,859	13,001	121	1,276	39,496	4.7%
Jul	23,486	57	1,787	12,433	146	1,248	39,157	1.5%
Aug	23,287	42	1,961	12,578	174	1,158	39,200	-0.3%
Sep	22,076	40	1,684	12,449	163	1,238	37,650	6.3%
Oct	22,337	60	2,398	13,233	24	1,212	39,264	3.7%
Nov	22,101	104	1,972	11,568	246	1,258	37,249	4.2%
Dec	23,266	118	2,222	11,718	250	1,078	38,652	3.2%
Total 2018	269,041	780	23,186	149,700	2,007	13,960	458,674	4.6%
% Change 2017 to 2018	5.3%	3.6%	2.6%	4.1%	41.6%	-4.1%		4.6%

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

Domestic

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2017-18
Jan	11,974	1	1	13,396	16	1,066	26,454	0.2%
Feb	11,654	—	—	13,366	6	1,230	26,256	3.8%
Mar	12,418	—	—	14,053	20	1,340	27,831	-4.0%
Apr	12,789	3	—	14,945	20	1,326	29,083	1.9%
May	13,312	3	—	15,544	17	1,598	30,474	1.7%
Jun	13,157	1	—	15,707	20	1,530	30,415	3.0%
Jul	13,123	6	—	14,959	12	746	28,846	0.9%
Aug	13,417	—	—	15,419	5	1,252	30,093	-0.5%
Sep	12,386	5	—	14,766	29	1,474	28,660	0.7%
Oct	13,241	—	—	16,082	16	1,466	30,805	3.0%
Nov	12,576	2	—	14,695	20	1,302	28,595	-1.4%
Dec	12,927	—	—	13,695	12	976	27,610	-0.2%
Total 2018	152,974	21	1	176,627	193	15,306	345,122	0.7%
% Change 2017 to 2018	1.1%	-48.8%		0.8%	-9.0%	-3.5%	0.7%	

International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2017-18
Jan	1,034	—	—	999	—	—	2,033	10.9%
Feb	1,006	—	—	998	—	—	2,004	5.4%
Mar	1,048	—	—	1,075	—	—	2,123	-0.5%
Apr	1,077	—	—	1,122	—	—	2,199	7.4%
May	1,150	—	—	1,260	—	—	2,410	4.1%
Jun	1,094	—	—	1,270	—	—	2,364	3.1%
Jul	1,090	1	—	1,268	—	—	2,359	1.9%
Aug	1,074	—	—	1,256	—	—	2,330	-2.5%
Sep	1,071	—	—	1,230	—	—	2,301	-2.9%
Oct	1,153	—	—	1,102	—	—	2,255	-5.8%
Nov	1,073	—	—	1,151	—	—	2,224	-3.6%
Dec	1,148	—	—	1,152	1	—	2,301	3.3%
Total 2018	13,018	1	—	13,883	1	—	26,903	1.4%
% Change 2017 to 2018	-1.8%	-90.0%		4.8%	-88.9%		1.4%	

Domestic and International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2017-18
Jan	13,008	1	1	14,395	16	1,066	28,487	0.9%
Feb	12,660	—	—	14,364	6	1,230	28,260	3.9%
Mar	13,466	—	—	15,128	20	1,340	29,954	-3.8%
Apr	13,866	3	—	16,067	20	1,326	31,282	2.2%
May	14,462	3	—	16,804	17	1,598	32,884	1.9%
Jun	14,251	1	—	16,977	20	1,530	32,779	3.0%
Jul	14,213	7	—	16,227	12	746	31,205	1.0%
Aug	14,491	—	—	16,675	5	1,252	32,423	-0.7%
Sep	13,457	5	—	15,996	29	1,474	30,961	0.4%
Oct	14,394	—	—	17,184	16	1,466	33,060	2.3%
Nov	13,649	2	—	15,846	20	1,302	30,819	-1.6%
Dec	14,075	—	—	14,847	13	976	29,911	0.1%
Total 2018	165,992	22	1	190,510	194	15,306	372,025	0.8%
% Change 2017 to 2018	0.8%	-56.9%		1.1%	-12.2%	-3.5%	0.8%	

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

Domestic

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2017-18
Jan	162	—	118	277	—	1,920	2,477	-0.8%
Feb	160	—	105	228	3	1,639	2,135	-10.6%
Mar	168	—	115	218	5	1,489	1,995	-13.6%
Apr	170	—	98	240	8	2,024	2,540	-5.2%
May	180	—	109	298	9	1,959	2,555	-22.0%
Jun	186	—	104	270	8	2,691	3,259	0.7%
Jul	207	—	94	246	11	2,366	2,924	-3.9%
Aug	214	—	114	286	10	2,554	3,178	-2.6%
Sep	176	2	124	288	9	1,998	2,597	-9.6%
Oct	198	2	144	300	8	1,852	2,504	-21.5%
Nov	206	—	115	276	6	1,448	2,051	-25.8%
Dec	172	—	127	278	5	1,419	2,001	-11.2%
Total 2018	2,199	4	1,367	3,205	82	23,359	30,216	-10.5%
% Change 2017 to 2018	17.1%	-60.0%	-2.6%	3.2%	-38.8%	-14.3%	-10.5%	

International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2017-18
Jan	130	—	1	—	—	—	131	—
Feb	120	—	—	—	—	—	120	—
Mar	126	—	1	—	—	—	127	—
Apr	166	—	1	—	—	—	167	—
May	220	—	—	—	—	—	220	—
Jun	212	—	—	—	—	—	212	606.7%
Jul	216	—	1	—	—	—	217	16.7%
Aug	220	—	—	—	—	—	220	21.5%
Sep	216	—	1	—	—	—	217	19.9%
Oct	222	—	2	—	—	—	224	23.1%
Nov	234	—	1	—	—	—	235	89.5%
Dec	236	—	—	—	—	—	236	90.3%
Total 2018	2,318	—	8	—	—	—	2,326	130.3%
% Change 2017 to 2018	130%	—	300.0%	—	—	—	130.3%	

Domestic and International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2017-18
Jan	292	—	119	277	—	1,920	2,608	4.4%
Feb	280	—	105	228	3	1,639	2,255	-5.6%
Mar	294	—	116	218	5	1,489	2,122	-8.1%
Apr	336	—	99	240	8	2,024	2,707	1.0%
May	400	—	109	298	9	1,959	2,775	-15.3%
Jun	398	—	104	270	8	2,691	3,471	7.3%
Jul	423	—	95	246	11	2,366	3,141	3.2%
Aug	434	—	114	286	10	2,554	3,398	4.1%
Sep	392	2	125	288	9	1,998	2,814	-2.1%
Oct	420	2	146	300	8	1,852	2,728	-14.5%
Nov	440	—	116	276	6	1,448	2,286	-17.4%
Dec	408	—	127	278	5	1,419	2,237	-0.8%
Total 2018	4,517	4	1,375	3,205	82	23,359	32,542	-3.7%
% Change 2017 to 2018	56.5%	-60.0%	-2.1%	3.2%	-38.8%	-14.3%	-3.7%	

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

Domestic

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2017-18
Jan	—	—	—	—	—	12,031	12,031	-0.6%
Feb	—	—	—	—	—	12,247	12,247	1.0%
Mar	—	—	—	—	—	13,283	13,283	-0.6%
Apr	—	—	—	—	—	13,430	13,430	-4.3%
May	—	—	—	—	—	15,758	15,758	5.7%
Jun	—	—	—	—	—	14,285	14,285	-4.2%
Jul	—	—	—	—	—	12,033	12,033	-4.6%
Aug	—	—	—	—	—	12,350	12,350	-2.0%
Sep	—	—	—	—	—	14,422	14,422	-8.0%
Oct	—	—	—	—	—	15,859	15,859	0.0%
Nov	—	—	—	—	—	14,972	14,972	-3.5%
Dec	—	—	—	—	—	13,376	13,376	-1.2%
Total 2018	—	—	—	—	—	164,046	164,046	-1.9%
% Change 2017 to 2018	—	—	—	—	—	-1.9%	-1.9%	

International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2017-18
Jan	—	—	—	—	—	679	679	9.5%
Feb	—	—	—	—	—	605	605	5.4%
Mar	—	—	—	—	—	612	612	3.9%
Apr	—	—	—	—	—	632	632	-5.1%
May	—	—	—	—	—	723	723	8.2%
Jun	—	—	—	—	—	726	726	10.0%
Jul	—	—	—	—	—	558	558	-0.9%
Aug	—	—	—	—	—	557	557	15.6%
Sep	—	—	—	—	—	741	741	1.8%
Oct	—	—	—	—	—	808	808	7.3%
Nov	—	—	—	—	—	741	741	5.0%
Dec	—	—	—	—	—	672	672	7.3%
Total 2018	—	—	—	—	—	8,054	8,054	5.5%
% Change 2017 to 2018	—	—	—	—	—	5.5%	5.5%	

Domestic and International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2017-18
Jan	—	—	—	—	—	12,710	12,710	-0.1%
Feb	—	—	—	—	—	12,852	12,852	1.2%
Mar	—	—	—	—	—	13,895	13,895	-0.4%
Apr	—	—	—	—	—	14,062	14,062	-4.4%
May	—	—	—	—	—	16,481	16,481	5.8%
Jun	—	—	—	—	—	15,011	15,011	-3.6%
Jul	—	—	—	—	—	12,591	12,591	-4.4%
Aug	—	—	—	—	—	12,907	12,907	-1.3%
Sep	—	—	—	—	—	15,163	15,163	-7.5%
Oct	—	—	—	—	—	16,667	16,667	0.3%
Nov	—	—	—	—	—	15,713	15,713	-3.1%
Dec	—	—	—	—	—	14,048	14,048	-0.8%
Total 2018	—	—	—	—	—	172,100	172,100	-1.6%
% Change 2017 to 2018	—	—	—	—	—	-1.6%	-1.6%	

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

Domestic

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2017-18
Jan	40,632	69	2,318	28,666	214	4,810	76,709	-1.8%
Feb	39,453	66	2,247	32,881	204	4,681	79,532	10.5%
Mar	43,440	70	2,370	29,311	244	4,949	80,384	-2.4%
Apr	45,280	60	2,230	31,071	233	5,363	84,237	2.9%
May	47,039	30	2,482	32,730	187	5,799	88,267	3.4%
Jun	46,032	18	2,335	33,602	192	6,835	89,014	3.3%
Jul	46,600	45	2,199	32,050	205	5,654	86,753	1.9%
Aug	46,923	42	2,499	32,645	206	6,116	88,431	0.2%
Sep	43,560	52	2,241	31,800	240	6,344	84,237	3.8%
Oct	46,206	70	3,041	33,721	102	5,648	88,788	3.7%
Nov	44,150	94	2,557	30,024	301	5,086	82,212	0.5%
Dec	45,619	42	2,950	29,339	340	4,199	82,489	0.5%
Total 2018	534,934	658	29,469	377,840	2,668	65,484	1,011,053	2.1%
% Change 2017 to 2018	2.8%	-9.9%	3.3%	2.9%	22.2%	-7.5%	2.1%	

International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2017-18
Jan	20,112	4	665	2,870	13	—	23,664	1.0%
Feb	18,626	10	634	3,233	16	—	22,519	8.4%
Mar	20,024	23	714	2,888	22	—	23,671	0.1%
Apr	21,535	36	692	2,916	11	—	25,190	0.4%
May	22,142	16	673	3,224	6	—	26,061	0.6%
Jun	23,115	10	619	3,459	9	—	27,212	2.3%
Jul	24,436	19	681	3,413	17	—	28,566	-0.9%
Aug	24,416	3	621	3,367	27	—	28,434	-1.3%
Sep	22,166	5	656	3,390	6	—	26,223	4.9%
Oct	21,132	11	687	3,403	6	—	25,239	3.3%
Nov	20,344	23	680	3,287	28	—	24,362	6.7%
Dec	22,521	108	606	3,320	16	—	26,571	7.7%
Total 2018	260,569	268	7,928	38,770	177	—	307,712	2.6%
% Change 2017 to 2018	2.3%	15.5%	-7.3%	3.9%	7.3%	—	2.6%	

Domestic and International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2017-18
Jan	60,744	73	2,983	31,536	227	4,810	100,373	-1.2%
Feb	58,079	76	2,881	36,114	220	4,681	102,051	10.0%
Mar	63,464	93	3,084	32,199	266	4,949	104,055	-1.9%
Apr	66,815	96	2,922	33,987	244	5,363	109,427	2.3%
May	69,181	46	3,155	35,954	193	5,799	114,328	2.8%
Jun	69,147	28	2,954	37,061	201	6,835	116,226	3.1%
Jul	71,036	64	2,880	35,463	222	5,654	115,319	1.2%
Aug	71,339	45	3,120	36,012	233	6,116	116,865	-0.1%
Sep	65,726	57	2,897	35,190	246	6,344	110,460	4.1%
Oct	67,338	81	3,728	37,124	108	5,648	114,027	3.6%
Nov	64,494	117	3,237	33,311	329	5,086	106,574	1.8%
Dec	68,140	150	3,556	32,659	356	4,199	109,060	2.2%
Total 2018	795,503	926	37,397	416,610	2,845	65,484	1,318,765	2.2%
% Change 2017 to 2018	2.6%	-3.7%	0.8%	3.0%	21.1%	-7.5%	2.2%	

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

JFK

YEAR	DOMESTIC*	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA†	TRANS ATLANTIC‡	TRANS PACIFIC§	TOTAL
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
2017	260,124	7,915	8,742	43,065	13,586	14,568	81,782	18,584	448,366
2018	270,211	6,682	7,790	42,149	13,365	15,780	81,033	18,532	455,524

EWR

YEAR	DOMESTIC*	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA†	TRANS ATLANTIC‡	TRANS PACIFIC§	TOTAL
2005	354,556	5,424	21,084	8,909	4,075	4,474	34,716	3,003	436,241
2006	356,033	6,612	22,304	8,225	3,719	5,125	39,869	3,369	445,256
2007	342,280	5,193	22,536	8,849	3,908	4,688	45,259	3,217	435,930
2008	337,154	3,911	25,538	8,713	4,068	4,480	46,992	3,194	434,050
2009	316,516	3,173	30,200	8,534	3,699	4,649	41,476	3,574	411,821
2010	310,754	2,621	32,137	8,926	3,918	4,669	42,332	3,963	409,320
2011	310,180	1,835	32,486	8,703	3,529	4,770	44,682	3,839	410,024
2012	316,447	1,949	34,040	8,846	3,483	5,635	40,189	3,538	414,127
2013	319,009	1,967	33,346	8,181	3,634	5,631	38,586	3,388	413,742
2014	301,830	2,644	29,319	10,315	3,845	5,764	39,089	3,579	396,385
2015	320,641	3,126	27,896	10,572	4,228	5,560	38,171	3,514	413,708
2016	340,374	3,527	26,744	12,264	4,722	5,681	37,930	4,665	435,907
2017	342,865	2,601	26,800	11,850	4,525	6,193	38,468	5,276	438,578
2018	355,857	2,983	32,564	11,019	4,182	8,148	38,252	5,669	458,674

LGA

YEAR	DOMESTIC*	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA†	TRANS ATLANTIC‡	TRANS PACIFIC§	TOTAL
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	351,483	—	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	344,211	—	24,279	37	—	—	—	—	368,527
2017	342,626	—	26,514	12	—	—	—	—	369,152
2018	345,122	—	26,879	24	—	—	—	—	372,025

* 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 countries, including China, Japan, Australia, New Zealand, and adjacent areas.

1.2.1

AIRCRAFT MOVEMENTS BY MARKET

Annual Totals 2005 to 2018

SWF

YEAR	DOMESTIC*	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA†	TRANS ATLANTIC‡	TRANS PACIFIC§	TOTAL
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	37,824	—	—	—	—	—	11	—	37,835
2016	37,299	—	—	—	—	—	—	—	37,299
2017	33,777	—	2	—	—	—	1,008	—	34,787
2018	30,216	—	1	—	—	—	2,325	—	32,542

REGION

YEAR	DOMESTIC*	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
2005	963,217	15,994	49,247	31,757	8,218	14,567	95,121	20,675	1,198,796
2006	1,056,831	17,355	51,222	30,180	8,834	16,272	105,860	20,297	1,306,851
2007	1,092,892	15,021	50,869	33,449	11,466	16,780	117,550	20,383	1,358,410
2008	1,044,872	12,971	61,464	35,004	12,311	16,286	121,939	19,145	1,323,992
2009	956,396	12,145	64,062	38,086	10,927	16,503	110,304	17,643	1,226,066
2010	938,101	12,079	66,315	40,985	10,543	17,432	110,094	19,404	1,214,953
2011	950,534	11,361	66,281	40,702	9,011	17,977	115,383	19,913	1,231,162
2012	938,618	12,971	73,831	42,770	10,398	20,984	108,965	19,464	1,228,001
2013	932,739	13,317	76,112	45,326	12,536	21,040	108,775	19,761	1,229,606
2014	911,776	14,257	71,464	51,752	12,574	22,865	113,206	19,914	1,217,808
2015	945,576	14,134	65,868	51,910	14,873	22,168	115,889	20,705	1,251,123
2016	984,776	13,202	60,065	54,629	16,556	21,724	120,207	22,989	1,294,148
2017	979,392	10,516	62,058	54,927	18,111	20,761	121,258	23,860	1,290,883
2018	1,001,406	9,665	67,234	53,192	17,547	23,928	121,610	24,201	1,318,765

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

Note: Region total does not include Teterboro.

PASSENGER TRAFFIC

Top 60 Domestic Airport Comparisons

Top 60 Worldwide Airport Comparisons

Commercial Passenger Traffic

Passenger Traffic by Market

2018 Revenue Passenger Traffic by Airline

Passenger Traffic by Terminal

Passenger Demographics

2.1.1

TOP 60 DOMESTIC AIRPORT COMPARISONS

U.S. Passenger Traffic, Ranked by Passenger

2018

RANK	CITY	AIRPORT	NO. OF PASSENGERS	% CHANGE 2017-18
1	Atlanta GA	Hartsfield-Jackson Atlanta International Airport	107,394,029	3.33
2	Los Angeles CA	Los Angeles International Airport	87,534,384	3.52
3	Chicago IL	O'Hare International Airport	83,339,186	4.40
4	Dallas/Fort Worth TX	Dallas/Ft Worth International Airport	69,112,607	3.01
5	Denver CO	Denver International Airport	64,494,613	5.08
6	New York NY	John F. Kennedy International Airport	61,623,756	3.61
7	San Francisco CA	San Francisco International Airport	57,708,196	3.38
8	Las Vegas NV	McCarran International Airport	49,863,090	2.67
9	Seattle WA	Seattle-Tacoma International Airport	49,849,520	6.21
10	Orlando FL	Orlando International Airport	47,694,573	7.15
11	Charlotte NC	Charlotte Douglas International Airport	46,446,721	1.17
12	Newark NJ	Newark Liberty International Airport	46,065,175	6.58
13	Miami FL	Miami International Airport	45,044,312	2.21
14	Phoenix AZ	Sky Harbor International Airport	44,943,686	2.33
15	Houston TX	George Bush Intercontinental Airport	43,807,539	7.65
16	Boston MA	Logan International Airport	41,014,471	6.66
17	Minneapolis MN	Minneapolis/St Paul International Airport	38,107,381	0.19
18	Fort Lauderdale FL	Ft Lauderdale-Hollywood International Airport	35,963,370	10.62
19	Detroit MI	Detroit Metropolitan Wayne County Airport	35,236,676	1.54
20	Philadelphia PA	Philadelphia International Airport	31,684,512	7.09
21	New York NY	LaGuardia Airport	30,094,074	1.80
22	Baltimore MD	Baltimore/Washington International Thurgood Marshall Airport	27,168,084	3.04
23	Salt Lake City UT	Salt Lake City International Airport	25,554,244	5.60
24	San Diego CA	San Diego International Airport	24,238,300	9.31
25	Washington DC	Washington Dulles International Airport	23,900,599	5.07
26	Washington DC	Ronald Reagan Washington National Airport	23,612,945	-1.89
27	Chicago IL	Midway International Airport	22,038,742	-1.88
28	Tampa FL	Tampa International Airport	21,289,390	8.48
29	Portland OR	Portland International Airport	19,882,788	4.20
30	Dallas TX	Love Field	16,206,746	3.40
31	Nashville TN	Nashville International Airport	15,996,029	13.18
32	Austin TX	Austin-Bergstrom International Airport	15,819,912	13.90
33	St Louis MO	Lambert-St Louis International Airport	15,632,586	6.12
34	Houston TX	W. P. Hobby Airport	14,476,469	7.75
35	San Jose CA	Norman Y. Mineta San Jose International Airport	14,319,292	14.74
36	Oakland CA	Oakland International Airport	13,594,251	3.99
37	New Orleans LA	Louis Armstrong New Orleans International Airport	13,122,762	7.20
38	Raleigh-Durham NC	Raleigh-Durham International Airport	12,801,697	9.68
39	Sacramento CA	Sacramento International Airport	12,050,763	10.44
40	Kansas City MO	Kansas City International Airport	11,849,032	3.00
41	Santa Ana CA	John Wayne Airport	10,664,038	2.31
42	San Antonio TX	San Antonio International Airport	10,044,411	10.82
43	Pittsburgh PA	Pittsburgh International Airport	9,658,897	7.46
44	Cleveland OH	Cleveland Hopkins International Airport	9,642,729	5.50
45	Indianapolis IN	Indianapolis International Airport	9,413,675	7.43
46	Fort Myers FL	Southwest Florida International Airport	9,373,178	6.00
47	Cincinnati OH	Cincinnati/Northern Kentucky International Airport	8,865,568	13.38
48	Columbus OH	Port Columbus International Airport	8,141,656	7.46
49	Milwaukee WI	General Mitchell International Airport	7,097,627	2.80
50	Hartford CT	Bradley International Airport	6,675,333	3.71
51	West Palm Beach FL	Palm Beach International Airport	6,322,452	0.93
52	Jacksonville FL	Jacksonville International Airport	5,589,249	-0.05
53	Anchorage AK	Ted Stevens Anchorage International Airport	5,428,490	-1.51
54	Albuquerque NM	Albuquerque International Sunport	4,958,417	3.84
55	Burbank CA	Bob Hope Airport	4,739,466	14.40
56	Buffalo, NY	Buffalo Niagara International Airport	4,691,532	1.58
57	Omaha NE	Eppley Airfield	4,611,906	6.03
58	Ontario CA	LA/Ontario International Airport	4,558,118	7.31
59	Memphis TN	Memphis International Airport	4,364,881	4.98
60	Charleston SC	Charleston International Airport	3,987,427	9.04
122	Newburgh NY	New York Stewart International Airport	690,411	53.90

Source: Airports Council International - Worldwide Airport Traffic Report - Calendar Year 2018.

2018

RANK	COUNTRY	AIRPORT	NO. OF PASSENGERS	% CHANGE 2017-18
1	United States	Hartsfield-Jackson Atlanta International Airport	107,394,029	3.33
2	China*	Beijing Capital International Airport	100,983,290	5.43
3	United Arab Emirates	Dubai International Airport	89,149,387	1.03
4	United States	Los Angeles International Airport	87,534,384	3.52
5	Japan	Tokyo International (Haneda) Airport	87,502,720	2.45
6	United States	O'Hare International Airport	83,339,186	4.40
7	United Kingdom	Heathrow Airport	80,126,320	2.71
8	Hong Kong	Hong Kong International Airport	74,517,402	2.55
9	China*	Pudong International Airport	74,006,331	5.72
10	France	Aéroport de Paris-Charles de Gaulle	72,229,723	3.97
11	Netherlands	Amsterdam Airport Schiphol	71,053,147	3.70
12	India	Indira Gandhi International Airport	69,900,938	10.16
13	China*	Guangzhou Bai Yun International Airport	69,769,497	5.95
14	Germany	Flughafen Frankfurt/Main	69,510,269	7.77
15	United States	Dallas/Ft Worth International Airport	69,112,607	3.01
16	Korea, Republic Of	Incheon International Airport	68,350,784	9.96
17	Turkey	Atatürk International Airport	68,192,683	6.36
18	Indonesia	Soekarno-Hatta International Airport	66,908,159	6.20
19	Singapore	Singapore Changi Airport	65,628,000	5.48
20	United States	Denver International Airport	64,494,613	5.08
21	Thailand	Suvarnabhumi International Airport	63,378,923	4.14
22	United States	John F. Kennedy International Airport	61,623,756	3.61
23	Malaysia	KL International Airport	60,013,397	2.48
24	Spain	Aeropuerto de Adolfo Suárez Madrid-Barajas	57,862,951	8.39
25	United States	San Francisco International Airport	57,708,196	3.38
26	China*	Chengdu Shuangliu International Airport	52,950,529	6.32
27	Spain	Aeropuerto de Barcelona-El Prat	50,148,228	6.11
28	India	Chhatrapati Shivaji International Airport	49,876,769	5.66
29	United States	McCarran International Airport	49,863,090	2.67
30	United States	Seattle-Tacoma International Airport	49,849,520	6.21
31	Canada	Toronto Pearson International Airport	49,467,097	5.04
32	China*	Shenzhen Baoan International Airport	49,348,950	8.32
33	Mexico	Aeropuerto Internacional de la Ciudad de México "Lic Benito Juárez"	47,700,834	6.64
34	United States	Orlando International Airport	47,694,573	7.15
35	China*	Kunming International Airport	47,215,986	5.57
36	Chinese Taipei	Taiwan Taoyuan International Airport	46,535,180	3.69
37	United States	Charlotte Douglas International Airport	46,446,721	1.17
38	United Kingdom	Gatwick Airport	46,432,650	1.91
39	Germany	Munich Airport	46,253,623	3.76
40	United States	Newark Liberty International Airport	46,065,175	6.58
41	Russian Federation	Sheremetyevo International Airport	45,836,255	14.33
42	United States	Miami International Airport	45,044,312	2.21
43	United States	Sky Harbor International Airport	44,943,686	2.33
44	China*	Xi'an-Xianyang International Airport	44,653,927	6.68
45	Philippines	Ninoy Aquino International Airport	44,488,321	5.87
46	Australia	Sydney International Airport	44,475,976	2.46
47	United States	George Bush Intercontinental Airport	43,807,539	7.65
48	China*	Hongqiao International Airport	43,628,004	4.16
49	Italy	Aeroporto di Roma-Fiumicino	42,991,056	4.94
50	Japan	Narita International Airport	42,549,173	4.72
51	United States	Logan International Airport	38,454,539	5.77
52	Thailand	Don Mueang International Airport	38,299,376	8.79
53	United States	Minneapolis/St Paul International Airport	38,034,341	1.41
54	Brazil	Guarulhos International Airport	38,008,955	3.16
55	Australia	Melbourne Airport	35,997,230	3.92
56	China*	Hangzhou Xiaoshan International Airport	35,570,411	12.58
57	Qatar	Hamad International Airport	35,270,410	-5.40
58	United States	Detroit Metropolitan Wayne County Airport	34,701,497	0.87
59	Saudi Arabia	King Abulaziz International Airport	33,929,895	9.13
60	United States	Ft Lauderdale-Hollywood International Airport	32,511,053	11.32
71	United States	LaGuardia Airport	30,094,074	1.80

Source: Airports Council International – Worldwide Airport Traffic Report – Calendar Year 2018.

* China (People's Republic of China)

Domestic

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
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
2017	23,808,037	4,688	3,148,356	26,961,081
2018	24,702,546	2,015	3,412,776	28,117,337

International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
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
2017	32,098,536	7,315	412,412	32,518,263
2018	33,142,159	2,762	361,498	33,506,419

Domestic and International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
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
2017	55,906,573	12,003	3,560,768	59,479,344
2018	57,844,705	4,777	3,774,274	61,623,756

Domestic

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
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	6,033,694	23,716,838
2014	17,942,705	39,983	5,779,939	23,762,627
2015	19,397,057	29,065	6,262,101	25,688,223
2016	21,698,301	69,210	6,450,913	28,218,424
2017	24,329,732	37,561	5,963,275	30,330,568
2018	25,598,129	32,197	6,293,550	31,923,876

International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
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
2017	12,067,977	20,361	803,508	12,891,846
2018	13,195,479	37,809	908,011	14,141,299

Domestic and International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
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	6,923,353	35,016,237
2014	28,896,516	48,089	6,666,082	35,610,687
2015	30,375,933	62,076	7,055,531	37,493,540
2016	33,306,986	106,568	7,149,739	40,563,293
2017	36,397,709	57,922	6,766,783	43,222,414
2018	38,793,608	70,006	7,201,561	46,065,175

Domestic

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
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	8,033,548	27,946,020
2017	18,860,342	91,286	8,522,664	27,474,292
2018	19,265,449	1,479	8,602,716	27,869,644

International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2005	1,286,730	114	184,285	1,471,129
2006	1,053,851	0	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	0	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
2017	1,383,444	665	703,827	2,087,936
2018	1,468,277	61	756,092	2,224,430

Domestic and International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
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	8,615,412	29,736,026
2017	20,243,786	91,951	9,226,491	29,562,228
2018	20,733,726	1,540	9,358,808	30,094,074

Domestic

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
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
2017	181,049	958	125,614	307,621
2018	228,071	849	137,210	366,130

International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2005	6	—	—	6
2006	—	125	19	144
2007	—	—	—	—
2008	—	—	—	—
2009	—	—	—	—
2010	—	—	—	—
2011	—	1,601	—	1,601
2012	—	—	—	—
2013	—	—	—	—
2014	—	—	—	—
2015	—	—	—	—
2016	—	—	—	—
2017	141,077	—	—	141,077
2018	324,281	—	—	324,281

Domestic and International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
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
2017	322,126	958	125,614	448,698
2018	552,352	849	137,210	690,411

Domestic

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
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	56,729,682	41,506	14,921,455	71,692,643
2013	57,172,878	33,867	15,693,522	72,900,267
2014	58,421,159	129,475	15,699,984	74,250,618
2015	63,483,650	32,703	15,945,198	79,461,551
2016	66,194,104	76,574	17,493,325	83,764,003
2017	67,179,160	134,493	17,759,909	85,073,562
2018	69,794,195	36,540	18,446,252	88,276,987

International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
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	81,661	1,638,683	37,638,192
2013	37,658,091	22,673	1,888,810	39,569,574
2014	39,621,968	34,521	2,205,458	41,861,947
2015	41,657,694	49,542	1,930,724	43,637,960
2016	44,177,223	47,084	1,691,943	45,916,250
2017	45,691,034	28,341	1,919,747	47,639,122
2018	48,130,196	40,632	2,025,601	50,196,429

Domestic and International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
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	92,647,530	123,167	16,560,138	109,330,835
2013	94,830,969	56,540	17,582,332	112,469,841
2014	98,043,127	163,996	17,905,442	116,112,565
2015	105,141,344	82,245	17,875,922	123,099,511
2016	110,371,327	123,658	19,185,268	129,680,253
2017	112,870,194	162,834	19,679,656	132,712,684
2018	117,924,391	77,172	20,471,853	138,473,416

Domestic

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2017 TO 2018	NON-REVENUE PASSENGERS
Jan	1,731,724	—	215,727	1,947,451	-8.1%	76,522
Feb	1,687,114	83	230,667	1,917,864	2.6%	79,419
Mar	2,051,444	172	268,577	2,320,193	1.0%	79,925
Apr	2,050,854	267	287,655	2,338,776	2.7%	89,871
May	2,153,444	849	316,090	2,470,383	5.7%	92,361
Jun	2,200,492	—	339,710	2,540,202	4.8%	96,923
Jul	2,300,747	—	328,285	2,629,032	5.7%	94,520
Aug	2,340,778	—	312,256	2,653,034	5.9%	91,439
Sep	1,931,924	—	288,179	2,220,103	7.8%	88,124
Oct	2,099,252	212	299,322	2,398,786	8.8%	95,769
Nov	2,041,845	432	261,685	2,303,962	7.1%	84,712
Dec	2,112,928	—	264,623	2,377,551	6.7%	89,999
Total 2018	24,702,546	2,015	3,412,776	28,117,337	4.3%	1,059,584
% Change 2017 to 2018	3.8%	-57.0%	8.4%			4.7%

International

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2017 TO 2018	NON-REVENUE PASSENGERS
Jan	2,287,402	42	21,646	2,309,090	-2.5%	44,441
Feb	2,000,139	—	22,276	2,022,415	4.3%	44,698
Mar	2,482,066	—	30,282	2,512,348	6.2%	48,436
Apr	2,676,026	524	22,913	2,699,463	-2.2%	51,411
May	3,030,702	819	31,835	3,063,356	9.2%	57,606
Jun	3,103,616	—	35,411	3,139,027	2.8%	58,588
Jul	3,378,295	—	34,583	3,412,878	1.3%	64,654
Aug	3,460,942	—	34,354	3,495,296	-0.2%	63,300
Sep	2,830,584	86	33,532	2,864,202	1.0%	54,999
Oct	2,791,954	89	37,222	2,829,265	6.4%	57,936
Nov	2,450,958	30	30,558	2,481,546	5.8%	52,757
Dec	2,649,475	1,172	26,886	2,677,533	6.5%	56,808
Total 2018	33,142,159	2,762	361,498	33,506,419	3.0%	655,634
% Change 2017 to 2018	3.3%	-62.2%	-12.3%			-1.8%

Domestic and International

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2017 TO 2018	NON-REVENUE PASSENGERS
Jan	4,019,126	42	237,373	4,256,541	-5.1%	120,963
Feb	3,687,253	83	252,943	3,940,279	3.5%	124,117
Mar	4,533,510	172	298,859	4,832,541	3.6%	128,361
Apr	4,726,880	791	310,568	5,038,239	0.0%	141,282
May	5,184,146	1,668	347,925	5,533,739	7.6%	149,967
Jun	5,304,108	—	375,121	5,679,229	3.7%	155,511
Jul	5,679,042	—	362,868	6,041,910	3.2%	159,174
Aug	5,801,720	—	346,610	6,148,330	2.3%	154,739
Sep	4,762,508	86	321,711	5,084,305	3.9%	143,123
Oct	4,891,206	301	336,544	5,228,051	7.5%	153,705
Nov	4,492,803	462	292,243	4,785,508	6.4%	137,469
Dec	4,762,403	1,172	291,509	5,055,084	6.6%	146,807
Total 2018	57,844,705	4,777	3,774,274	61,623,756	3.6%	1,715,218
% Change 2017 to 2018	3.5%	-60.2%	6.0%			2.1%

Domestic

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2017 TO 2018	NON-REVENUE PASSENGERS
Jan	1,791,180	2,259	444,030	2,237,469	0.5%	76,229
Feb	1,764,414	3,861	617,834	2,386,109	8.4%	81,714
Mar	2,151,036	2,415	484,178	2,637,629	3.1%	77,814
Apr	2,236,026	2,944	497,415	2,736,385	8.1%	83,739
May	2,333,103	808	549,673	2,883,584	10.1%	90,967
Jun	2,261,602	987	581,947	2,844,536	8.3%	89,709
Jul	2,310,832	3,015	550,078	2,863,925	3.8%	86,645
Aug	2,275,709	3,894	545,273	2,824,876	3.1%	79,571
Sep	1,960,071	846	495,076	2,455,993	5.3%	81,027
Oct	2,184,885	2,054	557,946	2,744,885	2.9%	87,698
Nov	2,166,208	5,508	488,594	2,660,310	10.2%	75,690
Dec	2,163,063	3,606	481,506	2,648,175	-0.1%	74,432
Total 2018	25,598,129	32,197	6,293,550	31,923,876	5.3%	985,235
% Change 2017 to 2018	5.2%	-14.3%	5.5%			3.3%

International

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2017 TO 2018	NON-REVENUE PASSENGERS
Jan	955,812	40	63,772	1,019,624	4.1%	23,325
Feb	836,713	1,000	83,596	921,309	11.7%	23,316
Mar	1,026,147	2,344	57,883	1,086,374	12.3%	25,853
Apr	1,084,371	3,998	70,586	1,158,955	5.4%	29,866
May	1,143,678	2,876	69,437	1,215,991	8.6%	30,253
Jun	1,268,617	1,423	77,866	1,347,906	18.0%	30,664
Jul	1,335,809	3,152	78,283	1,417,244	6.4%	31,983
Aug	1,330,361	213	79,109	1,409,683	7.7%	30,570
Sep	1,104,719	151	77,876	1,182,746	12.2%	27,782
Oct	1,042,513	2,228	86,051	1,130,792	12.6%	27,039
Nov	980,337	4,054	80,065	1,064,456	7.8%	26,555
Dec	1,086,402	16,330	83,487	1,186,219	10.5%	27,669
Total 2018	13,195,479	37,809	908,011	14,141,299	9.7%	334,875
% Change 2017 to 2018	9.3%	85.7%	13.0%			4.6%

Domestic and International

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2017 TO 2018	NON-REVENUE PASSENGERS
Jan	2,746,992	2,299	507,802	3,257,093	1.6%	99,554
Feb	2,601,127	4,861	701,430	3,307,418	9.3%	105,030
Mar	3,177,183	4,759	542,061	3,724,003	5.7%	103,667
Apr	3,320,397	6,942	568,001	3,895,340	7.3%	113,605
May	3,476,781	3,684	619,110	4,099,575	9.6%	121,220
Jun	3,530,219	2,410	659,813	4,192,442	11.2%	120,373
Jul	3,646,641	6,167	628,361	4,281,169	4.6%	118,628
Aug	3,606,070	4,107	624,382	4,234,559	4.6%	110,141
Sep	3,064,790	997	572,952	3,638,739	7.4%	108,809
Oct	3,227,398	4,282	643,997	3,875,677	5.5%	114,737
Nov	3,146,545	9,562	568,659	3,724,766	9.5%	102,245
Dec	3,249,465	19,936	564,993	3,834,394	3.0%	102,101
Total 2018	38,793,608	70,006	7,201,561	46,065,175	6.6%	1,320,110
% Change 2017 to 2018	6.6%	20.9%	6.4%			3.6%

Domestic

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2017 TO 2018	NON-REVENUE PASSENGERS
Jan	1,348,486	185	526,797	1,875,468	-2.2%	58,382
Feb	1,303,003	—	556,154	1,859,157	5.1%	62,546
Mar	1,577,928	54	688,150	2,266,132	-0.2%	61,085
Apr	1,628,799	177	735,568	2,364,544	2.6%	67,105
May	1,717,570	185	801,039	2,518,794	3.0%	69,775
Jun	1,725,792	63	827,016	2,552,871	4.4%	72,615
Jul	1,754,045	377	771,383	2,525,805	4.1%	72,916
Aug	1,781,936	—	783,169	2,565,105	2.6%	66,320
Sep	1,487,576	326	687,010	2,174,912	-0.3%	65,617
Oct	1,635,195	—	803,249	2,438,444	-4.1%	69,913
Nov	1,638,814	112	752,131	2,391,057	0.8%	65,281
Dec	1,666,305	—	671,050	2,337,355	1.7%	68,656
Total 2018	19,265,449	1,479	8,602,716	27,869,644	1.4%	800,211
% Change 2017 to 2018	2.1%	-98.4%	0.9%			-2.7%

International

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2017 TO 2018	NON-REVENUE PASSENGERS
Jan	90,835	—	46,082	136,917	8.7%	1,211
Feb	93,568	—	49,987	143,555	16.7%	1,322
Mar	97,872	—	56,244	154,116	1.9%	1,447
Apr	112,054	—	58,303	170,357	4.2%	1,578
May	138,714	—	69,710	208,424	10.5%	1,810
Jun	137,489	—	72,555	210,044	8.1%	1,766
Jul	142,770	61	72,716	215,547	8.2%	1,765
Aug	150,941	—	73,603	224,544	7.3%	1,425
Sep	131,320	—	66,126	197,446	3.9%	1,654
Oct	133,938	—	71,299	205,237	4.5%	1,864
Nov	121,723	—	60,739	182,462	3.6%	1,568
Dec	117,053	—	58,728	175,781	3.4%	1,890
Total 2018	1,468,277	61	756,092	2,224,430	6.5%	19,300
% Change 2017 to 2018	6.1%	-90.8%	7.4%			6.9%

Domestic and International

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2017 TO 2018	NON-REVENUE PASSENGERS
Jan	1,439,321	185	572,879	2,012,385	-1.5%	59,593
Feb	1,396,571	—	606,141	2,002,712	5.8%	63,868
Mar	1,675,800	54	744,394	2,420,248	-0.1%	62,532
Apr	1,740,853	177	793,871	2,534,901	2.7%	68,683
May	1,856,284	185	870,749	2,727,218	3.5%	71,585
Jun	1,863,281	63	899,571	2,762,915	4.7%	74,381
Jul	1,896,815	438	844,099	2,741,352	4.4%	74,681
Aug	1,932,877	—	856,772	2,789,649	3.0%	67,745
Sep	1,618,896	326	753,136	2,372,358	0.0%	67,271
Oct	1,769,133	—	874,548	2,643,681	-3.5%	71,777
Nov	1,760,537	112	812,870	2,573,519	1.0%	66,849
Dec	1,783,358	—	729,778	2,513,136	1.8%	70,546
Total 2018	20,733,726	1,540	9,358,808	30,094,074	1.8%	819,511
% Change 2017 to 2018	2.4%	-98.3%	1.4%			-2.5%

Domestic

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2017 TO 2018	NON-REVENUE PASSENGERS
Jan	15,880	—	10,610	26,490	20.9%	220
Feb	16,233	—	9,040	25,273	25.1%	222
Mar	18,268	—	9,490	27,758	18.8%	305
Apr	17,608	—	10,304	27,912	19.7%	363
May	18,259	—	13,138	31,397	11.5%	359
Jun	19,250	—	11,807	31,057	21.2%	380
Jul	24,243	—	10,849	35,092	21.0%	358
Aug	25,867	—	12,693	38,560	30.7%	380
Sep	16,325	326	12,392	29,043	26.5%	369
Oct	21,111	335	13,148	34,594	26.0%	396
Nov	18,064	188	12,014	30,266	9.7%	337
Dec	16,963	—	11,725	28,688	0.6%	369
Total 2018	228,071	849	137,210	366,130	19.0%	4,058
% Change 2017 to 2018	26.0%	-11.4%	9.2%			6.9%

International

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2017 TO 2018	NON-REVENUE PASSENGERS
Jan	16,441	—	—	16,441	—	—
Feb	14,666	—	—	14,666	—	—
Mar	20,027	—	—	20,027	—	—
Apr	22,586	—	—	22,586	—	—
May	29,437	—	—	29,437	—	—
Jun	33,592	—	—	33,592	648.2%	—
Jul	34,906	—	—	34,906	30.7%	—
Aug	37,765	—	—	37,765	39.3%	—
Sep	31,105	—	—	31,105	35.1%	—
Oct	28,699	—	—	28,699	18.4%	—
Nov	26,567	—	—	26,567	51.4%	—
Dec	28,490	—	—	28,490	58.7%	—
Total 2018	324,281	—	—	324,281	129.9%	—
% Change 2017 to 2018	129.9%	—	—			-100.0%

Domestic and International

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2017 TO 2018	NON-REVENUE PASSENGERS
Jan	32,321	—	10,610	42,931	95.9%	220
Feb	30,899	—	9,040	39,939	97.7%	222
Mar	38,295	—	9,490	47,785	104.5%	305
Apr	40,194	—	10,304	50,498	116.6%	363
May	47,696	—	13,138	60,834	116.0%	359
Jun	52,842	—	11,807	64,649	114.7%	380
Jul	59,149	—	10,849	69,998	25.7%	358
Aug	63,632	—	12,693	76,325	34.8%	380
Sep	47,430	326	12,392	60,148	30.8%	369
Oct	49,810	335	13,148	63,293	22.4%	396
Nov	44,631	188	12,014	56,833	25.9%	337
Dec	45,453	—	11,725	57,178	23.0%	369
Total 2018	552,352	849	137,210	690,411	53.9%	4,058
% Change 2017 to 2018	71.5%	-11.4%	9.2%			-1.2%

Domestic

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2017 TO 2018	NON-REVENUE PASSENGERS
Jan	4,887,270	2,444	1,197,164	6,086,878	-3.1%	211,353
Feb	4,770,764	3,944	1,413,695	6,188,403	5.6%	223,901
Mar	5,798,676	2,641	1,450,395	7,251,712	1.5%	219,129
Apr	5,933,287	3,388	1,530,942	7,467,617	4.6%	241,078
May	6,222,376	1,842	1,679,940	7,904,158	6.4%	253,462
Jun	6,207,136	1,050	1,760,480	7,968,666	5.9%	259,627
Jul	6,389,867	3,392	1,660,595	8,053,854	4.5%	254,439
Aug	6,424,290	3,894	1,653,391	8,081,575	3.9%	237,710
Sep	5,395,896	1,498	1,482,657	6,880,051	4.3%	235,137
Oct	5,940,443	2,601	1,673,665	7,616,709	2.3%	253,776
Nov	5,864,931	6,240	1,514,424	7,385,595	6.0%	226,020
Dec	5,959,259	3,606	1,428,904	7,391,769	2.6%	233,456
Total 2018	69,794,195	36,540	18,446,252	88,276,987	3.8%	2,849,088
% Change						
2017 to 2018	3.9%	-72.8%	3.9%			2.1%

International

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2017 TO 2018	NON-REVENUE PASSENGERS
Jan	3,350,490	82	131,500	3,482,072	0.3%	68,977
Feb	2,945,086	1,000	155,859	3,101,945	7.5%	69,336
Mar	3,626,112	2,344	144,409	3,772,865	8.3%	75,736
Apr	3,895,037	4,522	151,802	4,051,361	0.7%	82,855
May	4,342,531	3,695	170,982	4,517,208	9.8%	89,669
Jun	4,543,314	1,423	185,832	4,730,569	7.6%	91,018
Jul	4,891,780	3,213	185,582	5,080,575	3.1%	98,402
Aug	4,980,009	213	187,066	5,167,288	2.4%	95,295
Sep	4,097,728	237	177,534	4,275,499	4.2%	84,435
Oct	3,997,104	2,317	194,572	4,193,993	8.0%	86,839
Nov	3,579,585	4,084	171,362	3,755,031	6.5%	80,880
Dec	3,881,420	17,502	169,101	4,068,023	7.7%	86,367
Total 2018	48,130,196	40,632	2,025,601	50,196,429	5.4%	1,009,809
% Change						
2017 to 2018	5.3%	43.4%	5.5%			0.4%

Domestic and International

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2017 TO 2018	NON-REVENUE PASSENGERS
Jan	8,237,760	2,526	1,328,664	9,568,950	-1.9%	280,330
Feb	7,715,850	4,944	1,569,554	9,290,348	6.2%	293,237
Mar	9,424,788	4,985	1,594,804	11,024,577	3.7%	294,865
Apr	9,828,324	7,910	1,682,744	11,518,978	3.2%	323,933
May	10,564,907	5,537	1,850,922	12,421,366	7.6%	343,131
Jun	10,750,450	2,473	1,946,312	12,699,235	6.6%	350,645
Jul	11,281,647	6,605	1,846,177	13,134,429	4.0%	352,841
Aug	11,404,299	4,107	1,840,457	13,248,863	3.3%	333,005
Sep	9,493,624	1,735	1,660,191	11,155,550	4.3%	319,572
Oct	9,937,547	4,918	1,868,237	11,810,702	4.3%	340,615
Nov	9,444,516	10,324	1,685,786	11,140,626	6.2%	306,900
Dec	9,840,679	21,108	1,598,005	11,459,792	4.4%	319,823
Total 2018	117,924,391	77,172	20,471,853	138,473,416	4.3%	3,858,897
% Change						
2017 to 2018	4.5%	-52.6%	4.0%			1.6%

2.3.1

continued

PASSENGER TRAFFIC BY MARKET

Annual Totals 2005 to 2018

SWF

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
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
2017	307,621	—	—	—	—	—	141,077	—	448,698
2018	366,130	—	—	—	—	—	324,281	—	690,411

REGION

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
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	69,890,671	1,801,972	3,276,798	5,521,832	1,244,410	3,184,362	21,006,617	3,404,173	109,330,835
2013	71,122,045	1,778,222	3,622,765	5,659,022	1,527,495	3,412,267	21,806,316	3,541,709	112,469,841
2014	72,344,743	1,905,875	3,885,135	6,303,672	1,609,617	3,644,494	22,686,551	3,732,478	116,112,565
2015	77,542,470	1,919,081	3,862,352	6,618,413	1,945,650	3,580,718	23,551,919	4,078,908	123,099,511
2016	81,931,942	1,832,061	3,832,456	7,235,434	2,143,405	3,652,854	24,317,675	4,734,426	129,680,253
2017	83,283,720	1,789,842	4,131,641	7,472,182	2,369,065	3,676,233	25,103,785	4,886,216	132,712,684
2018	86,744,130	1,532,857	4,542,209	7,306,669	2,450,307	4,102,082	26,694,651	5,100,511	138,473,416

Source: Strategic Analysis & Forecasting, Port Authority of NY & NJ.

2.4.1

2018 REVENUE PASSENGER TRAFFIC BY AIRLINE

Top 20 Carriers

JFK

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	Delta	11,422,867	5,461,674	16,884,541	27.40%
2	Jetblue Airways	10,367,932	3,796,822	14,164,754	50.39%
3	American	4,609,157	2,242,390	6,851,547	61.50%
4	British Airways	—	1,386,030	1,386,030	63.75%
5	Alaska Airlines	1,290,966	—	1,290,966	65.85%
6	Norwegian Air	—	1,224,234	1,224,234	67.83%
7	Air France	—	1,099,648	1,099,648	69.62%
8	Virgin Atlantic	—	1,020,515	1,020,515	71.27%
9	Emirates Airlines	—	950,236	950,236	72.82%
10	Lufthansa	—	624,190	624,190	73.83%
11	Alitalia	—	623,611	623,611	74.84%
12	Cathay Pacific	—	609,334	609,334	75.83%
13	Aeroflot	—	566,749	566,749	76.75%
14	Turkish Air	—	550,649	550,649	77.64%
15	Caribbean Air	—	491,549	491,549	78.44%
16	Korean	—	489,329	489,329	79.24%
17	KLM	—	472,544	472,544	80.00%
18	Aeromexico	—	467,613	467,613	80.76%
19	Aer Lingus	—	452,182	452,182	81.49%
20	Avianca	—	442,287	442,287	82.21%
	Others	426,415	10,534,833	10,961,248	100.00%
	Total Airports	28,117,337	33,506,419	61,623,756	100.00%

EWR

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	United	21,769,557	8,314,499	30,084,056	65.31%
2	Jetblue Airways	2,088,407	144,505	2,232,912	70.15%
3	American	2,099,378	—	2,099,378	74.71%
4	Delta	1,724,222	98,788	1,823,010	78.67%
5	Southwest Airlines	1,584,855	—	1,584,855	82.11%
6	Spirit Airlines	1,220,583	—	1,220,583	84.76%
7	Alaska Airlines	1,113,453	—	1,113,453	87.18%
8	Air Canada	—	744,576	744,576	88.79%
9	SAS	—	517,574	517,574	89.92%
10	Lufthansa	—	500,059	500,059	91.00%
11	Norwegian Air	—	456,381	456,381	91.99%
12	Porter Airlines	—	412,029	412,029	92.89%
13	Emirates Airlines	—	326,962	326,962	93.60%
14	Air India	—	262,147	262,147	94.17%
15	British Airways	—	260,250	260,250	94.73%
16	El Al	—	213,699	213,699	95.20%
17	Air Portugal(TAP)	—	197,052	197,052	95.62%
18	Allegiant Air	175,723	—	175,723	96.00%
19	Wow Airline	—	170,735	170,735	96.38%
20	Cathay Pacific	—	167,847	167,847	96.74%
	Others	147,698	1,354,196	1,501,894	100.00%
	Total Airports	31,923,876	14,141,299	46,065,175	100.00%

Source: Strategic Analysis & Forecasting, Port Authority of NY & NJ.

LGA

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	Delta	11,886,684	209,768	12,096,452	40.20%
2	American	7,504,981	216,806	7,721,787	65.85%
3	Southwest Airlines	2,754,193	—	2,754,193	75.01%
4	United	2,650,664	—	2,650,664	83.81%
5	Spirit Airlines	1,346,000	—	1,346,000	88.29%
6	Air Canada	—	1,310,712	1,310,712	92.64%
7	Jetblue Airways	1,258,861	—	1,258,861	96.83%
8	Westjet	—	487,144	487,144	98.44%
9	Frontier Airlines	334,174	—	334,174	99.55%
10	Alaska Airlines	133,892	—	133,892	100.00%
11	Miami Air Intern'l	195	—	195	100.00%
Total Airports		27,869,644	2,224,430	30,094,074	100.00%

SWF

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	Norwegian Air	—	324,281	324,281	46.97%
2	Jetblue Airways	117,173	—	117,173	63.94%
3	Allegiant Air	111,747	—	111,747	80.13%
4	American	79,646	—	79,646	91.66%
5	Delta	57,564	—	57,564	100.00%
Total Airports		366,130	324,281	690,411	100.00%

REGION

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	United	24,420,221	8,314,499	32,734,720	23.64%
2	Delta	25,091,337	5,770,230	30,861,567	45.93%
3	Jetblue Airways	13,832,373	3,941,327	17,773,700	58.76%
4	American	14,293,162	2,459,196	16,752,358	70.86%
5	Southwest Airlines	4,339,048	—	4,339,048	73.99%
6	Spirit Airlines	2,566,583	—	2,566,583	75.85%
7	Alaska Airlines	2,538,311	—	2,538,311	77.68%
8	Air Canada	—	2,055,288	2,055,288	79.16%
9	Norwegian Air	—	2,004,896	2,004,896	80.61%
10	British Airways	—	1,646,280	1,646,280	81.80%
11	Emirates Airlines	—	1,277,198	1,277,198	82.72%
12	Virgin Atlantic	—	1,172,182	1,172,182	83.57%
13	Lufthansa	—	1,124,249	1,124,249	84.38%
14	Air France	—	1,099,648	1,099,648	85.18%
15	Cathay Pacific	—	777,181	777,181	85.74%
16	Alitalia	—	623,611	623,611	86.19%
17	El Al	—	617,825	617,825	86.63%
18	Aer Lingus	—	616,539	616,539	87.08%
19	Westjet	—	570,783	570,783	87.49%
20	Aeroflot	—	566,749	566,749	87.90%
Others		1,195,952	15,558,748	16,754,700	100.00%
Total Airport		88,276,987	50,196,429	138,473,416	100.00%

Source: Strategic Analysis & Forecasting, Port Authority of NY & NJ.

JFK*

TERMINAL BUILDING	INBOUND	DOMESTIC OUTBOUND	INTERNATIONAL INBOUND	INTERNATIONAL OUTBOUND	TOTAL
Terminal 1	—	—	3,813,436	3,791,617	7,605,053
Terminal 2	2,171,812	1,810,581	133,379	136,050	4,251,822
Terminal 4	3,635,899	3,973,298	7,116,359	6,847,196	21,572,752
Terminal 5	5,293,228	5,252,608	1,831,703	2,211,974	14,589,513
Terminal 7	689,434	681,320	1,651,664	1,615,315	4,637,733
Terminal 8	2,320,490	2,288,667	2,186,936	2,170,701	8,966,794
Total	14,110,863	14,006,474	16,733,525	16,772,894	61,623,756

EWR

TERMINAL BUILDING	INBOUND	DOMESTIC OUTBOUND	INTERNATIONAL INBOUND	INTERNATIONAL OUTBOUND	TOTAL
Terminal A	4,931,207	4,923,960	599,149	620,639	11,074,955
Terminal B	1,651,288	1,574,366	4,150,106	2,473,271	9,849,031
Terminal C	9,394,555	9,448,500	2,320,184	3,977,950	25,141,189
Total	15,977,050	15,946,826	7,069,439	7,071,860	46,065,175

LGA†

TERMINAL BUILDING	INBOUND	DOMESTIC OUTBOUND	INTERNATIONAL INBOUND	INTERNATIONAL OUTBOUND	TOTAL
Central Terminal (B)	6,454,842	6,455,191	757,640	769,878	14,437,551
Delta Terminal (D)	2,819,300	2,876,509	336,206	337,573	6,369,588
Marine Terminal (A)	702,549	690,204	—	—	1,392,753
US Airways Terminal (C)	3,943,298	3,927,751	11,723	11,410	7,894,182
Total	13,919,989	13,949,655	1,105,569	1,118,861	30,094,074

SWF

TERMINAL BUILDING	INBOUND	DOMESTIC OUTBOUND	INTERNATIONAL INBOUND	INTERNATIONAL OUTBOUND	TOTAL
Airline Terminal	182,956	183,174	156,179	168,102	690,411
Total	182,956	183,174	156,179	168,102	690,411

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: Strategic Analysis & Forecasting, Port Authority of NY & NJ.

2.6.1

PASSENGER DEMOGRAPHICS

Profile of Departing Passengers

	JFK	LGA	EWR	SWF	REGION	NYC AIRPORTS
Passenger Type						
Departing	70.1%	89.0%	75.3%	—	75.6%	75.6%
Connecting	29.9%	11.0%	24.7%	—	24.4%	24.4%
Type of Flight						
Domestic	43.6%	92.6%	68.0%	—	60.2%	57.9%
International	56.4%	7.4%	32.0%	—	39.8%	42.1%
Purpose of Trip						
Business	15.8%	28.8%	26.7%	—	21.2%	19.6%
Leisure	65.3%	60.2%	60.0%	—	62.9%	63.8%
Other	18.9%	10.9%	13.3%	—	15.8%	16.6%
<i>Business</i>	<i>15.8%</i>	<i>28.8%</i>	<i>26.7%</i>	—	<i>21.2%</i>	<i>19.6%</i>
<i>Personal</i>	<i>84.2%</i>	<i>71.2%</i>	<i>73.3%</i>	—	<i>78.8%</i>	<i>80.4%</i>
Dwell Time Dep						
Less than 30 min.	1.7%	1.7%	1.2%	—	1.6%	1.7%
30 - 45min.	2.8%	4.0%	2.3%	—	3.0%	3.2%
45 - 60min.	4.7%	9.3%	5.6%	—	6.1%	6.3%
1h - 1h15min.	7.3%	14.6%	10.8%	—	10.0%	9.7%
1h 15 min. - 1hr 30 min.	7.9%	16.4%	12.4%	—	11.2%	10.8%
1h 30 min. - 2h.	22.3%	28.2%	29.1%	—	25.4%	24.3%
More than 2h.	53.2%	25.9%	38.6%	—	42.7%	44.0%
Mean (in mins.)	108.0	93.4	102.4	—	102.9	103.0
Number of Round Trips						
1-2	43.8%	28.6%	34.0%	—	38.1%	39.3%
3-5	34.5%	32.9%	32.9%	—	33.8%	34.0%
6-10	13.4%	20.3%	17.6%	—	15.9%	15.4%
11-20	5.7%	10.4%	9.2%	—	7.6%	7.1%
21+	2.6%	7.8%	6.2%	—	4.6%	4.1%
Mean	4.4	6.5	5.9	—	5.2	5.0
Gender						
Male	43.2%	46.1%	45.8%	—	44.5%	44.0%
Female	56.8%	53.9%	54.2%	—	55.5%	56.0%
Age						
16-21	7.1%	4.9%	6.8%	—	6.5%	6.4%
22-25	9.7%	9.9%	9.3%	—	9.6%	9.7%
26-34	22.6%	22.4%	18.4%	—	21.6%	22.5%
35-44	17.2%	16.6%	16.7%	—	17.0%	17.0%
45-54	18.4%	18.5%	19.2%	—	18.6%	18.4%
55-64	14.9%	15.8%	18.1%	—	15.8%	15.1%
65-75	9.0%	10.1%	9.8%	—	9.4%	9.3%
76 & over	1.2%	1.8%	1.6%	—	1.4%	1.4%
Mean	42.4	43.6	44.0	—	43.0	42.7
Citizenship						
U.S. Citizen	58.5%	81.2%	75.3%	—	67.4%	65.0%
Foreign National	41.5%	18.8%	24.7%	—	32.6%	35.0%

Source: 2018 ACI ASQ Monthly Monitor Survey - 12 Month Aggregate
SWF data not available.

	JFK	LGA	EWR	SWF	REGION	NYC AIRPORTS
Nationality						
United States	58.5%	81.2%	75.3%	—	67.4%	65.0%
Canada	1.3%	5.3%	3.0%	—	2.6%	2.5%
Caribbean	3.4%	0.7%	0.6%	—	2.1%	2.6%
Central America	2.1%	1.0%	1.1%	—	1.6%	1.8%
South America	5.7%	2.7%	2.3%	—	4.3%	4.8%
Europe	17.3%	4.9%	11.6%	—	13.2%	13.7%
Middle East	1.5%	0.4%	0.6%	—	1.0%	1.2%
Africa	1.4%	0.3%	0.7%	—	1.0%	1.1%
Asia	7.7%	2.6%	3.9%	—	5.7%	6.2%
Oceania	1.2%	0.8%	0.8%	—	1.0%	1.1%
Residence						
U.S. Resident	65.2%	87.4%	80.5%	—	73.7%	71.8%
Int'l Resident	34.8%	12.6%	19.5%	—	26.3%	28.2%
Residence						
United States	65.2%	87.4%	80.5%	—	73.7%	71.8%
Canada	1.2%	4.9%	3.0%	—	2.4%	2.3%
Caribbean	2.4%	0.3%	0.3%	—	1.4%	1.8%
Central America	1.6%	0.6%	0.9%	—	1.3%	1.4%
South America	4.3%	1.6%	1.4%	—	3.1%	3.6%
Europe	16.0%	2.8%	10.1%	—	11.7%	12.2%
Middle East	1.8%	0.3%	0.7%	—	1.2%	1.0%
Africa	1.0%	0.2%	0.4%	—	0.7%	0.7%
Asia	5.4%	1.2%	2.1%	—	3.7%	4.2%
Oceania	1.1%	0.6%	0.6%	—	0.9%	1.0%
Modal Access						
Private/Company Car	33.0%	27.4%	37.0%	—	32.5%	31.1%
Bus/Shuttle	8.1%	10.4%	10.4%	—	9.2%	8.9%
Taxi/Limo	31.8%	45.1%	22.5%	—	33.0%	36.2%
Rail/Subway	12.0%	1.5%	8.0%	—	8.3%	8.4%
Rental car	4.3%	3.4%	8.1%	—	4.9%	4.0%
Uber/Lyft	10.9%	12.2%	14.0%	—	12.0%	11.3%
Check-in Location						
Self-serve kiosk	26.2%	27.8%	34.7%	—	28.6%	26.7%
Main counter	35.4%	19.3%	23.2%	—	28.3%	29.8%
Bag drop	18.2%	15.3%	16.0%	—	16.9%	17.2%
Curbside	2.3%	2.1%	1.8%	—	2.1%	2.2%
Internet	15.8%	16.3%	15.5%	—	15.8%	15.9%
Phone	16.8%	29.7%	23.5%	—	21.8%	21.2%
Internet/Phone	32.5%	46.0%	39.0%	—	37.6%	37.2%

Source: 2018 ACI ASQ Monthly Monitor Survey - 12 Month Aggregate
SWF data not available.

Page is intentionally blank.

CARGO TRANSPORT

Top 60 Domestic Airport Comparisons

Top 60 Worldwide Airport Comparisons

Revenue Freight in Short Tons

Revenue Freight by Airline

Revenue Mail in Short Tons

3.1.1

TOP 60 DOMESTIC AIRPORT COMPARISONS

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

2018

RANK	AIRPORT	CITY	CARGO (SHORT TONS)	% CHANGE 2017-18
1	Memphis TN	Memphis International Airport	4,927,548	3.08
2	Anchorage AK	Ted Stevens Anchorage International Airport	3,093,905	3.45
3	Louisville KY	Louisville International Airport	2,891,384	0.78
4	Los Angeles CA	Los Angeles International Airport	2,435,943	2.39
5	Miami FL	Miami International Airport	2,347,546	2.80
6	Chicago IL	O'Hare International Airport	2,060,088	3.56
7	New York NY	John F. Kennedy International Airport	1,523,870	2.27
8	Cincinnati OH	Cincinnati/Northern Kentucky International Airport	1,239,592	17.72
9	Indianapolis IN	Indianapolis International Airport	1,098,783	4.00
10	Dallas/Ft Worth TX	Dallas/Ft Worth International Airport	918,129	2.74
11	Newark NJ	Newark Liberty International Airport	904,673	3.01
12	Ontario CA	LA/Ontario International Airport	770,797	17.73
13	Atlanta GA	Hartsfield-Jackson Atlanta International Airport	764,773	0.37
14	Oakland CA	Oakland International Airport	670,198	7.16
15	San Francisco CA	San Francisco International Airport	629,836	1.70
16	Houston TX	George Bush Intercontinental Airport	582,155	17.14
17	Philadelphia PA	Philadelphia International Airport	555,192	19.96
18	Seattle WA	Seattle-Tacoma International Airport	476,546	1.52
19	Phoenix AZ	Sky Harbor International Airport	390,815	4.33
20	Boston MA	Logan International Airport	367,777	3.81
21	Rockford IL	Chicago Rockford International Airport	337,673	56.61
22	Washington DC	Washington Dulles International Airport	329,659	-2.38
23	Denver CO	Denver International Airport	306,742	4.91
24	Orlando FL	Orlando International Airport	280,973	15.85
25	Portland OR	Portland International Airport	272,695	4.46
26	Minneapolis MN	Minneapolis/St Paul International Airport	263,752	4.28
27	Detroit MI	Detroit Metropolitan Wayne County Airport	253,970	6.58
28	Tampa FL	Tampa International Airport	223,920	35.77
29	Baltimore MD	Baltimore/Washington International Thurgood Marshall Airport	219,734	18.74
30	Salt Lake City UT	Salt Lake City International Airport	216,588	3.33
31	Charlotte NC	Charlotte Douglas International Airport	200,707	2.34
32	San Diego CA	San Diego International Airport	192,313	1.47
33	Columbus OH	Rickenbacker International Airport	150,458	17.58
34	Hartford CT	Bradley International Airport	148,847	17.79
35	San Antonio TX	San Antonio International Airport	136,133	8.61
36	Las Vegas NV	McCarran International Airport	130,374	6.48
37	Sacramento CA	Sacramento International Airport	127,081	56.57
38	Fort Lauderdale FL	Ft Lauderdale-Hollywood International Airport	119,424	10.72
39	Kansas City MO	Kansas City International Airport	106,156	-7.29
40	Raleigh-Durham NC	Raleigh-Durham International Airport	104,308	5.89
41	Huntsville AL	Huntsville International Airport	103,692	1.11
42	Allentown PA	Lehigh Valley International Airport	103,119	-0.44
43	Pittsburgh PA	Pittsburgh International Airport	96,373	5.89
44	El Paso TX	El Paso International Airport	95,426	12.85
45	Greensboro NC	Piedmont Triad International Airport	94,027	12.66
46	Manchester NH	Manchester-Boston Regional Airport	92,903	8.70
47	Austin TX	Austin-Bergstrom International Airport	91,254	-3.60
48	Jacksonville FL	Jacksonville International Airport	86,227	3.42
49	Cleveland OH	Cleveland Hopkins International Airport	86,082	5.05
50	Milwaukee WI	General Mitchell International Airport	85,083	3.32
51	Omaha NE	Eppley Airfield	77,081	3.87
52	Sacramento CA	Mather Airport	76,888	15.51
53	Columbia SC	Columbia Metropolitan Airport	75,785	3.61
54	Reno NV	Reno-Tahoe International Airport	74,418	-2.24
55	St Louis MO	Lambert-St Louis International Airport	74,270	3.52
56	Spokane WA	Spokane International Airport	70,760	-2.12
57	Richmond VA	Richmond International Airport	70,698	4.51
58	Tulsa OK	Tulsa International Airport	65,464	11.68
59	New Orleans LA	Louis Armstrong New Orleans International Airport	64,527	12.83
60	Albuquerque NM	Albuquerque International Sunport	61,512	4.11

Source: Airports Council International - Worldwide Airport Traffic Report - Calendar Year 2018.

3.1.2

TOP 60 WORLDWIDE AIRPORT COMPARISONS

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

2018

RANK	AIRPORT	COUNTRY	CARGO (SHORT TONS)	% CHANGE 2017-18
1	Hong Kong	Hong Kong International Airport	5,644,728	1.40
2	United States	Memphis International Airport	4,927,548	3.08
3	China	Pudong International Airport	4,154,141	-1.46
4	Korea, Republic Of	Incheon International Airport	3,254,159	1.04
5	United States	Ted Stevens Anchorage International Airport	3,093,905	3.45
6	United Arab Emirates	Dubai International Airport	2,911,626	-0.50
7	United States	Louisville International Airport	2,891,384	0.78
8	Chinese Taipei	Taiwan Taoyuan International Airport	2,560,474	2.35
9	Japan	Narita International Airport	2,492,335	-3.23
10	United States	Los Angeles International Airport	2,435,943	2.39
11	Qatar	Hamad International Airport	2,423,220	8.78
12	Singapore	Singapore Changi Airport	2,419,573	1.40
13	Germany	Flughafen Frankfurt/Main	2,399,056	-0.81
14	France	Aéroport de Paris-Charles de Gaulle	2,376,944	-1.77
15	United States	Miami International Airport	2,347,546	2.80
16	China	Beijing Capital International Airport	2,286,199	2.19
17	China	Guangzhou Bai Yun International Airport	2,083,987	4.96
18	United States	O'Hare International Airport	2,060,088	3.56
19	United Kingdom	Heathrow Airport	1,952,570	-1.28
20	Netherlands	Amsterdam Airport Schiphol	1,915,799	-2.74
21	Thailand	Suvarnabhumi International Airport	1,647,442	3.79
22	United States	John F. Kennedy International Airport	1,523,870	2.27
23	Japan	Tokyo International (Haneda) Airport	1,515,219	0.67
24	Turkey	Atatürk International Airport	1,410,785	10.43
25	China	Shenzhen Baoan International Airport	1,343,132	5.13
26	Germany	Flughafen Leipzig/Halle	1,334,060	6.97
27	United States	Cincinnati/Northern Kentucky International Airport	1,239,592	17.72
28	India	Indira Gandhi International Airport	1,136,471	6.64
29	United States	Indianapolis International Airport	1,098,783	4.00
30	United Arab Emirates	Dubai World Central	1,089,068	1.61
31	India	Chhatrapati Shivaji International Airport	1,065,910	7.43
32	Luxembourg	Luxembourg-Findel International Airport	986,548	-0.27
33	Belgium	Liège Airport	960,770	21.58
34	Japan	Kansai International Airport	943,758	-1.06
35	Germany	Köln-Bonn Airport	931,013	2.71
36	United States	Dallas/Ft Worth International Airport	904,673	2.74
37	United States	Newark Liberty International Airport	910,666	3.01
38	Philippines	Ninoy Aquino International Airport	819,626	12.28
39	Malaysia	KL International Airport	818,530	1.28
40	Colombia	Aeropuerto Internacional El Dorado	817,364	4.91
41	Viet Nam	Noi Bai International Airport	802,939	2.21
42	Indonesia	Soekarno-Hatta International Airport	792,975	15.10
43	United States	LA/Ontario International Airport	770,797	17.73
44	United States	Hartsfield-Jackson Atlanta International Airport	764,773	0.37
45	Viet Nam	Tan Son Nhat International Airport	735,801	17.80
46	China	Chengdu Shuangliu International Airport	733,178	3.46
47	China	Hangzhou Xiaoshan International Airport	706,467	8.73
48	United States	Oakland International Airport	670,198	7.16
49	United Arab Emirates	Abu Dhabi International Airport	660,528	-19.99
50	Mexico	Aeropuerto Internacional de la Ciudad de México "Lic Benito Juárez"	646,989	8.60
51	Italy	Milano Malpensa	631,376	-2.87
52	United States	San Francisco International Airport	629,836	1.70
53	Brazil	Guarulhos International Airport	608,782	1.66
54	Spain	Aeropuerto de Adolfo Suárez Madrid-Barajas	599,299	9.75
55	Belgium	Brussels Airport	599,098	3.52
56	United States	George Bush Intercontinental Airport	582,155	17.14
57	China	Zhengzhou Xinzheng Int'l Airport	567,604	2.43
58	United States	Philadelphia International Airport	555,192	19.96
59	South Africa	OR Tambo International Airport	501,769	12.46
60	United States	Seattle-Tacoma International Airport	476,546	1.52

Source: Airports Council International - Worldwide Airport Traffic Report - Calendar Year 2018.

3.2.1

REVENUE FREIGHT IN SHORT TONS

Annual Totals 2005 to 2018

Domestic

YEAR	EWR	JFK	LGA	SWF	REGION
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	486,243	240,980	7,527	19,174	753,924
2017	533,621	239,415	6,818	20,694	800,548
2018	542,658	267,483	5,924	22,418	838,483

International

YEAR	EWR	JFK	LGA	SWF	REGION
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
2017	288,968	1,155,093	60	140	1,444,261
2018	305,277	1,163,607	72	390	1,469,345

Domestic and International

YEAR	EWR	JFK	LGA	SWF	REGION
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	2,060,169
2016	746,771	1,315,393	7,582	19,174	2,088,921
2017	822,589	1,394,509	6,878	20,834	2,244,809
2018	847,935	1,431,090	5,996	22,807	2,307,829

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

3.2.2

REVENUE FREIGHT IN SHORT TONS

Monthly Totals 2017 to 2018

Domestic

MONTH	EWR	JFK	LGA	SWF	REGION	REGIONAL CHANGE 2017 TO 2018
Jan	43,284	19,739	478	1,512	65,013	10.63%
Feb	40,501	19,794	505	1,775	62,575	12.18%
Mar	44,676	21,484	413	1,997	68,570	2.95%
Apr	40,395	21,080	440	1,723	63,637	4.40%
May	45,454	22,493	518	1,951	70,416	6.06%
Jun	43,982	20,665	498	1,886	67,031	0.26%
Jul	42,315	21,257	474	1,652	65,698	12.68%
Aug	47,240	22,405	449	1,988	72,083	5.28%
Sep	43,846	22,268	501	1,774	68,389	2.19%
Oct	48,867	25,004	551	1,969	76,392	5.96%
Nov	48,307	25,010	581	1,973	75,871	1.46%
Dec	53,791	26,283	516	2,218	82,808	-2.15%
Total 2018	542,658	267,483	5,924	22,418	838,483	4.74%
% Change 2017 to 2018	1.69%	11.72%	-13.11%	8.33%	4.74%	

International

MONTH	EWR	JFK	LGA	SWF	REGION	REGIONAL CHANGE 2017 TO 2018
Jan	23,078	85,457	2	105	108,643	2.35%
Feb	23,470	87,874	8	—	111,353	10.00%
Mar	26,205	105,450	7	40	131,702	8.99%
Apr	24,946	96,579	6	95	121,626	3.42%
May	25,288	96,201	6	—	121,495	-0.36%
Jun	25,885	100,055	7	—	125,947	3.26%
Jul	26,061	97,660	7	85	123,813	-0.80%
Aug	25,168	96,200	8	—	121,375	-2.20%
Sep	25,054	97,360	3	6	122,423	0.80%
Oct	27,818	105,488	9	37	133,353	0.88%
Nov	26,579	97,429	3	21	124,033	-2.01%
Dec	25,725	97,852	6	—	123,582	-1.45%
Total 2018	305,277	1,163,607	72	390	1,469,345	1.74%
% Change 2017 to 2018	5.64%	0.74%	20.22%	177.63%	1.74%	

Domestic and International

MONTH	EWR	JFK	LGA	SWF	REGION	REGIONAL CHANGE 2017 TO 2018
Jan	66,362	105,197	480	1,617	173,656	5.30%
Feb	63,971	107,668	513	1,775	173,928	10.77%
Mar	70,881	126,934	420	2,037	200,272	6.84%
Apr	65,340	117,659	446	1,818	185,263	3.76%
May	70,742	118,694	524	1,951	191,912	1.91%
Jun	69,867	120,720	506	1,886	192,978	2.20%
Jul	68,376	118,918	481	1,737	189,512	3.49%
Aug	72,408	118,605	457	1,988	193,458	0.46%
Sep	68,900	119,628	504	1,780	190,812	1.29%
Oct	76,685	130,492	560	2,007	209,744	2.68%
Nov	74,886	122,439	584	1,994	199,904	-0.72%
Dec	79,516	124,135	521	2,218	206,390	-1.73%
Total 2018	847,935	1,431,090	5,996	22,807	2,307,829	2.81%
% Change 2017 to 2018	3.08%	2.62%	-12.82%	9.47%	2.81%	

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

3.3.1 REGION

REGIONAL FREIGHT IN SHORT TONS

US Customs Data: Annual Totals 2009-2018 by International Market

Domestic Imports

YEAR	ASIA	EUROPE	SOUTH AMERICA	AFRICA	CENTRAL AMERICA	AUSTRALIA & OCEANIA	NORTH AMERICA	REGION
2009	253,772	343,111	21,638	12,031	7,292	3,238	2,177	643,311
2010	335,666	423,374	23,723	15,160	7,313	2,637	2,578	810,530
2011	355,786	351,124	23,967	13,828	6,710	2,118	2,650	756,354
2012	299,400	347,203	25,170	12,889	7,210	1,985	957	694,996
2013	301,252	352,454	24,866	12,064	6,156	1,998	1,148	700,088
2014	325,315	364,793	26,927	12,487	5,596	2,294	1,109	738,650
2015	349,850	373,404	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
2017	393,800	394,867	34,707	12,018	8,618	2,680	1,162	847,853
2018	422,154	389,579	38,212	12,788	7,855	2,338	1,204	874,131

Domestic Exports

YEAR	ASIA	EUROPE	SOUTH AMERICA	AFRICA	CENTRAL AMERICA	AUSTRALIA & OCEANIA	NORTH AMERICA	REGION
2009	260,409	238,378	13,578	16,578	6,234	12,925	1,230	549,539
2010	301,656	317,527	19,691	18,847	5,504	14,157	1,382	679,047
2011	309,497	316,575	19,214	17,532	6,158	15,416	1,351	686,141
2012	265,931	274,603	18,584	17,189	5,333	15,687	1,303	598,612
2013	260,216	258,323	20,131	15,864	6,084	13,730	1,511	576,188
2014	261,925	243,243	19,917	15,170	5,205	10,199	1,153	557,104
2015	248,931	236,111	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
2017	243,182	241,954	17,907	10,129	5,754	8,072	675	527,675
2018	231,951	238,854	18,205	11,862	4,804	8,533	671	514,880

Total

YEAR	ASIA	EUROPE	SOUTH AMERICA	AFRICA	CENTRAL AMERICA	AUSTRALIA & OCEANIA	NORTH AMERICA	REGION
2009	514,182	581,488	35,216	28,609	13,526	16,163	3,407	1,192,850
2010	637,321	740,901	43,414	34,007	12,817	16,794	3,960	1,489,576
2011	665,283	667,698	43,181	31,360	12,868	17,534	4,001	1,442,495
2012	564,791	621,806	43,753	30,078	12,543	17,673	2,260	1,293,608
2013	561,468	610,777	44,997	27,928	12,240	15,728	2,659	1,276,275
2014	587,241	608,036	46,844	27,657	10,802	12,493	2,262	1,295,754
2015	598,781	609,514	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
2017	636,982	636,821	52,615	22,147	14,373	10,752	1,838	1,375,528
2018	654,106	628,433	56,417	24,650	12,658	10,871	1,875	1,389,011

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 2018

RANK	CUSTOM DISTRICTS	SHORT TONS	TOTAL IMPORTS \$ IN 000'S	TONS	% OF TOTAL DOLLARS
1	Chicago, IL	922,187	\$ 125,650,452	16.9%	18.9%
2	New York, NY	874,131	125,824,179	16.0%	18.9%
3	Los Angeles, CA	725,383	64,412,070	13.3%	9.7%
4	Miami, FL	723,319	25,598,373	13.3%	3.9%
5	Cleveland, OH	319,923	44,573,776	5.9%	6.7%
6	Savannah, GA	273,538	35,351,403	5.0%	5.3%
7	New Orleans, LA	253,456	49,389,173	4.6%	7.4%
8	San Francisco, CA	239,183	36,975,136	4.4%	5.6%
9	Dallas/Fort Worth, TX	189,925	30,650,525	3.5%	4.6%
10	Anchorage, AK	159,982	43,412,088	2.9%	6.5%
All Others		779,779	\$83,135,494	14.3%	12.5%
Total		5,460,806	\$ 664,972,669	100.0%	100.0%

RANK	CUSTOM DISTRICTS	SHORT TONS	TOTAL EXPORTS \$ IN 000'S	TONS	% OF TOTAL DOLLARS
1	Chicago, IL	595,954	\$ 51,425,366	15.6%	10.4%
2	New York, NY	514,880	98,188,972	13.5%	19.9%
3	Los Angeles, CA	488,614	57,927,027	12.8%	11.7%
4	Miami, FL	341,860	36,128,595	8.9%	7.3%
5	Cleveland, OH	322,646	44,893,249	8.4%	9.1%
6	New Orleans, LA	199,695	37,061,741	5.2%	7.5%
7	Savannah, GA	177,128	20,269,460	4.6%	4.1%
8	Dallas/Fort Worth, TX	165,984	24,106,326	4.3%	4.9%
9	San Francisco, CA	164,991	31,174,219	4.3%	6.3%
10	Houston/Galveston, TX	130,159	8,385,484	3.4%	1.7%
All Others		722,744	\$ 84,461,180	18.9%	17.1%
Total		3,824,655	\$ 494,021,619	100.0%	100.0%

RANK	CUSTOM DISTRICTS	SHORT TONS	TOTAL IMPORTS AND EXPORTS \$ IN 000'S	TONS	% OF TOTAL DOLLARS
1	Chicago, IL	1,518,140	\$ 177,075,818	16.4%	15.3%
2	New York, NY	1,389,011	224,013,152	15.0%	19.3%
3	Los Angeles, CA	1,213,997	122,339,097	13.1%	10.6%
4	Miami, FL	1,065,179	61,726,968	11.5%	5.3%
5	Cleveland, OH	642,569	89,467,025	6.9%	7.7%
6	New Orleans, LA	453,151	86,450,914	4.9%	7.5%
7	Savannah, GA	450,666	55,620,863	4.9%	4.8%
8	San Francisco, CA	404,174	68,149,355	4.4%	5.9%
9	Dallas/Fort Worth, TX	355,909	54,756,851	3.8%	4.7%
10	Anchorage, AK	263,743	59,093,541	2.8%	5.1%
All Others		1,528,922	\$ 160,300,704	16.5%	13.8%
Total		9,285,461	\$1,158,994,288	100.0%	100.0%

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

3.3.3 REGION

REGIONAL FREIGHT IN SHORT TONS

Top 10 U.S. Trading Districts by Air 2018

RANK	COMMODITY	SHORT TONS	TOTAL IMPORTS \$ IN 000'S	TONS	% OF TOTAL DOLLARS
1	Machinery	130,869	\$ 13,520,416	15.0%	10.8%
2	Electrical Machinery	75,536	10,956,250	8.6%	8.7%
3	Woven Apparel	74,871	3,184,796	8.6%	2.5%
4	Fish and Seafood	71,439	526,048	8.2%	0.4%
5	Knit Apparel	59,997	1,819,745	6.9%	1.5%
6	Optical, Medical Instruments	42,742	8,822,220	4.9%	7.0%
7	Plastics	37,235	961,404	4.3%	0.8%
8	Perfumery, Cosmetic Products	29,923	891,130	3.4%	0.7%
9	Footwear	27,198	1,495,178	3.1%	1.2%
10	Pharmaceutical Products	22,263	14,965,585	2.6%	11.9%
All Others		302,058	\$ 68,681,407	34.6%	54.6%
Total		874,131	\$125,824,179	100.0%	100.0%

RANK	COMMODITY	SHORT TONS	TOTAL EXPORTS \$ IN 000'S	TONS	% OF TOTAL DOLLARS
1	Machinery	87,721	\$ 10,129,234	17.0%	10.3%
2	Electrical Machinery	41,941	6,979,371	8.2%	7.1%
3	Plastics	37,846	942,757	7.4%	1.0%
4	Optical, Medical Instruments	36,916	7,026,007	7.2%	7.2%
5	Perfumery, Cosmetic Products	24,924	1,008,563	4.8%	1.0%
6	Books and Newspapers	21,211	518,068	4.1%	0.5%
7	Fish and Seafood	20,270	263,176	3.9%	0.3%
8	Misc. Chemical Products	15,595	856,790	3.0%	0.9%
9	Iron and Steel Products	14,122	429,300	2.7%	0.4%
10	Paper, Paperboard	12,269	78,738	2.4%	0.1%
All Others		202,065	\$ 69,956,968	39.2%	71.2%
Total		514,880	\$ 98,188,972	100.0%	100.0%

RANK	COMMODITY	SHORT TONS	TOTAL IMPORTS AND EXPORTS \$ IN 000'S	TONS	% OF TOTAL DOLLARS
1	Machinery	218,590	\$ 23,649,650	15.7%	10.6%
2	Electrical Machinery	117,476	17,935,621	8.5%	8.0%
3	Fish And Seafood	91,708	789,224	6.6%	0.4%
4	Optical, Medical Instruments	79,658	15,848,227	5.7%	7.1%
5	Woven Apparel	79,620	2,257,864	5.7%	1.5%
6	Plastics	75,081	1,904,161	5.4%	0.9%
7	Knit Apparel	63,890	1,913,692	4.6%	0.9%
8	Perfumery, Cosmetic Products	54,848	1,899,693	4.0%	0.9%
9	Pharmaceutical Products	32,596	19,686,684	2.4%	8.8%
10	Organic Chemicals	28,887	6,234,239	2.1%	2.8%
All Others		546,657	\$131,894,000	39.3%	58.4%
Total		1,389,011	\$224,013,152	100.0%	100.0%

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

3.4.1

2018 REVENUE FREIGHT BY AIRLINE

Top Carriers

JFK

RANK	AIRLINE	TOTAL FREIGHT (SHORT TONS)	CUMULATIVE %
1	Delta	110,147	7.70%
2	Federal Express	93,025	14.20%
3	American	83,105	20.00%
4	Cathay Pacific	67,951	24.75%
5	China Airlines (CAL)	54,584	28.57%
6	United Parcel	50,298	32.08%
7	Cargolux Airlines	50,075	35.58%
8	Virgin Atlantic	46,280	38.81%
9	Korean	46,000	42.03%
10	Air China International	44,682	45.15%
11	Asiana	41,979	48.08%
12	British Airways	38,140	50.75%
13	Kalitta Air LLC	35,327	53.22%
14	Atlas Air	34,887	55.66%
15	Cargo Airlines Ltd	32,589	57.93%
	Others	602,021	100.00%
Total Airport All Airlines		1,431,090	100.00%

EWR

RANK	AIRLINE	TOTAL FREIGHT (SHORT TONS)	CUMULATIVE %
1	Federal Express	382,103	79.56%
2	United	168,618	86.96%
3	United Parcel	149,788	93.53%
4	SAS	25,338	94.64%
5	ABX Air Inc	15,586	95.33%
6	Lufthansa	14,001	95.94%
7	Emirates Airlines	12,656	96.50%
8	British Airways	9,102	96.90%
9	Swiss Int'l Air Lines Ltd	9,021	97.29%
10	Virgin Atlantic	8,375	97.66%
11	Air China International	7,003	97.97%
12	El Al	6,429	98.25%
13	Norwegian Air	5,400	98.49%
14	Air Canada	4,837	98.70%
15	Air Portugal(TAP)	3,497	98.85%
	Others	26,183	100.00%
Total Airport All Airlines		847,935	100.00%

Source: Strategic Analysis & Forecasting, Port Authority of NY & NJ.

3.4.1

2018 REVENUE FREIGHT BY AIRLINE

Top Carriers

LGA

RANK	AIRLINE	TOTAL FREIGHT (SHORT TONS)	CUMULATIVE %
1	Southwest Airlines	2,825	99.86%
2	Delta	1,734	99.94%
3	American	1,131	99.99%
4	United	235	100.00%
5	Air Canada	72	100.00%
Total Airport All Airlines		5,996	100.00%

SWF

RANK	AIRLINE	TOTAL FREIGHT (SHORT TONS)	CUMULATIVE %
1	Federal Express	15,314	99.68%
2	United Parcel	6,990	99.98%
3	Itinerants: Foreign	390	100.00%
4	Itinerants: USA	114	100.00%
Total Airport All Airlines		22,807	100.00%

REGION

RANK	AIRLINE	TOTAL FREIGHT (SHORT TONS)	CUMULATIVE %
1	Federal Express	490,441	21.25%
2	United Parcel	207,076	30.22%
3	United	168,853	37.54%
4	Delta	113,954	42.48%
5	American	85,256	46.17%
6	Cathay Pacific	69,806	49.20%
7	Virgin Atlantic	54,655	51.57%
8	China Airlines (CAL)	54,584	53.93%
9	Air China International	51,685	56.17%
10	Cargolux Airlines	50,075	58.34%
11	British Airways	47,242	60.39%
12	Korean	46,000	62.38%
13	Asiana	41,979	64.20%
14	ABX Air Inc	38,566	65.87%
15	Kalitta Air LLC	35,327	67.40%
Others		752,329	100.00%
Total Airport All Airlines		2,307,829	100.00%

Source: Strategic Analysis & Forecasting, Port Authority of NY & NJ.

3.5.1

REVENUE MAIL IN SHORT TONS

Annual Totals 2005 to 2018

Domestic

YEAR	EWR	JFK	LGA	SWF	REGION
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	284	210	58,772
2017	46,869	22,967	2,364	—	72,201
2018	45,031	25,879	4,853	—	75,764

International

YEAR	EWR	JFK	LGA	SWF	REGION
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
2017	8,753	72,558	221	—	81,532
2018	11,707	66,901	5	—	78,614

Domestic and International

YEAR	EWR	JFK	LGA	SWF	REGION
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	680	210	140,837
2017	55,623	95,525	2,585	—	153,733
2018	56,738	92,780	4,859	—	154,377

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

Domestic

MONTH	EWR	JFK	LGA	SWF	REGION	REGIONAL CHANGE 2017 TO 2018
Jan	3,697	2,468	328	—	6,493	15.8%
Feb	3,680	2,208	338	—	6,225	27.1%
Mar	3,868	2,460	293	—	6,621	11.9%
Apr	3,841	2,285	396	—	6,523	10.9%
May	3,833	2,269	404	—	6,506	13.4%
Jun	3,835	2,099	396	—	6,331	7.4%
Jul	3,861	1,853	421	—	6,135	4.0%
Aug	3,965	1,977	468	—	6,410	-0.4%
Sep	3,577	2,005	464	—	6,047	-3.4%
Oct	3,846	2,159	452	—	6,457	-10.8%
Nov	3,691	2,059	456	—	6,206	-0.7%
Dec	3,337	2,036	437	—	5,810	-6.2%
Total 2018	45,031	25,879	4,853	—	75,764	4.9%
% Change 2017 to 2018	-3.9%	12.7%	105.3%		4.9%	

International

MONTH	EWR	JFK	LGA	SWF	REGION	REGIONAL CHANGE 2017 TO 2018
Jan	690	5,932	3	—	6,625	-2.0%
Feb	647	4,932	—	—	5,579	-6.1%
Mar	719	6,312	—	—	7,031	-3.1%
Apr	871	5,632	—	—	6,503	-2.4%
May	775	5,307	—	—	6,082	-5.8%
Jun	745	5,205	—	—	5,951	-6.0%
Jul	750	5,008	—	—	5,757	-10.7%
Aug	742	4,863	—	—	5,605	-11.2%
Sep	772	4,852	—	—	5,624	-12.5%
Oct	1,050	5,371	—	—	6,421	-7.4%
Nov	1,677	6,296	2	—	7,975	11.6%
Dec	2,269	7,192	—	—	9,460	6.8%
Total 2018	11,707	66,901	5	—	78,614	-3.6%
% Change 2017 to 2018	33.7%	-7.8%	-97.5%		-3.6%	

Domestic and International

MONTH	EWR	JFK	LGA	SWF	REGION	REGIONAL CHANGE 2017 TO 2018
Jan	4,387	8,400	331	—	13,118	6.1%
Feb	4,327	7,140	338	—	11,805	8.9%
Mar	4,588	8,772	293	—	13,652	3.6%
Apr	4,712	7,917	396	—	13,025	3.8%
May	4,608	7,576	404	—	12,588	3.2%
Jun	4,581	7,305	396	—	12,281	0.5%
Jul	4,611	6,861	421	—	11,892	-3.7%
Aug	4,707	6,839	468	—	12,015	-5.7%
Sep	4,349	6,857	464	—	11,671	-8.0%
Oct	4,896	7,530	452	—	12,878	-9.1%
Nov	5,367	8,355	459	—	14,181	5.9%
Dec	5,606	9,228	437	—	15,271	1.5%
Total 2018	56,738	92,780	4,859	—	154,377	0.4%
% Change 2017 to 2018	2.0%	-2.9%	87.9%		0.4%	

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

Page is intentionally blank.

GROUND TRANSPORTATION & AIRPORT ECONOMIC IMPACT

Passenger Accessing Airports by Bus & Rail

Paid Parked Cars

Taxi Dispatch Passengers

Ground Transportation Center Bookings

Airport Employment

Economic Impact of the Aviation Industry

YEAR	OLYMPIA TRAIL (MOTOR COACH)	EWR				TOTAL
		EXPRESS #300 BUS	NEW JERSEY TRANSIT			
2005	646,679	—	1,445,035		—	2,091,714
2006	615,734	—	1,588,163		—	2,203,897
2007	620,462	—	1,793,796		—	2,414,258
2008	668,108	—	1,933,100		—	2,601,208
2009	637,234	—	1,863,718		—	2,500,952
2010	632,469	—	1,870,237		—	2,502,706
2011	624,869	—	2,055,623		—	2,680,492
2012	579,779	—	2,136,446		—	2,716,225
2013	567,703	—	2,386,467		—	2,954,170
2014	614,365	—	2,176,316		—	2,790,681
2015	509,920	—	2,545,232		—	3,055,152
2016	567,575	—	2,548,039		—	3,115,614
2017	641,573	—	7,687,033*		—	8,328,606
2018	573,586	—	11,000,769*		—	11,574,355

YEAR	NY AIRPORT SERVICE (MOTOR COACH)	JFK	LGA	SWF	SWF	NY ONLY
		AIRTRAIN	NEW YORK AIRPORT SERVICE (MOTOR COACH)	CONNECTING BUS (LEPRECHAUN)	EXPRESS BUS	GRAND TOTAL MOTOR COACH AND RAIL
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	865	—	7,208,634
2015	420,781	7,130,410	284,969	629	—	7,836,789
2016	397,592	18,956,542**	265,416	526	—	19,620,076
2017	364,737	20,274,165**	280,270	1,182	38,715	20,959,069
2018	182,527	20,447,752**	130,736	1,738	101,775	20,864,528

EWR

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

Express #300 bus: formerly served PABT but absorbed into Olympia Trails

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

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

*As of June 2017, EWR AirTrain category captures total AirTrain passengers; prior to June 2017, captures only paid AirTrain passengers

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.

**As of January 2016, JFK AirTrain category captures total AirTrain passengers; prior to January 2016, captures only paid AirTrain passengers (Jamaica & Howard Beach)

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.

Express Bus: currently serves Port Authority Bus Terminal to SWF

YEAR	EWR	JFK	LGA	SWF*	REGION
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
2017	2,770,916	3,823,427	415,559	85,414	7,095,316
2018	2,733,715	3,592,561	249,672	120,751	6,696,699

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

* SWF: Historical data prior to 2006 not available.

Outbound
Passengers

YEAR	EWR	JFK	LGA	SWF*	REGION
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	2,926,345	2,055,236	355	5,901,261
2017	885,624	2,692,420	2,325,108	390	5,903,542
2018	978,115	2,584,502	2,579,424	271	6,142,312

* Visconti Cab Company.

Outbound Passengers

YEAR	EWR	JFK	LGA	SWF	REGION
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
2017	91,003	200,182	61,877	—	353,062
2018	81,532	196,989	46,083	—	324,604

*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	REGION
1996	n/a	n/a	n/a	n/a	n/a
1997	n/a	n/a	n/a	n/a	n/a
1998	n/a	n/a	n/a	n/a	n/a
1999	24,270	37,396	10,034	n/a	71,700
2000	n/a	n/a	n/a	n/a	n/a
2001	n/a	n/a	n/a	n/a	n/a
2002*	20,000	29,500	9,400	n/a	58,900
2003	n/a	n/a	n/a	n/a	n/a
2004	18,352	29,519	7,874	n/a	55,745
2005	n/a	30,988	9,110	n/a	40,098
2006	n/a	32,350	9,172	n/a	41,522
2007	20,900	34,576	8,796	n/a	64,272
2008	22,449	25,201	9,510	n/a	57,160
2009	20,304	30,851	9,411	1,194	60,566
2010	20,900	34,576	8,796	n/a	64,272
2011	20,716	36,352	10,284	1,139	67,352
2012	20,283	34,924	11,068	1,113	66,275
2013	19,700	36,620	11,353	1,145	67,673
2014	20,505	37,396	11,952	1,239	69,853
2015	20,268	38,232	11,977	1,258	70,477
2016	21,543	39,468	12,341	1,176	73,352
2017	21,802	40,281	12,870	1,377	74,953
2018	22,362	40,836	13,738	1,405	76,936

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

* Beginning in 2002, a different method was 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.

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.

2018

IMPACT	EWR	JFK	LGA	SWF	TOTAL
Passenger Operating Impact					
Wages	\$ 5,056	\$ 6,881	\$ 2,242	\$ 63	\$ 14,242
Sales	\$ 17,088	\$ 23,256	\$ 7,578	\$ 212	\$ 48,134
Full-Time Jobs Supported	56,792	77,293	25,185	704	159,974
Visitor Economic Impact					
Wages	\$ 4,275	\$ 5,522	\$ 3,802	\$ 65	\$ 13,664
Sales	\$ 11,342	\$ 14,686	\$ 10,086	\$ 172	\$ 36,286
Full-Time Jobs Supported	94,690	122,904	83,901	1,439	302,934
Cargo Impact					
Wages	\$ 1,357	\$ 4,658	\$ 4	\$ 14	\$ 6,033
Sales	\$ 3,828	\$ 13,136	\$ 12	\$ 41	\$ 17,017
Full-Time Jobs Supported	22,711	77,929	72	242	100,954
Capital Spending Impact					
Wages	\$ 222	\$ 53	\$ 314	\$ 0.5	\$ 590
Sales	\$ 749	\$ 179	\$ 1,062	\$ 1.5	\$ 1,992
Full-Time Jobs Supported	2,496	596	3,538	5	6,635
Total Economic Impact					
Wages	\$ 10,910	\$ 17,114	\$ 6,363	\$ 142	\$ 34,529
Sales	\$ 33,007	\$ 51,256	\$ 18,738	\$ 426	\$ 103,427
Full-Time Jobs Supported	176,690	278,721	112,697	2,390	570,498

In Millions \$ 2018

Note: Beginning with the 2018 economic impact, the methodology used in calculating the economic impacts was revised to better conform to changes in the aviation industry. This change also includes using the latest IMPLAN Input/Output model. The previous methodology used the Bureau of Economic Analysis Regional Input-Output models (BEA RIMs). As a result, previously estimated economic impacts are not directly comparable.

CREDITS

The Honorable Andrew M. Cuomo, Governor, State of New York
The Honorable Phil Murphy, Governor, State of New Jersey

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY

Kevin O'Toole, Chairman, Board of Commissioners
Rick Cotton, Executive Director
Huntley A. Lawrence, Director, Aviation Department
Patty Clark, Aviation Strategy Officer

PRODUCTION STAFF

Jojo Quayson, Editor & Manager, Strategic Analysis and Forecasting
Santiago Grullón, Senior Economist, Strategic Analysis and Forecasting
Brian Levine, Senior Economist, Strategic Analysis and Forecasting
Jean Debrosse, Technical Assistant, Strategic Analysis and Forecasting
Pasquale DiFulco, Editing Supervisor
Peter Fushan, Passenger Surveys Technical Assistant
Michael Bednarz, Cargo Manager
John Olberding, Production Manager
Lynn Masterson, Graphic Designer

