

2017



# AIRPORT TRAFFIC REPORT

*John F. Kennedy International Airport*

**Newark Liberty International Airport**

*LaGuardia Airport*

## *Stewart International Airport*

*Teterboro Airport*

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April 6, 2018

I am happy to share the Port Authority Aviation Department's 2017 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.

**2017 IN PERSPECTIVE**

Globally synchronized growth led to a record year for air travel in 2017, and the Port Authority's airport system contributed significantly to this phenomenon: Our airports handled an all-time record 132.3 million passengers, growing 2.4 percent over 2016's previous record.

This marks our sixth consecutive year of record growth, and it's the first time we've logged a six-year growth streak since 1995-2000. The current run of record years has featured an average growth rate of 3.8 percent, compared to 2.8 percent for the six-year streak at the turn of the century. This strong and sustained growth is a testament to the resilience and dynamism of the Port Authority's airport system, and underscores the importance of the agency's long-term vision for the airports, and the capital plan that supports this vision.

The airports set 10 records:

- Most total passengers, system-wide, 132.3 million
- Most international passengers, system-wide, 47.5 million
- Most domestic passengers, system-wide, 84.8 million
- Most total passengers, JFK, 59.4 million
- Most international passengers, JFK, 32.5 million
- Most total passengers, EWR, 43 million
- Most international passengers, EWR, 12.8 million
- Most domestic passengers, EWR, 30.2 million
- Most international passengers, LGA, 2.1 million
- Most international passengers, SWF, 141,000

EWR led the region's growth by adding 2.8 million passengers, a 6.8 percent jump that was assisted in part by the easing of some slot restrictions. SWF's passenger traffic increased by a whopping 61 percent due mainly to the launch of scheduled international service by Norwegian Air. JFK grew 0.8 percent, while LGA dipped 1 percent due to construction-related inconveniences.

Cargo deserves a special mention. Momentum from 2016 helped propel 7.6 percent growth in 2017—by far the sharpest annual increase since the recovery began in 2010. This strong performance is significant for two reasons: It represents the first time since 2004 that we have had four consecutive years of cargo growth, and 2017's growth rate towers over the 1.2 percent average rate of growth we saw across the three preceding years.

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



Patty Clark  
Chief Strategic Officer  
Aviation Department

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# John F. Kennedy International Airport

## HISTORY

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

## SIZE AND LOCATION

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

## AVIATION ROLE

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

America and the world. In 2017, the airport handled a record 59.4 million passengers, and more than 1.4 million tons of cargo. The airport handled 32.5 million international passengers in 2017, also an all-time record and more than any other U.S. airport. About 80 airlines operate out of the airport, serving about 155 nonstop destinations.

## EMPLOYMENT AND ECONOMIC IMPACT

About 37,000 people are employed at the airport. The airport contributes about \$45.7 billion in economic activity to the New York-New Jersey metropolitan region, generating about 300,000 total jobs and more than \$16.2 billion in annual wages.

## INVESTMENT

The City of New York invested about \$150 million in the original construction of the airport. Since then, the Port Authority has invested more than \$7.6 billion in JFK.

## REDEVELOPMENT

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 more than 125 aircraft gates serving the six terminals. The CTA also includes a cogeneration plant that produces the power supply for JFK, and the heating and air conditioning for the entire CTA.

## TERMINALS

- Terminal 1: The Terminal One Group, a consortium of airlines – Air France, Japan Airlines, Korean Air, and Lufthansa – built the 11-gate international Terminal 1 on the site of the old Eastern Airlines Terminal. It opened in 1998.

- Terminal 2: Delta Air Lines operates Terminal 2 and completed the expansion of Terminal 4 during 2013. Delta vacated Terminal 3 when the newly expanded Terminal 4 opened in May 2013. After 50 years of service to JFK, Terminal 3 was demolished. Terminal 3 ramp is now used as an aircraft parking area for 15 planes.

- Terminal 4: The 1.5-million-square-foot, common-use Terminal 4 opened in May 2001. Terminal 4 includes separate levels for departures and arrivals, consolidated ticketing and baggage operations, improved customer facilities, duty-free retail shops, and a wide variety of eateries. A Welcome Center opened in 2009. Delta Air Lines redeveloped a portion of the terminal by adding nine new gates, and other enhancements and amenities, which opened in 2013.

- Terminal 5: JetBlue's Terminal 5 opened in 2008. The Port Authority provided nearly \$800 million toward the jointly financed, 26-gate, 635,000-square-foot terminal, which is designed to handle up to 20 million passengers per year. In 2012, JetBlue broke ground on T5i, a 145,000-square-foot expansion to accommodate JetBlue international arrivals. The project was completed at the end of 2014.

- Terminal 7: A \$251 million redevelopment project was completed at British Airways' Terminal 7. The project expanded and reconfigured the terminal for greater efficiency. Improvements included new ticketing and check-in areas, new retail outlets, and a new departure and arrival roadway system.

- Terminal 8: American Airlines' \$1.2 billion transformation of Terminal 8 opened in 2007 and serves domestic and international passengers on three concourses. Terminal 8 includes expanded check-in areas, top name-brand shops and eateries, and numerous services.

## ROADWAY ACCESS AND GROUND TRANSPORTATION

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

### **AIRTRAIN JFK**

Opened in 2003, the light-rail system connects JFK with the Long Island Rail Road and New York City subway and bus lines. More than 7.6 million paid passengers used the system in 2017, and over 12.6 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.
  - A \$457 million rehabilitation of Runway 4L-22R was completed in

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

### **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 will create hotel space and related services in the Central Terminal Area. The New York-based hotel investment firm MCR broke ground on the hotel on December 15, 2016, which is expected to open in 2019.

# Newark Liberty International Airport

## HISTORY

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

## SIZE AND LOCATION

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 2017, the airport handled more than 443,000 flight operations. EWR's 37 airlines carried more than 43.3 million passengers, an all-time record, to and from some 160 nonstop destinations.

## EMPLOYMENT AND ECONOMIC IMPACT

About 21,000 people are employed at Newark Airport. The airport contributes more than \$27.2 billion in annual economic activity to the New York-New Jersey metropolitan region, generating about 188,000 total jobs and nearly \$10 billion in annual wages.

## INVESTMENT

The City of Newark spent more than \$8.2 million on the construction and development of Newark Airport, 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 more than \$5.3 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-passengers-per-hour arrival capacity to Newark Liberty. A Welcome Center also was added. In 2010, Continental merged with United Airlines.

- As part of the 2014 remodeling of the Terminal B food court, now named Liberty Terrace, Westfield Concessions invested approximately \$65,000 to add a custom wall shop unit in the corridor adjacent the food court with a variety of tenants hailing from the state of New Jersey. Travelex America was opened in a converted space on the International Arrivals level on the U.S. Customs exit ramp. EJE Duty Free moved from their rotunda location in the approach corridor with a dramatic double-sided walk-through duty free open shop visited by all outgoing B2 passengers. The walk-through spans the entire length of the satellite concourse with an impressive modern design. Garden State Diner, an icon at EWR since the early 1990s, opened in a new location in August 2015. In 2016, Westfield added Vino Volo, a wine bar concession with a tapas menu to the B3 satellite.

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

## **ROADWAYS**

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

## **AIRTRAIN NEWARK**

AirTrain Newark, the airport's automated monorail, opened for service on-airport between terminals and parking lots in 1996. The system was extended to a new station on the Northeast Corridor Rail Line in 2001, providing passengers with connections to NJ Transit and Amtrak trains for links between the airport and New York City, Philadelphia, points across New Jersey, and beyond. More than 2.7 million paid riders used the system in 2017 to connect to the airport at the Northeast Corridor Rail Link station, along with tens of millions of others, who used the system free of charge to travel between passenger terminals and to connect to parking lots and rental car areas.

## **PARKING**

The airport offers more than 17,500 parking spaces and features a free 100-space Cell Phone Lot. In addition to 3 short-term surface lots in the CTA (Lots P3, 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 five 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.

## **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 in excess of 826,000 tons of cargo in 2017.

## **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 about 29.5 million passengers in 2017, including a record 2.1 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 about 12,000 people. The airport contributes more than \$18.7 billion in economic activity to the New York-New Jersey metropolitan region, generating about 136,000 total jobs and \$6.8 billion in annual wages.

## INVESTMENT

Original construction by the City of New York cost \$40 million. The Port Authority's total capital investment in the airport to date is nearly \$3 billion.

## REDEVELOPMENT

Construction is well under way for the multibillion dollar redevelopment of Terminal B 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. 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.

On Saturday, December 9, 2017, six airlines relocated terminals at LaGuardia Airport – American Airlines, American Shuttle, Delta Shuttle, JetBlue, Alaska Airlines, Frontier Airlines, and Spirit Airlines. The airline relocation helps to improve the travel experience and accommodate the ongoing redevelopment to build a new unified LaGuardia with better amenities, transportation and overall customer experience.

## PASSENGER TERMINALS

- Originally known as the Overseas Terminal, then the Marine Air Terminal (MAT), Terminal A is the original airport terminal building. It served international flights on flying boats through the 1940s. On September 1, 1991, Delta Air Lines began shuttle operations to Boston and Washington, D.C. at Terminal A, which accommodates six gates. In 2011, Delta added daily shuttle service to Chicago. General aviation also operates from the terminal through a fixed-base operator (FBO). In 1995, the MAT was designated an historic landmark. A \$7 million restoration of the terminal was completed in 2004. On December 9, 2017 JetBlue Airways and Alaska Airlines moved into the Marine Air Terminal. Delta Airlines moved their remaining shuttle operations into Terminal C.

- 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 four concourses that accommodate 35 aircraft contact gates. The terminal offers two food courts, Welcome Centers in the east and west wings, and MetroCard dispensing machines for those who wish to use New York City public transportation. LaGuardia Gateway Partners is currently building the new Terminal B. The 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 HOV's. 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. In December 2017, Delta Air Lines moved all of their shuttle operations into Terminal C. Spirit Airlines 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 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, and more parking will be added as the LGA Redevelopment program advances. E-Z Pass Plus and Express Pay machines in all parking lots. In 2018 a new 3,100-space Terminal B Parking Garage opened for use. The seven-level garage connects directly with Terminal B and has 3,100 public parking spaces. 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 prebooking website which allows customers to book discounted parking ahead of time, guaranteeing themselves space in the garage. This functionality will be expanded to all LaGuardia parking lots over the course of 2018.

#### RUNWAYS

There are two main runways, 4-22 and 13-31. Each is 7,000 feet long by 150 feet wide. In a \$40 million project completed in 1967 by the Port Authority, both runways were extended over the bays around the airport to their present lengths. The runway extensions are supported upon a 50-acre, L-shaped, pile-supported concrete deck structure. All runways have high-intensity runway edge lighting,

centerline, and taxiway exit lighting and are grooved for added traction during wet weather. Touchdown zone lighting was added on Runway 13 in 2005 and on Runways 4 and 22 in 2009 as part of the runway rehabilitation programs. As part of an FAA Runway Safety Area project, two new Engineered Materials Arresting Systems (EMAS) beds were installed on Runways 4 and 31 in 2015.

#### AIR TRAFFIC CONTROL TOWER

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

## HISTORY

- In 1930, Archie Stewart, an aviation buff and descendant of prominent local dairy farmer Lachlan Stewart, along with his uncle, Samuel Lachlan Stewart, donated 220 acres of land to the City of Newburgh to be used as an airport.
- In 1934, Douglas MacArthur proposed flight training for cadets, and the City of Newburgh transferred the land to the U.S. government for \$1. Construction begins and a small dirt airstrip was cleared and graded.
- In 1939, the U.S. Military Academy at West Point built the first airfield at Stewart for cadet aviation training. The north entrance to the USMA was named after the old Stewart farm, "Stoney Lonesome."
- In 1948, the airfield became Stewart Air Force Base.
- In 1970, Stewart Airport was acquired by the State of New York. Operating responsibility was later transferred to the New York State Department of Transportation (DOT).
- In the 1980s, several business enterprises began operations at Stewart after the DOT and Urban Development Corporation began planning for the development of the airport.
- In 1980, Runway 9-27 is expanded to nearly 12,000 feet in length, allowing it to accommodate any large aircraft in the world.
- In 1981, U.S. hostages held in Iran returned to the United States via Stewart Airport.
- In 1990, scheduled air carrier service began as American Airlines offered the first commercial flights.
- On March 31, 2000, Stewart Airport became the nation's first privatized commercial airport under a 99-year lease agreement with National Express.
- On November 1, 2007, the Port Authority purchased the remaining 93 years of the operating lease for \$78.5 million.
- On June 15, 2017, the airport welcomed its first-ever scheduled nonstop transatlantic arrival: a Norwegian Air flight from Edinburgh, Scotland.

## SIZE AND LOCATION

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

## AVIATION ROLE

Stewart Airport is an economical, convenient alternative to the New York/New Jersey metropolitan region's airports. Several commercial and charter airlines operate at the airport, offering direct access to a number of major U.S. hubs with connections to virtually anywhere in the world. Stewart handled about 450,000 passengers and more than 20,000 tons of cargo in 2017.

## EMPLOYMENT AND ECONOMIC IMPACT

The airport contributes about \$350 million in economic activity to its region, generating about 2,400 total jobs and more than \$125 million in annual wages. More than half the capital projects initiated by the Port Authority have been awarded to local firms and contractors.

## INVESTMENT

A \$100 million project that rehabilitated and modernized both runways was completed in mid-2015, representing the largest investment ever made in a single project in Stewart's history. Since the Port Authority took over Stewart Airport in November 2007, it has invested more than \$181 million to make improvements. Planned investments include continued improvements to infrastructure, safety and security projects, parking, roadways, terminal upgrades, customer service, and amenities.

## REDEVELOPMENT

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

a \$20 million expansion of the airport's passenger terminal. Design work is under way for the expansion. Construction is expected to begin in 2018, and the project will be complete in 2020. The Port Authority built a new \$10 million regional crime lab for the New York State Police as part of an agreement that ensures the police force continues to guard and protect the airport. The lab opened in 2015.

## PASSENGER TERMINAL

Stewart Airport's terminal features an expansive lobby with 37 check-in stations, several check-in kiosks, shared-use terminal equipment, a checkpoint lane with the latest generation AIT full-body scanner, two Explosive Detection System baggage screening systems, and a new Federal Inspection Service facility to efficiently process international arrivals. The terminal also includes seven passenger gates and jet-boarding bridges, ticket counters, an electronic flight information display system, a spacious baggage claim area, and car rental agency counters. The concourse features top-notch concessions, an ATM, 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, NJ., from the Salisbury Mills station. The Hudson Line provides a direct link to Grand Central Terminal from the Beacon station. Amtrak service is provided from Poughkeepsie 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](http://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 20,000 tons of cargo in 2017. The airport handles a variety of cargo,

including oversized freight, express packages and livestock. The airport is home to the New York Animal Import Center. Fed Ex and UPS operate regularly scheduled flights at the airport. A USDA inspection facility is located on the airport.

#### **RUNWAYS**

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

#### **AIR TRAFFIC CONTROL TOWER**

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

## HISTORY

- 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 14,900 jobs paying \$868 million in annual wages, and generates nearly \$2.3 billion in annual sales activity.

## INVESTMENT

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

## REDEVELOPMENT

Two tenant projects are planned to develop approximately 12 acres of unimproved land at Teterboro that will deliver more efficient operations by better meeting the needs of

newer, more efficient aircraft. Primary improvements throughout the airport include two new 40,000-square-foot hangars, a 30,000-square-foot hangar, a modernized terminal building, and paved parking for aircraft.

## BUSINESS SERVICES

- Fixed-Based Operations – Teterboro Airport is served by four fixed-based operators that 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 & Boarder 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.

## CERTIFICATION STATUS

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

## AIRCRAFT MOVEMENTS

2017 – 174,884
2015 – 167,236
2010 – 149,530
2000 – 181,903
1990 – 160,307
1980 – 231,017

## AIR TRAFFIC CONTROL TOWER

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

## COMMUNITY 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 pm to 6 am. In 2017, nighttime operations comprised just 4.8% of total annual operations.



## Domestic

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER *	TOTAL
2004	141,019	197	8,933	44,025	1,706	8,734	204,614
2005	150,258	204	8,193	59,973	1,728	9,886	230,242
2006	166,970	217	7,419	64,971	1,180	9,656	250,413
2007	192,606	215	7,586	91,600	1,297	9,654	302,958
2008	187,501	50	6,820	83,428	1,605	8,621	288,025
2009	177,208	30	5,723	81,302	1,398	7,143	272,804
2010	168,811	39	5,942	68,726	1,184	7,743	252,445
2011	171,153	25	5,588	73,405	1,234	8,098	259,503
2012	175,552	22	5,363	58,939	755	9,724	250,355
2013	175,688	18	5,397	57,105	461	9,662	248,331
2014	179,490	673	5,701	58,334	356	10,346	254,900
2015	193,729	21	5,850	53,509	394	11,517	265,020
2016	195,585	61	5,947	58,091	499	12,384	272,567
2017	187,071	67	5,948	61,387	470	13,096	268,039

## International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER *	TOTAL
2004	94,219	1,378	15,027	3,726	1,110	—	115,460
2005	97,527	1,266	14,380	5,209	1,324	—	119,706
2006	106,491	1,023	13,417	5,814	1,269	—	128,014
2007	118,233	1,823	13,311	6,231	1,198	—	140,796
2008	125,785	488	10,926	11,964	1,203	—	150,366
2009	123,444	171	7,839	10,503	525	—	142,482
2010	124,710	188	9,387	9,714	526	—	144,525
2011	127,323	182	9,668	11,742	320	—	149,235
2012	130,864	691	8,539	11,127	152	—	151,373
2013	138,646	103	8,016	10,866	136	—	157,767
2014	150,636	191	6,973	10,518	113	—	168,431
2015	157,294	125	6,958	9,751	161	—	174,289
2016	164,750	72	6,981	7,914	131	—	179,848
2017	164,382	81	7,140	8,101	105	—	179,809

## Domestic and International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER *	TOTAL
2004	235,238	1,575	23,960	47,751	2,816	8,734	320,074
2005	247,785	1,470	22,573	65,182	3,052	9,886	349,948
2006	273,461	1,240	20,836	70,785	2,449	9,656	378,427
2007	310,839	2,038	20,897	97,831	2,495	9,654	443,754
2008	313,286	538	17,746	95,392	2,808	8,621	438,391
2009	300,652	201	13,562	91,805	1,923	7,143	415,286
2010	293,521	227	15,329	78,440	1,710	7,743	396,970
2011	298,476	207	15,256	85,147	1,554	8,098	408,738
2012	306,416	713	13,902	70,066	907	9,724	401,728
2013	314,334	121	13,413	67,971	597	9,662	406,098
2014	330,126	864	12,674	68,852	469	10,346	423,331
2015	351,023	146	12,808	63,260	555	11,517	439,309
2016	360,335	133	12,928	66,005	630	12,384	452,415
2017	351,453	148	13,088	69,488	575	13,096	447,848

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

## Domestic

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER *	TOTAL
2004	188,233	512	25,058	135,428	423	15,095	364,749
2005	180,606	322	24,719	138,989	352	14,992	359,980
2006	185,996	217	25,337	136,363	356	14,376	362,645
2007	181,414	384	23,902	126,785	202	14,786	347,473
2008	164,519	219	21,799	141,655	137	12,736	341,065
2009	144,577	418	18,475	144,648	128	11,443	319,689
2010	131,384	339	19,008	150,934	111	11,599	313,375
2011	138,804	506	18,736	142,243	306	11,420	312,015
2012	142,829	375	17,690	145,482	1,011	11,009	318,396
2013	144,757	373	16,895	146,170	1,440	11,341	320,976
2014	143,052	453	17,684	131,808	1,443	11,010	305,450
2015	149,604	391	20,606	138,500	1,882	12,954	323,937
2016	167,352	1,048	20,484	140,112	1,453	13,452	343,901
2017	180,051	612	21,186	127,689	1,368	14,560	345,466

## International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER *	TOTAL
2004	57,192	663	2,069	11,991	773	—	72,688
2005	60,348	182	2,119	13,284	328	—	76,261
2006	62,082	131	2,900	17,292	206	—	82,611
2007	66,806	33	3,305	18,274	39	—	88,457
2008	71,356	85	3,363	18,141	40	—	92,985
2009	67,466	103	3,122	21,415	26	—	92,132
2010	72,439	171	3,134	20,121	80	—	95,945
2011	75,232	105	3,142	19,465	65	—	98,009
2012	72,690	76	2,406	20,503	56	—	95,731
2013	69,822	62	1,643	21,163	76	—	92,766
2014	71,548	106	1,347	18,756	154	—	91,911
2015	71,676	195	1,318	16,658	94	—	89,941
2016	75,436	276	1,383	14,839	72	—	92,006
2017	75,340	141	1,406	16,176	49	—	93,112

## Domestic and International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER *	TOTAL
2004	245,425	1,175	27,127	147,419	1,196	15,095	437,437
2005	240,954	504	26,838	152,273	680	14,992	436,241
2006	248,078	348	28,237	153,655	562	14,376	445,256
2007	248,220	417	27,207	145,059	241	14,786	435,930
2008	235,875	304	25,162	159,796	177	12,736	434,050
2009	212,043	521	21,597	166,063	154	11,443	411,821
2010	203,823	510	22,142	171,055	191	11,599	409,320
2011	214,036	611	21,878	161,708	371	11,420	410,024
2012	215,519	451	20,096	165,985	1,067	11,009	414,127
2013	214,579	435	18,538	167,333	1,516	11,341	413,742
2014	214,600	559	19,031	150,564	1,597	11,010	397,361
2015	221,280	586	21,924	155,158	1,976	12,954	413,878
2016	242,788	1,324	21,867	154,951	1,525	13,452	435,907
2017	255,391	753	22,592	143,865	1,417	14,560	438,578

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

## Domestic

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
2004	192,263	124	—	169,811	694	14,777	377,669
2005	191,910	98	—	169,111	456	15,706	377,281
2006	189,222	58	—	173,998	311	14,390	377,979
2007	181,482	90	—	174,451	310	13,990	370,323
2008	175,060	52	—	169,896	244	10,866	356,118
2009	156,940	96	—	165,384	228	8,835	331,483
2010	161,675	84	—	165,965	173	9,416	337,313
2011	159,391	88	—	175,111	264	9,035	343,889
2012	161,560	73	—	169,620	202	9,239	340,694
2013	156,247	63	—	172,051	213	9,292	337,866
2014	157,115	39	—	163,280	205	9,143	329,782
2015	167,577	44	—	155,924	218	9,336	333,099
2016	164,477	70	—	167,776	302	13,046	345,671
2017	151,347	41	—	174,812	212	15,864	342,276

## International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
2004	15,034	—	—	7,066	6	—	22,106
2005	17,467	2	—	6,118	3	—	23,590
2006	13,782	—	—	8,186	3	—	21,971
2007	12,615	12	—	8,593	4	—	21,224
2008	12,599	19	—	10,164	8	—	22,790
2009	11,093	2	—	11,808	2	—	22,905
2010	11,570	15	—	12,717	1	—	24,303
2011	10,835	20	—	11,120	6	—	21,981
2012	15,012	—	—	14,283	0	—	29,295
2013	16,460	2	—	16,527	6	—	32,995
2014	12,055	6	—	19,359	9	—	31,429
2015	12,799	3	—	14,370	3	—	27,175
2016	13,073	1	—	11,242	0	—	24,316
2017	13,263	10	—	13,577	9	—	26,859

## Domestic and International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
2004	207,297	124	—	176,877	700	14,777	399,775
2005	209,377	100	—	175,229	459	15,706	400,871
2006	203,004	58	—	182,184	314	14,390	399,950
2007	194,097	102	—	183,044	314	13,990	391,547
2008	187,659	71	—	180,060	252	10,866	378,908
2009	168,033	98	—	177,192	230	8,835	354,388
2010	173,245	99	—	178,682	174	9,416	361,616
2011	170,226	108	—	186,231	270	9,035	365,870
2012	176,572	73	—	183,903	202	9,239	369,989
2013	172,707	65	—	188,578	219	9,292	370,861
2014	169,170	45	—	182,639	214	9,143	361,211
2015	180,376	47	—	170,294	221	9,336	360,274
2016	177,550	71	—	179,018	302	13,046	369,987
2017	164,610	51	—	188,389	221	15,864	369,135

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

## Domestic

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER *	TOTAL
2004	11,967	—	—	—	—	—	11,967
2005	11,708	—	—	—	—	—	11,708
2006	543	32	1,559	7,265	106	73,644	83,149
2007	6,783	—	1,520	7,756	0	71,100	87,159
2008	5,441	—	1,602	6,740	12	58,840	72,635
2009	1,454	—	933	5,417	23	36,738	44,565
2010	1,426	—	903	5,350	193	39,175	47,047
2011	1,651	—	1,160	5,836	169	37,672	46,488
2012	1,768	—	1,261	5,734	95	33,286	42,144
2013	1,729	—	1,278	4,535	75	31,266	38,883
2014	1,643	—	1,274	4,311	58	29,591	36,877
2015	1,653	—	1,313	3,634	32	31,192	37,824
2016	1,707	—	1,303	3,240	66	30,983	37,299
2017	1,878	—	1,403	3,105	134	27,247	33,777

## International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER *	TOTAL
2004	11	—	—	—	—	—	11
2005	28	—	—	—	—	—	28
2006	25	2	34	8	—	—	69
2007	—	—	20	—	—	—	20
2008	—	—	8	—	—	—	8
2009	—	—	3	—	3	—	6
2010	—	—	—	—	—	—	—
2011	—	20	1	—	21	—	42
2012	—	—	12	—	1	—	13
2013	—	—	20	—	2	—	22
2014	—	—	4	—	—	—	4
2015	—	—	11	—	—	—	11
2016	—	—	—	—	—	—	—
2017	1,008	—	2	—	—	—	1,010

## Domestic and International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER *	TOTAL
2004	11,978	—	—	—	—	—	11,978
2005	11,736	—	—	—	—	—	11,736
2006	568	34	1,593	7,273	106	73,644	83,218
2007	6,783	—	1,540	7,756	0	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

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

## Domestic

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON- REVENUE	OTHER *	TOTAL
2004	—	—	—	—	—	—	—
2005	—	—	—	—	—	—	—
2006	—	—	—	—	—	—	—
2007	—	—	—	—	—	—	—
2008	—	—	—	—	—	—	—
2009	—	—	—	—	—	132,776	132,776
2010	—	—	—	—	—	143,380	143,380
2011	—	—	—	—	—	145,792	145,792
2012	—	—	—	—	—	140,939	140,939
2013	—	—	—	—	—	148,207	148,207
2014	—	—	—	—	—	154,611	154,611
2015	—	—	—	—	—	159,707	159,707
2016	—	—	—	—	—	163,824	163,824
2017	—	—	—	—	—	167,249	167,249

## International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON- REVENUE	OTHER *	TOTAL
2004	—	—	—	—	—	—	—
2005	—	—	—	—	—	—	—
2006	—	—	—	—	—	—	—
2007	—	—	—	—	—	—	—
2008	—	—	—	—	—	—	—
2009	—	—	—	—	—	5,114	5,114
2010	—	—	—	—	—	6,150	6,150
2011	—	—	—	—	—	6,455	6,455
2012	—	—	—	—	—	6,537	6,537
2013	—	—	—	—	—	6,825	6,825
2014	—	—	—	—	—	7,231	7,231
2015	—	—	—	—	—	7,529	7,529
2016	—	—	—	—	—	7,582	7,582
2017	—	—	—	—	—	7,635	7,635

## Domestic and International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON- REVENUE	OTHER *	TOTAL
2004	—	—	—	—	—	—	—
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

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

**Domestic**

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER *	TOTAL
2004	533,482	833	33,991	349,264	2,823	38,606	958,999
2005	534,482	624	32,912	368,073	2,536	40,584	979,211
2006	542,731	524	34,315	382,597	1,953	112,066	1,074,186
2007	562,285	689	33,008	400,592	1,809	109,530	1,107,913
2008	532,521	321	30,221	401,719	1,998	91,063	1,057,843
2009	480,179	544	25,131	396,751	1,777	64,159	968,541
2010	463,296	462	25,853	390,975	1,661	67,933	950,180
2011	470,999	619	25,484	396,595	1,973	66,225	961,895
2012	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	369,219	2,320	69,865	999,438
2017	520,347	730	28,537	366,993	2,184	70,767	989,558

**International**

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER *	TOTAL
2004	166,456	2,041	17,096	22,783	1,889	—	210,265
2005	175,370	1,450	16,499	24,611	1,655	—	219,585
2006	182,380	1,156	16,351	31,300	1,478	—	232,665
2007	197,654	1,868	16,636	33,098	1,241	—	250,497
2008	209,740	592	14,297	40,269	1,251	—	266,149
2009	202,003	276	10,964	43,726	556	—	257,525
2010	208,719	374	12,521	42,552	607	—	264,773
2011	213,390	327	12,811	42,327	412	—	269,267
2012	218,566	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	253,993	232	8,548	37,854	163	—	300,790

**Domestic and International**

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER *	TOTAL
2004	699,938	2,874	51,087	372,047	4,712	38,606	1,169,264
2005	709,852	2,074	49,411	392,684	4,191	40,584	1,198,796
2006	725,111	1,680	50,666	413,897	3,431	112,066	1,306,851
2007	759,939	2,557	49,644	433,690	3,050	109,530	1,358,410
2008	742,261	913	44,518	441,988	3,249	91,063	1,323,992
2009	682,182	820	36,095	440,477	2,333	64,159	1,226,066
2010	672,015	836	38,374	433,527	2,268	67,933	1,214,953
2011	684,389	946	38,295	438,922	2,385	66,225	1,231,162
2012	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	403,214	2,523	69,865	1,295,608
2017	774,340	962	37,085	404,847	2,347	70,767	1,290,348

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

## Domestic

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2016-17
Jan	15,332	—	464	5,459	38	672	21,965	4.9%
Feb	13,892	4	451	4,468	20	720	19,555	-6.0%
Mar	15,949	5	510	5,017	29	910	22,420	-4.2%
Apr	15,669	2	498	4,831	19	857	21,876	-4.6%
May	16,115	5	509	4,653	43	1,098	22,423	-4.6%
Jun	16,347	11	492	5,299	25	1,536	23,710	-0.5%
Jul	16,796	7	421	5,334	51	1,400	24,009	2.5%
Aug	16,887	3	503	5,460	41	1,256	24,150	0.5%
Sep	14,640	5	464	5,089	41	1,690	21,929	-7.8%
Oct	15,314	1	478	5,188	31	1,076	22,088	0.0%
Nov	14,538	7	528	5,429	40	971	21,513	0.3%
Dec	15,592	17	630	5,160	92	910	22,401	0.0%
<b>Total 2017</b>	<b>187,071</b>	<b>67</b>	<b>5,948</b>	<b>61,387</b>	<b>470</b>	<b>13,096</b>	<b>268,039</b>	<b>-1.7%</b>
<b>% Change</b>								
<b>2016 to 2017</b>	<b>-4.4%</b>	<b>9.8%</b>	<b>0.0%</b>	<b>5.7%</b>	<b>-5.8%</b>	<b>5.8%</b>	<b>-1.7%</b>	

## International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2016-17
Jan	12,874	15	557	644	11	—	14,101	4.5%
Feb	11,160	13	511	588	14	—	12,286	-4.1%
Mar	12,881	18	636	665	11	—	14,211	0.1%
Apr	13,775	19	605	641	11	—	15,051	2.6%
May	14,231	2	639	688	15	—	15,575	-1.1%
Jun	14,968	3	595	734	11	—	16,311	1.2%
Jul	16,275	2	620	756	8	—	17,661	0.7%
Aug	16,240	—	599	806	7	—	17,652	2.1%
Sep	13,714	1	593	760	7	—	15,075	0.5%
Oct	12,577	3	612	660	5	—	13,857	-7.0%
Nov	12,114	1	584	609	—	—	13,308	-1.7%
Dec	13,573	4	589	550	5	—	14,721	1.3%
<b>Total 2017</b>	<b>164,382</b>	<b>81</b>	<b>7,140</b>	<b>8,101</b>	<b>105</b>	<b>—</b>	<b>179,809</b>	<b>0.0%</b>
<b>% Change</b>								
<b>2016 to 2017</b>	<b>-0.2%</b>	<b>12.5%</b>	<b>2.3%</b>	<b>2.4%</b>	<b>-19.8%</b>	<b>—</b>	<b>0.0%</b>	

## Domestic and International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2016-17
Jan	28,206	15	1,021	6,103	49	672	36,066	4.8%
Feb	25,052	17	962	5,056	34	720	31,841	-5.3%
Mar	28,830	23	1,146	5,682	40	910	36,631	-2.6%
Apr	29,444	21	1,103	5,472	30	857	36,927	-1.8%
May	30,346	7	1,148	5,341	58	1,098	37,998	-3.2%
Jun	31,315	14	1,087	6,033	36	1,536	40,021	0.2%
Jul	33,071	9	1,041	6,090	59	1,400	41,670	1.7%
Aug	33,127	3	1,102	6,266	48	1,256	41,802	1.2%
Sep	28,354	6	1,057	5,849	48	1,690	37,004	-4.6%
Oct	27,891	4	1,090	5,848	36	1,076	35,945	-2.8%
Nov	26,652	8	1,112	6,038	40	971	34,821	-0.5%
Dec	29,165	21	1,219	5,710	97	910	37,122	0.5%
<b>Total 2017</b>	<b>351,453</b>	<b>148</b>	<b>13,088</b>	<b>69,488</b>	<b>575</b>	<b>13,096</b>	<b>447,848</b>	<b>-1.0%</b>
<b>% Change</b>								
<b>2016 to 2017</b>	<b>-2.5%</b>	<b>11.3%</b>	<b>1.2%</b>	<b>5.3%</b>	<b>-8.7%</b>	<b>5.8%</b>	<b>-1.0%</b>	

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

## Domestic

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2016-17
Jan	14,116	105	1,559	10,412	121	974	27,287	-0.7%
Feb	12,767	77	1,532	9,177	134	1,058	24,745	0.6%
Mar	15,430	54	1,805	10,151	148	1,074	28,662	-0.4%
Apr	15,081	77	1,581	10,775	115	1,096	28,725	0.6%
May	15,629	9	1,685	10,895	116	1,342	29,676	1.3%
Jun	15,331	14	1,785	10,969	105	1,514	29,718	1.3%
Jul	15,756	5	1,505	10,947	107	1,208	29,528	3.2%
Aug	16,018	15	1,887	11,397	30	1,206	30,553	1.7%
Sep	14,036	43	1,700	10,681	115	1,286	27,861	-3.2%
Oct	15,480	70	1,856	11,466	129	1,420	30,421	1.3%
Nov	14,475	89	1,961	10,641	189	1,194	28,549	-1.7%
Dec	15,932	54	2,330	10,178	59	1,188	29,741	1.1%
<b>Total 2017</b>	<b>180,051</b>	<b>612</b>	<b>21,186</b>	<b>127,689</b>	<b>1,368</b>	<b>14,560</b>	<b>345,466</b>	<b>0.5%</b>
<b>% Change</b>								
<b>2016 to 2017</b>	<b>7.6%</b>	<b>-41.6%</b>	<b>3.4%</b>	<b>-8.9%</b>	<b>-5.8%</b>	<b>8.2%</b>	<b>0.5%</b>	

## International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2016-17
Jan	6,261	14	108	1,099	3	—	7,485	6.7%
Feb	5,483	6	118	969	5	—	6,581	-11.8%
Mar	6,071	3	145	1,079	7	—	7,305	-10.6%
Apr	6,649	27	111	1,201	6	—	7,994	4.1%
May	6,530	19	82	1,377	10	—	8,018	3.7%
Jun	6,470	1	128	1,392	—	—	7,991	-0.4%
Jul	7,388	1	110	1,543	6	—	9,048	3.8%
Aug	7,052	3	130	1,566	2	—	8,753	2.0%
Sep	5,868	7	115	1,552	8	—	7,550	3.4%
Oct	5,720	18	127	1,594	—	—	7,459	6.9%
Nov	5,649	7	125	1,425	1	—	7,207	7.8%
Dec	6,199	35	107	1,379	1	—	7,721	0.8%
<b>Total 2017</b>	<b>75,340</b>	<b>141</b>	<b>1,406</b>	<b>16,176</b>	<b>49</b>	<b>—</b>	<b>93,112</b>	<b>1.2%</b>
<b>% Change</b>								
<b>2016 to 2017</b>	<b>-0.1%</b>	<b>-48.9%</b>	<b>1.7%</b>	<b>9.0%</b>	<b>-31.9%</b>	<b>—</b>	<b>1.2%</b>	

## Domestic and International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2016-17
Jan	20,377	119	1,667	11,511	124	974	34,772	0.8%
Feb	18,250	83	1,650	10,146	139	1,058	31,326	-2.3%
Mar	21,501	57	1,950	11,230	155	1,074	35,967	-2.6%
Apr	21,730	104	1,692	11,976	121	1,096	36,719	1.3%
May	22,159	28	1,767	12,272	126	1,342	37,694	1.8%
Jun	21,801	15	1,913	12,361	105	1,514	37,709	1.0%
Jul	23,144	6	1,615	12,490	113	1,208	38,576	3.4%
Aug	23,070	18	2,017	12,963	32	1,206	39,306	1.7%
Sep	19,904	50	1,815	12,233	123	1,286	35,411	-1.8%
Oct	21,200	88	1,983	13,060	129	1,420	37,880	2.4%
Nov	20,124	96	2,086	12,066	190	1,194	35,756	0.1%
Dec	22,131	89	2,437	11,557	60	1,188	37,462	1.0%
<b>Total 2017</b>	<b>255,391</b>	<b>753</b>	<b>22,592</b>	<b>143,865</b>	<b>1,417</b>	<b>14,560</b>	<b>438,578</b>	<b>0.6%</b>
<b>% Change</b>								
<b>2016 to 2017</b>	<b>5.2%</b>	<b>-43.1%</b>	<b>3.3%</b>	<b>-7.2%</b>	<b>-7.1%</b>	<b>8.2%</b>	<b>0.6%</b>	

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

## Domestic

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2016-17
Jan	12,364	—	—	13,217	14	808	26,403	0.4%
Feb	11,171	1	—	12,854	1	1,268	25,295	-0.8%
Mar	12,992	1	—	14,809	1	1,200	29,003	-3.3%
Apr	12,565	7	—	14,623	22	1,334	28,551	1.0%
May	13,212	5	—	15,213	31	1,500	29,961	2.7%
Jun	12,759	6	—	15,424	23	1,314	29,526	0.9%
Jul	12,671	8	—	14,654	33	1,220	28,586	-3.0%
Aug	13,017	5	—	15,992	47	1,198	30,259	0.2%
Sep	11,818	—	—	14,973	6	1,658	28,455	-3.5%
Oct	13,215	6	—	15,209	23	1,468	29,921	-1.7%
Nov	12,604	—	—	14,485	11	1,566	28,666	-2.9%
Dec	12,959	2	—	13,359	—	1,330	27,650	-1.4%
<b>Total 2017</b>	<b>151,347</b>	<b>41</b>	<b>—</b>	<b>174,812</b>	<b>212</b>	<b>15,864</b>	<b>342,276</b>	<b>-1.0%</b>
<b>% Change 2016 to 2017</b>	<b>-8.0%</b>	<b>-41.4%</b>	<b>—</b>	<b>4.2%</b>	<b>-29.8%</b>	<b>21.6%</b>	<b>-1.0%</b>	

## International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2016-17
Jan	1,123	—	—	710	—	—	1,833	-7.6%
Feb	960	—	—	942	—	—	1,902	2.3%
Mar	1,123	—	—	1,011	—	—	2,134	-0.9%
Apr	1,126	—	—	921	—	—	2,047	5.1%
May	1,081	—	—	1,225	—	—	2,315	6.0%
Jun	1,062	—	—	1,231	—	—	2,293	10.6%
Jul	1,077	—	—	1,237	—	—	2,314	13.5%
Aug	1,102	—	—	1,287	—	—	2,389	11.7%
Sep	1,155	10	—	1,204	—	—	2,369	14.9%
Oct	1,178	—	—	1,217	—	—	2,395	14.8%
Nov	1,162	—	—	1,481	—	—	2,643	39.6%
Dec	1,114	—	—	1,111	—	—	2,225	17.4%
<b>Total 2017</b>	<b>13,263</b>	<b>10</b>	<b>—</b>	<b>13,577</b>	<b>9</b>	<b>—</b>	<b>26,859</b>	<b>10.5%</b>
<b>% Change 2016 to 2017</b>	<b>1.5%</b>	<b>900%</b>	<b>—</b>	<b>20.8%</b>	<b>100%</b>	<b>—</b>	<b>10.5%</b>	

## Domestic and International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2016-17
Jan	13,487	—	—	13,927	14	808	28,236	-0.1%
Feb	12,131	1	—	13,796	1	1,268	27,197	-0.6%
Mar	14,115	1	—	15,820	1	1,200	31,137	-3.1%
Apr	13,691	7	—	15,544	22	1,334	30,598	1.2%
May	14,293	5	—	16,438	40	1,500	32,276	3.0%
Jun	13,821	6	—	16,655	23	1,314	31,819	1.5%
Jul	13,748	8	—	15,891	33	1,220	30,900	-1.9%
Aug	14,119	5	—	17,279	47	1,198	32,648	0.9%
Sep	12,973	10	—	16,177	6	1,658	30,824	-2.3%
Oct	14,393	6	—	16,426	23	1,468	32,316	-0.6%
Nov	13,766	—	—	15,966	11	1,566	31,309	-0.3%
Dec	14,073	2	—	14,470	—	1,330	29,875	-0.2%
<b>Total 2017</b>	<b>164,610</b>	<b>51</b>	<b>—</b>	<b>188,389</b>	<b>221</b>	<b>15,864</b>	<b>369,135</b>	<b>-0.2%</b>
<b>% Change 2016 to 2017</b>	<b>-7.3%</b>	<b>-28.2%</b>	<b>—</b>	<b>5.2%</b>	<b>-26.8%</b>	<b>21.6%</b>	<b>-0.2%</b>	

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

## Domestic

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2016-17
Jan	137	—	95	286	13	1,967	2,498	-14.5%
Feb	123	—	97	252	22	1,894	2,388	-0.6%
Mar	138	—	150	280	—	1,741	2,309	-29.0%
Apr	144	—	122	274	15	2,125	2,680	-15.4%
May	180	—	131	289	15	2,662	3,277	5.0%
Jun	170	—	138	230	16	2,682	3,236	-11.7%
Jul	178	—	93	232	11	2,530	3,044	-12.3%
Aug	170	—	106	234	18	2,735	3,263	-0.8%
Sep	131	8	102	226	8	2,398	2,873	-14.1%
Oct	169	2	104	240	8	2,666	3,189	5.3%
Nov	160	—	138	274	4	2,190	2,766	-10.6%
Dec	178	—	127	288	4	1,657	2,254	-11.8%
<b>Total 2017</b>	<b>1,878</b>	<b>10</b>	<b>1,403</b>	<b>3,105</b>	<b>134</b>	<b>27,247</b>	<b>33,777</b>	<b>-9.4%</b>
<b>% Change 2016 to 2017</b>	<b>10.0%</b>	<b>100%</b>	<b>7.7%</b>	<b>-4.2%</b>	<b>103%</b>	<b>-12.1%</b>	<b>-9.4%</b>	

## International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2016-17
Jan	—	—	—	—	—	—	—	—
Feb	—	—	—	—	—	—	—	—
Mar	—	—	1	—	—	—	1	100%
Apr	—	—	1	—	—	—	1	100%
May	—	—	—	—	—	—	—	—
Jun	30	—	—	—	—	—	30	100%
Jul	186	—	—	—	—	—	186	100%
Aug	181	—	—	—	—	—	181	100%
Sep	181	—	—	—	—	—	181	100%
Oct	182	—	—	—	—	—	182	100%
Nov	124	—	—	—	—	—	124	100%
Dec	124	—	—	—	—	—	124	100%
<b>Total 2017</b>	<b>1,008</b>	<b>—</b>	<b>2</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>1,010</b>	<b>100%</b>
<b>% Change 2016 to 2017</b>	<b>100%</b>	<b>—</b>	<b>100%</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>100%</b>	

## Domestic and International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2016-17
Jan	137	—	95	286	13	1,967	2,498	-14.5%
Feb	123	—	97	252	22	1,894	2,388	-0.1%
Mar	138	—	151	280	—	1,741	2,310	-28.9%
Apr	144	—	123	274	15	2,125	2,681	-15.3%
May	180	—	131	289	15	2,662	3,277	5.0%
Jun	200	—	138	230	16	2,682	3,266	-10.9%
Jul	364	—	93	232	11	2,530	3,230	-6.9%
Aug	351	—	106	234	18	2,735	3,444	4.7%
Sep	312	8	102	226	8	2,398	3,054	-8.7%
Oct	351	2	104	240	8	2,666	3,371	11.3%
Nov	284	—	138	274	4	2,190	2,890	-6.6%
Dec	302	—	127	288	4	1,657	2,378	-7.0%
<b>Total 2017</b>	<b>2,886</b>	<b>10</b>	<b>1,405</b>	<b>3,105</b>	<b>134</b>	<b>27,247</b>	<b>34,787</b>	<b>-6.7%</b>
<b>% Change 2016 to 2017</b>	<b>69.1%</b>	<b>100%</b>	<b>7.8%</b>	<b>-4.2%</b>	<b>103.0%</b>	<b>-12.1%</b>	<b>-6.7%</b>	

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

## Domestic

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2016-17
Jan	—	—	—	—	—	12,107	12,107	-4.9%
Feb	—	—	—	—	—	12,126	12,126	-4.5%
Mar	—	—	—	—	—	13,365	13,365	-4.2%
Apr	—	—	—	—	—	14,040	14,040	-4.5%
May	—	—	—	—	—	14,914	14,914	-4.3%
Jun	—	—	—	—	—	14,911	14,911	-4.2%
Jul	—	—	—	—	—	12,614	12,614	-4.3%
Aug	—	—	—	—	—	12,598	12,598	-3.7%
Sep	—	—	—	—	—	15,670	15,670	-4.4%
Oct	—	—	—	—	—	15,860	15,860	-4.5%
Nov	—	—	—	—	—	15,508	15,508	-4.4%
Dec	—	—	—	—	—	13,536	13,536	-4.4%
<b>Total 2017</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>167,249</b>	<b>167,249</b>	<b>-4.4%</b>
<b>% Change 2016 to 2017</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>-4.4%</b>	<b>-4.4%</b>	

## International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2016-17
Jan	—	—	—	—	—	620	620	-7.0%
Feb	—	—	—	—	—	574	574	0.2%
Mar	—	—	—	—	—	589	589	-2.5%
Apr	—	—	—	—	—	666	666	8.3%
May	—	—	—	—	—	668	668	-2.5%
Jun	—	—	—	—	—	660	660	1.1%
Jul	—	—	—	—	—	563	563	3.5%
Aug	—	—	—	—	—	482	482	-3.4%
Sep	—	—	—	—	—	728	728	-4.6%
Oct	—	—	—	—	—	753	753	11.6%
Nov	—	—	—	—	—	706	706	7.8%
Dec	—	—	—	—	—	626	626	-3.5%
<b>Total 2017</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>7,635</b>	<b>7,635</b>	<b>0.7%</b>
<b>% Change 2016 to 2017</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>0.7%</b>	<b>0.7%</b>	

## Domestic and International

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2016-17
Jan	—	—	—	—	—	12,727	12,727	7.0%
Feb	—	—	—	—	—	12,700	12,700	8.5%
Mar	—	—	—	—	—	13,954	13,954	3.1%
Apr	—	—	—	—	—	14,706	14,706	7.4%
May	—	—	—	—	—	15,582	15,582	-1.5%
Jun	—	—	—	—	—	15,571	15,571	2.0%
Jul	—	—	—	—	—	13,177	13,177	1.2%
Aug	—	—	—	—	—	13,080	13,080	1.9%
Sep	—	—	—	—	—	16,398	16,398	-2.0%
Oct	—	—	—	—	—	16,613	16,613	5.2%
Nov	—	—	—	—	—	16,214	16,214	-1.8%
Dec	—	—	—	—	—	14,162	14,162	-2.8%
<b>Total 2017</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>174,884</b>	<b>174,884</b>	<b>2.0%</b>
<b>% Change 2016 to 2017</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>2.0%</b>	<b>2.0%</b>	

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

**Domestic**

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2016-17
Jan	41,949	105	2,118	29,374	186	4,421	78,153	0.7%
Feb	37,953	82	2,080	26,751	177	4,940	71,983	-1.8%
Mar	44,509	60	2,465	30,257	178	4,925	82,394	-3.5%
Apr	43,459	86	2,201	30,503	171	5,412	81,832	-1.3%
May	45,136	19	2,325	31,050	205	6,602	85,337	0.3%
Jun	44,607	31	2,415	31,922	169	7,046	86,190	0.1%
Jul	45,401	20	2,019	31,167	202	6,358	85,167	0.2%
Aug	46,092	23	2,496	33,083	136	6,395	88,225	0.8%
Sep	40,625	56	2,266	30,969	170	7,032	81,118	-5.0%
Oct	44,178	79	2,438	32,103	191	6,630	85,619	0.0%
Nov	41,777	96	2,627	30,829	244	5,921	81,494	-1.9%
Dec	44,661	73	3,087	28,985	155	5,085	82,046	-0.4%
<b>Total 2017</b>	<b>520,347</b>	<b>730</b>	<b>28,537</b>	<b>366,993</b>	<b>2,184</b>	<b>70,767</b>	<b>989,558</b>	<b>-1.0%</b>
<b>% Change</b>								
<b>2016 to 2017</b>	<b>-1.7%</b>	<b>-38.1%</b>	<b>2.9%</b>	<b>-0.6%</b>	<b>-5.9%</b>	<b>1.3%</b>	<b>-1.0%</b>	

**International**

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2016-17
Jan	20,258	29	665	2,453	14	—	23,419	4.1%
Feb	17,603	19	629	2,499	19	—	20,769	-6.2%
Mar	20,075	21	782	2,755	18	—	23,651	-3.5%
Apr	21,550	46	717	2,763	17	—	25,093	3.3%
May	21,842	21	721	3,290	34	—	25,908	0.9%
Jun	22,530	4	723	3,357	11	—	26,625	1.6%
Jul	24,926	3	730	3,536	14	—	29,209	3.2%
Aug	24,575	3	729	3,659	9	—	28,975	3.5%
Sep	20,918	18	708	3,516	15	—	25,175	3.4%
Oct	19,657	21	739	3,471	5	—	23,893	-0.3%
Nov	19,049	8	709	3,515	1	—	23,282	5.3%
Dec	21,010	39	696	3,040	6	—	24,791	2.9%
<b>Total 2017</b>	<b>253,993</b>	<b>232</b>	<b>8,548</b>	<b>37,854</b>	<b>163</b>	<b>—</b>	<b>300,790</b>	<b>1.6%</b>
<b>% Change</b>								
<b>2016 to 2017</b>	<b>0.3%</b>	<b>-33.5%</b>	<b>2.2%</b>	<b>11.4%</b>	<b>-19.7%</b>	<b>—</b>	<b>1.6%</b>	

**Domestic and International**

MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL	% CHANGE 2016-17
Jan	62,207	134	2,783	31,827	200	4,421	101,572	1.5%
Feb	55,556	101	2,709	29,250	196	4,940	92,752	-2.8%
Mar	64,584	81	3,247	33,012	196	4,925	106,045	-3.5%
Apr	65,009	132	2,918	33,266	188	5,412	106,925	-0.3%
May	66,978	40	3,046	34,340	239	6,602	111,245	0.5%
Jun	67,137	35	3,138	35,279	180	7,046	112,815	0.4%
Jul	70,327	23	2,749	34,703	216	6,358	114,376	1.0%
Aug	70,667	26	3,225	36,742	145	6,395	117,200	1.4%
Sep	61,543	74	2,974	34,485	185	7,032	106,293	-3.2%
Oct	63,835	100	3,177	35,574	196	6,630	109,512	0.0%
Nov	60,826	104	3,336	34,344	245	5,921	104,776	-0.4%
Dec	65,671	112	3,783	32,025	161	5,085	106,837	0.3%
<b>Total 2017</b>	<b>774,340</b>	<b>962</b>	<b>37,085</b>	<b>404,847</b>	<b>2,347</b>	<b>70,767</b>	<b>1,290,348</b>	<b>-0.4%</b>
<b>% Change</b>								
<b>2016 to 2017</b>	<b>-1.0%</b>	<b>-37.0%</b>	<b>2.7%</b>	<b>0.4%</b>	<b>-7.0%</b>	<b>1.3%</b>	<b>-0.4%</b>	

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

**JFK**

YEAR	DOMESTIC*	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA†	TRANS ATLANTIC‡	TRANS PACIFIC§	TOTAL
2004	194,935	9,679	5,178	21,663	3,954	9,679	58,312	16,674	320,074
2005	219,672	10,570	6,604	20,814	4,142	10,093	60,385	17,668	349,948
2006	239,670	10,743	8,052	20,813	5,115	11,146	65,960	16,928	378,427
2007	293,130	9,828	8,285	23,424	7,558	12,092	72,271	17,166	443,754
2008	278,965	9,060	13,850	25,577	8,243	11,806	74,939	15,951	438,391
2009	263,832	8,972	11,289	29,220	7,228	11,854	68,822	14,069	415,286
2010	242,987	9,458	10,221	31,713	6,625	12,763	67,762	15,441	396,970
2011	249,977	9,526	11,871	31,942	5,441	13,207	70,700	16,074	408,738
2012	239,333	11,022	11,139	33,281	6,915	15,349	68,763	15,926	401,728
2013	236,981	11,350	11,065	35,851	8,902	15,409	70,167	16,373	406,098
2014	243,287	11,613	11,264	40,889	8,729	17,101	74,113	16,335	423,331
2015	254,012	11,008	10,931	41,205	10,645	16,608	77,706	17,191	439,306
2016	262,892	9,675	9,042	42,328	11,834	16,043	82,277	18,324	452,415
2017	260,124	7,915	8,953	42,338	14,568	13,588	81,778	18,584	447,848

**EWR**

YEAR	DOMESTIC*	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA†	TRANS ATLANTIC‡	TRANS PACIFIC§	TOTAL
2004	358,830	5,919	21,358	9,656	4,354	3,918	31,365	2,037	437,437
2005	354,556	5,424	21,084	8,909	4,474	4,075	34,716	3,003	436,241
2006	356,033	6,612	22,304	8,225	5,125	3,719	39,869	3,369	445,256
2007	342,280	5,193	22,536	8,849	4,688	3,908	45,259	3,217	435,930
2008	337,154	3,911	25,538	8,713	4,480	4,068	46,992	3,194	434,050
2009	316,516	3,173	30,200	8,534	4,649	3,699	41,476	3,574	411,821
2010	310,754	2,621	32,137	8,926	4,669	3,918	42,332	3,963	409,320
2011	310,180	1,835	32,486	8,703	4,770	3,529	44,682	3,839	410,024
2012	316,447	1,949	34,040	8,846	5,635	3,483	40,189	3,538	414,127
2013	319,009	1,967	33,346	8,181	5,631	3,634	38,586	3,388	413,742
2014	301,830	2,644	29,319	10,315	5,764	3,845	39,089	3,579	396,385
2015	320,641	3,126	27,896	10,572	5,560	4,228	38,171	3,514	413,708
2016	340,374	3,527	26,744	12,264	5,681	4,722	37,930	4,665	435,907
2017	342,865	2,601	26,800	11,850	6,193	4,525	38,468	5,276	438,578

**LGA**

YEAR	DOMESTIC*	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA†	TRANS ATLANTIC‡	TRANS PACIFIC§	TOTAL
2004	377,669	—	19,908	2,198	—	—	—	—	399,775
2005	377,281	—	21,556	2,034	—	—	—	—	400,871
2006	377,979	—	20,831	1,140	—	—	—	—	399,950
2007	370,323	—	20,048	1,176	—	—	—	—	391,547
2008	356,118	—	22,076	714	—	—	—	—	378,908
2009	331,483	—	22,573	332	—	—	—	—	354,388
2010	337,313	—	23,957	346	—	—	—	—	361,616
2011	343,889	—	21,924	57	—	—	—	—	365,870
2012	340,694	—	28,652	643	—	—	—	—	369,989
2013	337,866	—	31,701	1,294	—	—	—	—	370,861
2014	329,782	—	30,881	548	—	—	—	—	361,211
2015	333,099	—	27,041	133	—	—	1	—	360,274
2016	345,671	—	24,279	37	—	—	—	—	369,987
2017	342,276	—	26,847	12	—	—	—	—	369,135

\* 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.

**SWF**

YEAR	DOMESTIC*	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA†	TRANS ATLANTIC‡	TRANS PACIFIC§	TOTAL
2004	11,967	—	2	—	1	1	5	2	11,978
2005	11,708	—	3	—	—	1	20	4	11,736
2006	83,149	—	35	2	1	—	31	—	83,218
2007	87,159	—	—	—	—	—	20	—	87,179
2008	72,635	—	—	—	—	—	8	—	72,643
2009	44,565	—	—	—	—	—	6	—	44,571
2010	47,047	—	—	—	—	—	—	—	47,047
2011	46,488	—	—	—	—	41	1	—	46,530
2012	42,144	—	—	—	—	—	13	—	42,157
2013	38,883	—	—	—	—	—	22	—	38,905
2014	36,877	—	—	—	—	—	4	—	36,881
2015	37,821	—	—	—	—	—	11	—	37,832
2016	37,295	—	—	—	—	—	—	—	37,295
2017	33,777	—	2	—	—	—	1,008	—	34,787

**REGION**

YEAR	DOMESTIC*	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
2004	943,401	15,598	46,446	33,517	14,034	7,873	89,682	18,713	1,169,264
2005	963,217	15,994	49,247	31,757	14,567	8,218	95,121	20,675	1,198,796
2006	1,056,831	17,355	51,222	30,180	16,272	8,834	105,860	20,297	1,306,851
2007	1,092,892	15,021	50,869	33,449	16,780	11,466	117,550	20,383	1,358,410
2008	1,044,872	12,971	61,464	35,004	16,286	12,311	121,939	19,145	1,323,992
2009	956,396	12,145	64,062	38,086	16,503	10,927	110,304	17,643	1,226,066
2010	938,101	12,079	66,315	40,985	17,432	10,543	110,094	19,404	1,214,953
2011	950,534	11,361	66,281	40,702	17,977	9,011	115,383	19,913	1,231,162
2012	938,618	12,971	73,831	42,770	20,984	10,398	108,965	19,464	1,228,001
2013	932,739	13,317	76,112	45,326	21,040	12,536	108,775	19,761	1,229,606
2014	911,776	14,257	71,464	51,752	22,865	12,574	113,206	19,914	1,217,808
2015	945,576	14,134	65,868	51,910	22,168	14,873	115,889	20,705	1,251,123
2016	986,236	13,202	60,065	54,629	21,724	16,556	120,207	22,989	1,295,608
2017	979,042	10,516	62,602	54,200	20,761	18,113	121,254	23,860	1,290,348

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

Note: Region total does not include Teterboro.



## 2.1.1

## TOP 50 DOMESTIC AIRPORT COMPARISONS

U.S. Passenger Traffic, Ranked by Passenger

2017

RANK	CITY	AIRPORT	NO. OF PASSENGERS	% CHANGE 2016-17
1	Atlanta GA	Hartsfield-Jackson Atlanta International Airport	103,902,992	-0.26
2	Los Angeles CA	Los Angeles International Airport	84,557,968	4.49
3	Chicago IL	O'Hare International Airport	79,828,183	2.4
4	Dallas/Fort Worth TX	Dallas/Ft Worth International Airport	67,092,194	2.28
5	Denver CO	Denver International Airport	61,379,396	5.34
6	New York NY	John F. Kennedy International Airport	59,392,500	0.49
7	San Francisco CA	San Francisco International Airport	55,822,129	5.12
8	Las Vegas NV	McCarran International Airport	48,566,803	2.25
9	Seattle WA	Seattle-Tacoma International Airport	46,934,194	2.62
10	Charlotte NC	Charlotte Douglas International Airport	45,909,899	3.35
11	Orlando FL	Orlando International Airport	44,511,265	6.17
12	Miami FL	Miami International Airport	44,071,313	-1.15
13	Phoenix AZ	Sky Harbor International Airport	43,921,670	1.24
14	Newark NJ	Newark Liberty International Airport	43,234,161	6.58
15	Houston TX	George Bush Intercontinental Airport	40,696,189	-2.23
16	Boston MA	Logan International Airport	38,454,539	5.77
17	Minneapolis MN	Minneapolis/St Paul International Airport	38,034,341	1.41
18	Detroit MI	Detroit Metropolitan Wayne County Airport	34,701,497	0.87
19	Fort Lauderdale, FL	Ft Lauderdale-Hollywood International Airport	32,511,053	11.32
20	Philadelphia PA	Philadelphia International Airport	29,585,754	-1.89
21	New York NY	LaGuardia Airport	29,502,219	-1.01
22	Baltimore MD	Baltimore/Washington International Thurgood Marshall Airport	26,369,411	4.96
23	Salt Lake City UT	Salt Lake City International Airport	24,198,816	4.5
24	Washington DC	Ronald Reagan Washington National Airport	23,911,156	1.34
25	Washington DC	Washington Dulles International Airport	22,708,073	4.04
26	Chicago IL	Midway International Airport	22,352,080	-1.44
27	San Diego CA	San Diego International Airport	22,173,493	6.98
28	Tampa FL	Tampa International Airport	19,624,284	3.66
29	Portland OR	Portland International Airport	19,080,494	3.97
30	Dallas TX	Love Field	15,723,617	1.03
31	St Louis MO	Lambert-St Louis International Airport	14,730,441	5.53
32	Nashville TN	Nashville International Airport	14,133,829	8.89
33	Austin TX	Austin-Bergstrom International Airport	13,889,305	11.68
34	Houston TX	W. P. Hobby Airport	13,435,672	4.08
35	Oakland CA	Oakland International Airport	13,072,245	8.29
36	San Jose CA	Norman Y. Mineta San Jose International Airport	12,480,232	15.59
37	New Orleans LA	Louis Armstrong New Orleans International Airport	12,241,172	7.79
38	Raleigh-Durham NC	Raleigh-Durham International Airport	11,671,693	5.63
39	Kansas City MO	Kansas City International Airport	11,503,940	4.19
40	Sacramento CA	Sacramento International Airport	10,912,079	7.84
41	Santa Ana, CA	John Wayne Airport	10,423,578	-0.69
42	Cleveland OH	Cleveland Hopkins International Airport	9,140,318	8.62
43	San Antonio TX	San Antonio International Airport	9,063,542	5.17
44	Pittsburgh PA	Pittsburgh International Airport	8,988,016	8.16
45	Fort Myers FL	Southwest Florida International Airport	8,842,549	2.76
46	Indianapolis IN	Indianapolis International Airport	8,770,308	3.04
47	Cincinnati OH	Cincinnati/Northern Kentucky International Airport	8,102,866	19.62
48	Columbus OH	Port Columbus International Airport	7,576,592	3.45
49	Milwaukee WI	General Mitchell International Airport	6,904,670	2.18
50	Hartford CT	Bradley International Airport	6,436,407	6.19
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	14.4
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
114	Newburgh NY	New York Stewart International Airport	448,698	62.9

Source: Airports Council International - Worldwide Airport Traffic Report - Calendar Year 2017.

2017

RANK	COUNTRY	AIRPORT	NO. OF PASSENGERS	% CHANGE 2016-17
1	United States	Hartsfield-Jackson Atlanta International Airport	103,902,992	-0.26
2	China	Beijing Capital International Airport	95,786,442	1.47
3	United Arab Emirates	Dubai International Airport	88,242,099	5.48
4	United States	Los Angeles International Airport	84,557,968	4.49
5	United States	O'Hare International Airport	79,828,183	2.4
6	United Kingdom	Heathrow Airport	78,014,598	3.04
7	Japan	Tokyo International (Haneda) Airport	76,476,251	-4.04
8	Hong Kong	Hong Kong International Airport	72,665,078	3.36
9	China	Pudong International Airport	70,001,237	6.06
10	France	Aéroport de Paris-Charles de Gaulle	69,471,442	5.37
11	Netherlands	Amsterdam Airport Schiphol	68,515,425	7.69
12	United States	Dallas/Ft Worth International Airport	67,092,194	2.28
13	China	Guangzhou Bai Yun International Airport	65,887,473	10.3
14	Germany	Flughafen Frankfurt/Main	64,500,386	6.11
15	Turkey	Atatürk International Airport	63,859,785	5.94
16	India	Indira Gandhi International Airport	63,451,503	14.06
17	Indonesia	Soekarno-Hatta International Airport	63,015,620	8.28
18	Singapore	Singapore Changi Airport	62,220,000	6
19	Korea, Republic Of	Incheon International Airport	62,157,834	7.45
20	United States	Denver International Airport	61,379,396	5.34
21	Thailand	Suvarnabhumi International Airport	60,860,557	8.89
22	United States	John F. Kennedy International Airport	59,392,500	0.49
23	Malaysia	KL International Airport	58,558,440	11.23
24	United States	San Francisco International Airport	55,822,129	5.12
25	Spain	Aeropuerto de Adolfo Suárez Madrid-Barajas	53,386,075	5.93
26	China	Chengdu Shuangliu International Airport	49,801,693	8.17
27	United States	McCarran International Airport	48,566,803	2.25
28	Spain	Aeropuerto de Barcelona-El Prat	47,262,826	7.1
29	India	Chhatrapati Shivaji International Airport	47,204,259	5.65
30	Canada	Toronto Pearson International Airport	47,054,696	6.17
31	United States	Seattle-Tacoma International Airport	46,934,194	2.62
32	United States	Charlotte Douglas International Airport	45,909,899	3.35
33	United Kingdom	Gatwick Airport	45,561,694	5.25
34	China	Shenzhen Baoan International Airport	45,558,409	8.54
35	Taiwan, (R.O.C.)	Taiwan Taoyuan International Airport	44,878,703	6.11
36	Mexico	Aeropuerto Internacional de la Ciudad de México "Lic Benito Juárez"	44,732,418	8.02
37	China	Kunming International Airport	44,729,736	6.55
38	Germany	Munich Airport	44,577,241	5.48
39	United States	Orlando International Airport	44,511,265	6.17
40	United States	Miami International Airport	44,071,313	-1.15
41	United States	Sky Harbor International Airport	43,921,670	1.24
42	Australia	Sydney International Airport	43,410,355	3.44
43	United States	Newark Liberty International Airport	43,393,499	7.01
44	Philippines	Ninoy Aquino International Airport	42,022,484	6.21
45	China	Hongqiao International Airport	41,884,059	3.52
46	China	Xi'an-Xianyang International Airport	41,857,406	13.15
47	Italy	Aeroporto di Roma-Fiumicino	40,968,756	-1.84
48	United States	George Bush Intercontinental Airport	40,696,189	-2.23
49	Japan	Narita International Airport	40,631,193	4.19
50	Russian Federation	Sheremetyevo International Airport	40,092,806	17.81
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	-5.4
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
68	United States	LaGuardia Airport	29,502,219	-1.01

Source: Airports Council International – Worldwide Airport Traffic Report – Calendar Year 2017.

\* China (People's Republic of China)

## Domestic

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2004	18,715,056	26,342	1,346,335	20,087,733
2005	20,191,175	32,628	1,867,751	22,091,554
2006	20,852,450	14,754	2,136,295	23,003,499
2007	23,003,389	4,893	3,165,409	26,173,691
2008	21,942,288	3,423	3,258,357	25,204,068
2009	20,796,078	2,023	3,223,132	24,021,233
2010	20,566,499	3,189	2,834,589	23,404,277
2011	20,692,623	1,953	3,063,937	23,758,513
2012	21,714,371	2,282	2,500,430	24,217,083
2013	21,464,606	1,065	2,443,504	23,909,175
2014	22,256,473	86,587	2,678,372	25,021,432
2015	24,173,648	1,216	2,631,990	26,806,854
2016	24,425,935	3,189	2,895,014	27,324,138
2017	23,808,037	4,688	3,148,356	26,961,081

## International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2004	17,164,097	222,685	99,976	17,486,758
2005	18,417,371	232,969	150,017	18,800,357
2006	19,306,775	146,305	172,303	19,625,383
2007	21,168,276	202,293	173,556	21,544,125
2008	22,197,030	66,035	335,983	22,599,048
2009	21,516,446	18,920	321,343	21,856,709
2010	22,793,276	17,939	305,394	23,116,609
2011	23,480,594	14,944	390,546	23,886,084
2012	24,590,649	73,356	393,088	25,057,093
2013	26,126,697	14,537	401,413	26,542,647
2014	27,720,852	26,171	451,971	28,198,994
2015	29,601,009	16,405	462,484	30,079,898
2016	31,360,457	9,665	411,253	31,781,375
2017	32,002,270	7,315	421,834	32,431,419

## Domestic and International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2004	35,879,153	249,027	1,446,311	37,574,491
2005	38,608,546	265,597	2,017,768	40,891,911
2006	40,159,225	161,059	2,308,598	42,628,882
2007	44,171,665	207,186	3,338,965	47,717,816
2008	44,139,318	69,458	3,594,340	47,803,116
2009	42,312,524	20,943	3,544,475	45,877,942
2010	43,359,775	21,128	3,139,983	46,520,886
2011	44,173,217	16,897	3,454,483	47,644,597
2012	46,305,020	75,638	2,893,518	49,274,176
2013	47,591,303	15,602	2,844,917	50,451,822
2014	49,977,325	112,758	3,130,343	53,220,426
2015	53,774,657	17,621	3,094,474	56,886,752
2016	55,786,392	12,854	3,306,267	59,105,513
2017	55,810,307	12,003	3,570,190	59,392,500

**Domestic**

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2004	18,829,569	45,423	4,160,231	23,035,223
2005	19,076,593	12,672	4,624,203	23,713,468
2006	20,727,182	15,868	4,862,251	25,605,301
2007	20,831,391	37,030	4,745,689	25,614,110
2008	18,890,453	19,612	5,312,127	24,222,192
2009	17,023,793	29,749	5,489,133	22,542,675
2010	15,961,660	24,775	5,730,451	21,716,886
2011	16,855,000	36,630	5,298,039	22,189,669
2012	17,072,380	31,617	5,732,686	22,836,683
2013	17,655,605	27,539	6,033,694	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	5,963,322	30,330,615

**International**

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2004	8,310,390	87,529	460,007	8,857,926
2005	8,880,039	20,494	465,030	9,365,563
2006	9,423,024	8,173	598,050	10,029,247
2007	10,116,577	2,718	633,805	10,753,100
2008	10,470,509	36,835	631,200	11,138,544
2009	10,049,914	6,536	760,998	10,817,448
2010	10,677,742	11,383	788,179	11,477,304
2011	10,714,909	9,853	783,061	11,507,823
2012	10,341,246	8,305	797,793	11,147,344
2013	10,401,720	8,020	889,659	11,299,399
2014	10,953,811	8,106	886,143	11,848,060
2015	10,978,876	33,011	793,430	11,805,317
2016	11,608,685	37,358	698,826	12,344,869
2017	12,079,677	20,361	803,508	12,903,546

**Domestic and International**

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2004	27,139,959	132,952	4,620,238	31,893,149
2005	27,956,632	33,166	5,089,233	33,079,031
2006	30,150,206	24,041	5,460,301	35,634,548
2007	30,947,968	39,748	5,379,494	36,367,210
2008	29,360,962	56,447	5,943,327	35,360,736
2009	27,073,707	36,285	6,250,131	33,360,123
2010	26,639,402	36,158	6,518,630	33,194,190
2011	27,569,909	46,483	6,081,100	33,697,492
2012	27,413,626	39,922	6,530,479	33,984,027
2013	28,057,325	35,559	6,923,353	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	36,409,409	57,922	6,766,830	43,234,161

## Domestic

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2004	19,231,252	6,274	3,954,084	23,191,610
2005	19,977,024	4,935	4,436,272	24,418,231
2006	19,777,748	3,281	4,715,953	24,496,982
2007	18,853,913	5,354	4,940,098	23,799,365
2008	17,244,972	2,884	4,693,536	21,941,392
2009	16,102,463	6,120	5,034,430	21,143,013
2010	17,420,964	5,920	5,523,231	22,950,115
2011	17,175,291	5,252	5,906,213	23,086,756
2012	17,785,343	7,607	6,481,079	24,274,029
2013	17,895,141	5,263	7,053,168	24,953,572
2014	18,064,300	2,905	7,089,997	25,157,202
2015	19,757,324	2,422	6,925,177	26,684,923
2016	19,908,297	4,175	8,084,383	27,996,855
2017	18,856,418	91,286	8,513,371	27,461,075

## International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2004	1,017,152	—	244,441	1,261,593
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	—	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	723,120	2,107,229

## Domestic and International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2004	20,248,404	6,274	4,198,525	24,453,203
2005	21,263,754	5,049	4,620,557	25,889,360
2006	20,831,599	3,281	4,975,723	25,810,603
2007	19,802,230	5,916	5,218,121	25,026,267
2008	18,077,157	4,133	4,991,766	23,073,056
2009	16,787,374	6,215	5,359,647	22,153,236
2010	18,134,010	7,001	5,842,071	23,983,082
2011	17,863,604	7,439	6,251,435	24,122,478
2012	18,771,296	7,607	6,928,881	25,707,784
2013	19,024,815	5,379	7,650,906	26,681,100
2014	19,011,605	3,149	7,957,341	26,972,095
2015	20,835,133	2,548	7,599,987	28,437,668
2016	21,116,378	4,236	8,666,247	29,786,861
2017	20,239,862	91,951	9,236,491	29,568,304

## Domestic

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2004	510,563	—	—	510,563
2005	398,214	—	—	398,214
2006	66,261	2,055	241,461	309,777
2007	646,058	—	267,869	913,927
2008	536,627	—	252,680	789,307
2009	180,154	—	209,911	390,065
2010	185,531	—	209,371	394,902
2011	187,653	—	224,400	412,053
2012	157,588	—	207,260	364,848
2013	157,526	—	163,156	320,682
2014	157,681	—	151,676	309,357
2015	155,621	—	125,930	281,551
2016	161,571	—	113,850	275,421
2017	181,049	958	125,614	307,621

## International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2004	—	—	—	—
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

## Domestic and International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2004	510,563	—	—	510,563
2005	398,220	—	—	398,220
2006	66,261	2,180	241,480	309,921
2007	646,058	—	267,869	913,927
2008	536,627	—	252,680	789,307
2009	180,154	—	209,911	390,065
2010	185,531	—	209,371	394,902
2011	187,653	1,601	224,400	413,654
2012	157,588	—	207,260	364,848
2013	157,526	—	163,156	320,682
2014	157,681	—	151,676	309,357
2015	155,621	—	125,930	281,551
2016	161,571	—	113,850	275,421
2017	322,126	958	125,614	448,698

**Domestic**

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2004	57,286,440	78,039	9,460,650	66,825,129
2005	59,643,006	50,235	10,928,226	70,621,467
2006	61,423,641	35,958	11,955,960	73,415,559
2007	63,334,751	47,277	13,119,065	76,501,093
2008	58,614,340	25,919	13,516,700	72,156,959
2009	54,102,488	37,892	13,956,606	68,096,986
2010	54,134,654	33,884	14,297,642	68,466,180
2011	54,910,567	43,835	14,492,589	69,446,991
2012	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	17,544,160	83,814,838
2017	67,175,236	134,493	17,750,663	85,060,392

**International**

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2004	26,491,639	310,214	804,424	27,606,277
2005	28,584,146	253,577	799,332	29,637,055
2006	29,783,650	154,603	1,030,142	30,968,395
2007	32,233,170	205,573	1,085,384	33,524,127
2008	33,499,724	104,119	1,265,413	34,869,256
2009	32,251,271	25,551	1,407,558	33,684,380
2010	34,184,064	30,403	1,412,413	35,626,880
2011	34,883,816	28,585	1,518,829	36,431,230
2012	35,917,848	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	45,606,468	28,341	1,948,462	47,583,271

**Domestic and International**

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
2004	83,778,079	388,253	10,265,074	94,431,406
2005	88,227,152	303,812	11,727,558	100,258,522
2006	91,207,291	190,561	12,986,102	104,383,954
2007	95,567,921	252,850	14,204,449	110,025,220
2008	92,114,064	130,038	14,782,113	107,026,215
2009	86,353,759	63,443	15,364,164	101,781,366
2010	88,318,718	64,287	15,710,055	104,093,060
2011	89,794,383	72,420	16,011,418	105,878,221
2012	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	19,236,103	129,731,088
2017	112,781,704	162,834	19,699,125	132,643,663

## Domestic

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2016 TO 2017	NON-REVENUE PASSENGERS
Jan	1,872,409	—	247,043	2,119,452	6.0%	77,539
Feb	1,676,035	241	192,611	1,868,887	-4.0%	71,873
Mar	2,051,780	286	244,272	2,296,338	-2.4%	80,766
Apr	2,026,429	350	250,814	2,277,593	1.8%	83,232
May	2,090,984	305	246,037	2,337,326	-1.3%	84,350
Jun	2,131,056	522	292,287	2,423,865	-0.7%	92,775
Jul	2,195,573	379	291,975	2,487,927	2.5%	96,712
Aug	2,212,773	149	293,214	2,506,136	0.9%	93,031
Sep	1,790,737	144	267,986	2,058,867	-13.9%	76,680
Oct	1,928,918	377	275,720	2,205,015	-2.6%	88,759
Nov	1,867,736	623	282,387	2,150,746	-0.3%	81,737
Dec	1,963,607	1,312	264,010	2,228,929	-1.1%	84,650
<b>Total 2017</b>	<b>23,808,037</b>	<b>4,688</b>	<b>3,148,356</b>	<b>26,961,081</b>	<b>-1.3%</b>	<b>1,012,104</b>
<b>% Change</b>						
<b>2016 to 2017</b>	<b>-2.5%</b>	<b>47.0%</b>	<b>8.8%</b>	<b>-1.3%</b>		<b>1.2%</b>

## International

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2016 TO 2017	NON-REVENUE PASSENGERS
Jan	2,336,055	1,477	29,827	2,367,359	5.5%	43,948
Feb	1,910,576	1,054	27,548	1,939,178	-0.2%	38,015
Mar	2,332,985	1,447	32,291	2,366,723	-1.5%	53,035
Apr	2,724,912	1,768	33,869	2,760,549	10.4%	51,827
May	2,768,552	158	36,561	2,805,271	0.9%	53,577
Jun	3,014,813	—	38,923	3,053,736	4.5%	56,757
Jul	3,337,149	56	40,628	3,377,833	3.0%	64,828
Aug	3,457,887	—	43,880	3,501,767	4.1%	64,432
Sep	2,791,810	—	42,947	2,834,757	2.7%	51,633
Oct	2,526,241	877	36,196	2,563,314	-4.1%	51,911
Nov	2,313,488	377	32,337	2,346,202	0.7%	49,829
Dec	2,487,802	101	26,827	2,514,730	-2.5%	85,595
<b>Total 2017</b>	<b>32,002,270</b>	<b>7,315</b>	<b>421,834</b>	<b>32,431,419</b>	<b>2.0%</b>	<b>665,387</b>
<b>% Change</b>						
<b>2016 to 2017</b>	<b>2.0%</b>	<b>-24.3%</b>	<b>2.6%</b>	<b>2.0%</b>		<b>7.7%</b>

## Domestic and International

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2016 TO 2017	NON-REVENUE PASSENGERS
Jan	4,208,464	1,477	276,870	4,486,811	5.7%	121,487
Feb	3,586,611	1,295	220,159	3,808,065	-2.1%	109,888
Mar	4,384,765	1,733	276,563	4,663,061	-2.0%	133,801
Apr	4,751,341	2,118	284,683	5,038,142	6.3%	135,059
May	4,859,536	463	282,598	5,142,597	-0.1%	137,927
Jun	5,145,869	522	331,210	5,477,601	2.2%	149,532
Jul	5,532,722	435	332,603	5,865,760	2.8%	161,540
Aug	5,670,660	149	337,094	6,007,903	2.7%	157,463
Sep	4,582,547	144	310,933	4,893,624	-5.0%	128,313
Oct	4,455,159	1,254	311,916	4,768,329	-3.4%	140,670
Nov	4,181,224	1,000	314,724	4,496,948	0.2%	131,566
Dec	4,451,409	1,413	290,837	4,743,659	-1.8%	170,245
<b>Total 2017</b>	<b>55,810,307</b>	<b>12,003</b>	<b>3,570,190</b>	<b>59,392,500</b>	<b>0.5%</b>	<b>1,677,491</b>
<b>% Change</b>						
<b>2016 to 2017</b>	<b>0.1%</b>	<b>-6.6%</b>	<b>8.0%</b>	<b>0.5%</b>		<b>3.7%</b>

## Domestic

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2016 TO 2017	NON-REVENUE PASSENGERS
Jan	1,780,923	4,302	441,181	2,226,406	10.5%	76,287
Feb	1,799,936	3,028	398,904	2,201,868	16.4%	66,627
Mar	2,073,651	4,776	478,730	2,557,157	11.2%	76,591
Apr	2,025,241	4,042	502,796	2,532,079	7.4%	76,810
May	2,112,095	571	506,741	2,619,407	4.8%	85,462
Jun	2,102,877	689	523,269	2,626,835	5.8%	87,070
Jul	2,236,909	352	522,851	2,760,112	12.0%	89,637
Aug	2,230,383	1,890	507,857	2,740,130	7.9%	84,325
Sep	1,835,722	4,532	493,089	2,333,343	2.4%	74,440
Oct	2,098,659	5,174	564,579	2,668,412	10.6%	85,666
Nov	1,883,738	5,813	525,338	2,414,889	-2.5%	73,472
Dec	2,149,598	2,392	497,987	2,649,977	6.1%	77,268
<b>Total 2017</b>	<b>24,329,732</b>	<b>37,561</b>	<b>5,963,322</b>	<b>30,330,615</b>	<b>7.5%</b>	<b>953,655</b>
<b>% Change</b>						
<b>2016 to 2017</b>	<b>12.1%</b>	<b>-45.7%</b>	<b>-7.6%</b>	<b>7.5%</b>		<b>-3.7%</b>

## International

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2016 TO 2017	NON-REVENUE PASSENGERS
Jan	930,729	1,041	47,519	979,289	9.9%	22,878
Feb	782,215	693	41,538	824,446	-1.7%	20,166
Mar	917,882	2,283	46,983	967,148	-6.9%	23,820
Apr	1,041,880	3,219	54,053	1,099,152	9.9%	27,223
May	1,051,555	2,580	65,290	1,119,425	6.9%	30,328
Jun	1,070,785	54	71,239	1,142,078	2.5%	28,382
Jul	1,249,634	86	82,049	1,331,769	6.0%	32,031
Aug	1,224,480	—	84,957	1,309,437	5.0%	30,502
Sep	970,979	743	82,111	1,053,833	2.1%	25,055
Oct	918,157	2,278	84,066	1,004,501	4.4%	26,474
Nov	925,097	520	73,327	998,944	12.8%	25,917
Dec	996,284	6,864	70,376	1,073,524	4.2%	27,404
<b>Total 2017</b>	<b>12,079,677</b>	<b>20,361</b>	<b>803,508</b>	<b>12,903,546</b>	<b>4.5%</b>	<b>320,180</b>
<b>% Change</b>						
<b>2016 to 2017</b>	<b>4.1%</b>	<b>-45.5%</b>	<b>15.0%</b>	<b>4.5%</b>		<b>8.0%</b>

## Domestic and International

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2016 TO 2017	NON-REVENUE PASSENGERS
Jan	2,711,652	5,343	488,700	3,205,695	10.3%	99,165
Feb	2,582,151	3,721	440,442	3,026,314	10.8%	86,793
Mar	2,991,533	7,059	525,713	3,524,305	5.6%	100,411
Apr	3,067,121	7,261	556,849	3,631,231	8.1%	104,033
May	3,163,650	3,151	572,031	3,738,832	5.4%	115,790
Jun	3,173,662	743	594,508	3,768,913	4.8%	115,452
Jul	3,486,543	438	604,900	4,091,881	10.0%	121,668
Aug	3,454,863	1,890	592,814	4,049,567	6.9%	114,827
Sep	2,806,701	5,275	575,200	3,387,176	2.3%	99,495
Oct	3,016,816	7,452	648,645	3,672,913	8.8%	112,140
Nov	2,808,835	6,333	598,665	3,413,833	1.5%	99,389
Dec	3,145,882	9,256	568,363	3,723,501	5.5%	104,672
<b>Total 2017</b>	<b>36,409,409</b>	<b>57,922</b>	<b>6,766,830</b>	<b>43,234,161</b>	<b>6.6%</b>	<b>1,273,835</b>
<b>% Change</b>						
<b>2016 to 2017</b>	<b>9.3%</b>	<b>-45.6%</b>	<b>-5.4%</b>	<b>6.6%</b>		<b>-1.0%</b>

## Domestic

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2016 TO 2017	NON-REVENUE PASSENGERS
Jan	1,384,728	—	532,308	1,917,036	-0.3%	61,990
Feb	1,247,425	35	516,858	1,764,318	-6.5%	56,495
Mar	1,590,642	55	679,869	2,270,566	-4.6%	66,533
Apr	1,571,939	415	732,303	2,304,657	-0.9%	69,246
May	1,677,836	288	767,914	2,446,038	-1.8%	71,743
Jun	1,636,227	385	810,681	2,447,293	-3.4%	76,294
Jul	1,666,941	463	759,659	2,427,063	-2.5%	75,335
Aug	1,695,928	258	803,150	2,499,336	1.2%	71,940
Sep	1,453,027	—	728,521	2,181,548	-14.0%	60,852
Oct	1,668,018	89,250	785,426	2,542,694	7.9%	70,380
Nov	1,622,085	—	730,222	2,352,307	1.8%	63,154
Dec	1,641,622	134	666,463	2,308,219	0.6%	65,767
<b>Total 2017</b>	<b>18,856,418</b>	<b>91,283</b>	<b>8,513,374</b>	<b>27,461,075</b>	<b>-1.9%</b>	<b>809,729</b>
<b>% Change</b>						
<b>2016 to 2017</b>	<b>-5.3%</b>	<b>2086.4%</b>	<b>5.3%</b>	<b>-1.9%</b>		<b>-5.6%</b>

## International

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2016 TO 2017	NON-REVENUE PASSENGERS
Jan	92,585	—	33,320	125,905	17.7%	1,155
Feb	81,711	—	41,337	123,048	14.9%	1,004
Mar	103,499	—	47,775	151,274	10.6%	1,273
Apr	115,363	—	48,151	163,514	28.2%	1,245
May	122,247	—	66,431	188,678	13.3%	1,392
Jun	123,722	—	70,649	194,371	16.7%	1,305
Jul	127,489	—	71,779	199,268	12.8%	1,492
Aug	134,249	—	75,049	209,298	11.9%	1,643
Sep	124,182	665	65,180	190,027	14.0%	1,746
Oct	129,508	—	66,806	196,314	21.3%	1,871
Nov	115,655	—	79,796	195,451	37.8%	2,500
Dec	113,234	—	56,847	170,081	17.7%	1,776
<b>Total 2017</b>	<b>1,383,444</b>	<b>665</b>	<b>723,120</b>	<b>2,107,229</b>	<b>17.7%</b>	<b>18,402</b>
<b>% Change</b>						
<b>2016 to 2017</b>	<b>14.5%</b>	<b>990.2%</b>	<b>24.3%</b>	<b>17.7%</b>		<b>-15.5%</b>

## Domestic and International

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2016 TO 2017	NON-REVENUE PASSENGERS
Jan	1,477,313	—	565,628	2,042,941	0.6%	63,145
Feb	1,329,136	35	558,195	1,887,366	-5.4%	57,499
Mar	1,694,141	55	727,644	2,421,840	-3.8%	67,806
Apr	1,687,302	415	780,454	2,468,171	0.6%	70,491
May	1,800,083	288	834,345	2,634,716	-0.8%	73,135
Jun	1,759,949	385	881,330	2,641,664	-2.1%	77,599
Jul	1,794,430	463	831,438	2,626,331	-1.4%	76,827
Aug	1,830,177	258	878,199	2,708,634	2.0%	73,583
Sep	1,577,209	665	793,701	2,371,575	-12.3%	62,598
Oct	1,797,526	89,250	852,232	2,739,008	8.7%	72,251
Nov	1,737,740	—	810,018	2,547,758	3.9%	65,654
Dec	1,754,856	134	723,310	2,478,300	1.6%	67,543
<b>Total 2017</b>	<b>20,239,862</b>	<b>91,948</b>	<b>9,236,494</b>	<b>29,568,304</b>	<b>-0.7%</b>	<b>828,131</b>
<b>% Change</b>						
<b>2016 to 2017</b>	<b>-4.2%</b>	<b>2070.6%</b>	<b>6.6%</b>	<b>-0.7%</b>		<b>-5.9%</b>

## Domestic

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2016 TO 2017	NON-REVENUE PASSENGERS
Jan	12,558	—	9,360	21,918	4.4%	164
Feb	11,569	—	8,633	20,202	3.4%	270
Mar	13,298	—	10,067	23,365	2.8%	285
Apr	13,673	—	9,636	23,309	5.7%	308
May	15,602	—	12,567	28,169	28.0%	346
Jun	15,412	—	10,206	25,618	13.5%	270
Jul	18,847	—	10,158	29,005	10.1%	388
Aug	18,791	—	10,710	29,501	13.6%	259
Sep	12,196	663	10,103	22,962	-4.7%	221
Oct	16,610	295	10,558	27,463	17.2%	315
Nov	15,640	—	11,939	27,579	25.4%	667
Dec	16,853	—	11,677	28,530	20.4%	303
<b>Total 2017</b>	<b>181,049</b>	<b>958</b>	<b>125,614</b>	<b>307,621</b>	<b>11.7%</b>	<b>3,796</b>
<b>% Change</b>						
<b>2016 to 2017</b>	<b>12.1%</b>	<b>—</b>	<b>10.3%</b>	<b>11.7%</b>		<b>12.5%</b>

## International

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2016 TO 2017	NON-REVENUE PASSENGERS
Jan	—	—	—	—	—	—
Feb	—	—	—	—	—	—
Mar	—	—	—	—	—	—
Apr	—	—	—	—	—	—
May	—	—	—	—	—	—
Jun	4,490	—	—	4,490	—	310
Jul	26,703	—	—	26,703	—	—
Aug	27,120	—	—	27,120	—	—
Sep	23,031	—	—	23,031	—	—
Oct	24,234	—	—	24,234	—	—
Nov	17,545	—	—	17,545	—	—
Dec	17,954	—	—	17,954	—	—
<b>Total 2017</b>	<b>141,077</b>	<b>—</b>	<b>—</b>	<b>141,077</b>	<b>—</b>	<b>310</b>
<b>% Change</b>						
<b>2016 to 2017</b>	<b>100%</b>	<b>—</b>	<b>—</b>	<b>100%</b>		<b>—</b>

## Domestic and International

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2016 TO 2017	NON-REVENUE PASSENGERS
Jan	12,558	—	9,360	21,918	4.4%	164
Feb	11,569	—	8,633	20,202	3.4%	270
Mar	13,298	—	10,067	23,365	2.8%	285
Apr	13,673	—	9,636	23,309	5.7%	308
May	15,602	—	12,567	28,169	28.0%	346
Jun	19,902	—	10,206	30,108	33.4%	580
Jul	45,550	—	10,158	55,708	111.4%	388
Aug	45,911	—	10,710	56,621	118.0%	259
Sep	35,227	663	10,103	45,993	90.8%	221
Oct	40,844	295	10,558	51,697	120.6%	315
Nov	33,185	—	11,939	45,124	105.2%	667
Dec	34,807	—	11,677	46,484	96.2%	303
<b>Total 2017</b>	<b>322,126</b>	<b>958</b>	<b>125,614</b>	<b>448,698</b>	<b>62.9%</b>	<b>4,106</b>
<b>% Change</b>						
<b>2016 to 2017</b>	<b>99.4%</b>	<b>—</b>	<b>10.3%</b>	<b>62.9%</b>		<b>21.7%</b>

**Domestic**

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2016 TO 2017	NON-REVENUE PASSENGERS
Jan	5,050,618	4,302	1,229,892	6,284,812	5.4%	215,980
Feb	4,734,965	3,304	1,117,006	5,855,275	1.9%	195,265
Mar	5,729,371	5,117	1,412,938	7,147,426	1.3%	224,175
Apr	5,637,282	4,807	1,495,549	7,137,638	2.8%	229,596
May	5,896,517	1,164	1,533,259	7,430,940	0.7%	241,901
Jun	5,885,572	1,596	1,636,443	7,523,611	0.6%	256,409
Jul	6,118,270	1,194	1,584,643	7,704,107	4.0%	262,072
Aug	6,157,875	2,297	1,614,931	7,775,103	3.4%	249,555
Sep	5,091,682	5,339	1,499,699	6,596,720	-8.8%	212,193
Oct	5,712,205	95,096	1,636,283	7,443,584	5.5%	245,120
Nov	5,389,199	6,436	1,549,886	6,945,521	-0.3%	219,030
Dec	5,771,680	3,838	1,440,137	7,215,655	2.1%	227,988
<b>Total 2017</b>	<b>67,175,236</b>	<b>134,490</b>	<b>17,750,666</b>	<b>85,060,392</b>	<b>1.5%</b>	<b>2,779,284</b>
<b>% Change</b>						
<b>2016 to 2017</b>	<b>1.5%</b>	<b>75.6%</b>	<b>1.2%</b>	<b>1.5%</b>		<b>-2.6%</b>

**International**

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2016 TO 2017	NON-REVENUE PASSENGERS
Jan	3,359,369	2,518	110,666	3,472,553	7.1%	67,981
Feb	2,774,502	1,747	110,423	2,886,672	-0.1%	59,185
Mar	3,354,366	3,730	127,049	3,485,145	-2.6%	78,128
Apr	3,882,155	4,987	136,073	4,023,215	10.9%	80,295
May	3,942,354	2,738	168,282	4,113,374	3.0%	85,297
Jun	4,213,810	54	180,811	4,394,675	4.6%	86,754
Jul	4,740,975	142	194,456	4,935,573	4.7%	98,351
Aug	4,843,736	—	203,886	5,047,622	5.2%	96,577
Sep	3,910,002	1,408	190,238	4,101,648	3.6%	78,434
Oct	3,598,140	3,155	187,068	3,788,363	-0.2%	80,256
Nov	3,371,785	897	185,460	3,558,142	6.0%	78,246
Dec	3,615,274	6,965	154,050	3,776,289	0.6%	114,775
<b>Total 2017</b>	<b>45,606,468</b>	<b>28,341</b>	<b>1,948,462</b>	<b>47,583,271</b>	<b>3.6%</b>	<b>1,004,279</b>
<b>% Change</b>						
<b>2016 to 2017</b>	<b>3.2%</b>	<b>-39.8%</b>	<b>15.2%</b>	<b>3.6%</b>		<b>7.3%</b>

**Domestic and International**

MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE PASSENGERS	% CHANGE 2016 TO 2017	NON-REVENUE PASSENGERS
Jan	8,409,987	6,820	1,340,558	9,757,365	6.0%	283,961
Feb	7,509,467	5,051	1,227,429	8,741,947	1.2%	254,450
Mar	9,083,737	8,847	1,539,987	10,632,571	0.0%	302,303
Apr	9,519,437	9,794	1,631,622	11,160,853	5.6%	309,891
May	9,838,871	3,902	1,701,541	11,544,314	1.5%	327,198
Jun	10,099,382	1,650	1,817,254	11,918,286	2.0%	343,163
Jul	10,859,245	1,336	1,779,099	12,639,680	4.3%	360,423
Aug	11,001,611	2,297	1,818,817	12,822,725	4.1%	346,132
Sep	9,001,684	6,747	1,689,937	10,698,368	-4.4%	290,627
Oct	9,310,345	98,251	1,823,351	11,231,947	3.5%	325,376
Nov	8,760,984	7,333	1,735,346	10,503,663	1.7%	297,276
Dec	9,386,954	10,803	1,594,187	10,991,944	1.6%	342,763
<b>Total 2017</b>	<b>112,781,704</b>	<b>162,831</b>	<b>19,699,128</b>	<b>132,643,663</b>	<b>2.2%</b>	<b>3,783,563</b>
<b>% Change</b>						
<b>2016 to 2017</b>	<b>2.2%</b>	<b>31.7%</b>	<b>2.4%</b>	<b>2.2%</b>		<b>-0.1%</b>

**JFK**

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
2004	18,536,717	1,551,016	156,538	3,044,598	480,985	1,352,007	10,622,734	1,829,896	37,574,491
2005	20,367,497	1,724,057	212,745	3,126,787	490,462	1,474,630	11,509,756	1,985,977	40,891,911
2006	21,354,376	1,649,123	321,403	3,160,943	581,651	1,567,191	12,016,416	1,977,779	42,628,882
2007	24,666,381	1,507,310	295,293	3,472,314	795,675	1,719,556	13,167,346	2,093,941	47,717,816
2008	23,823,575	1,380,493	453,484	3,650,590	890,555	1,696,021	13,761,056	2,147,342	47,803,116
2009	22,793,400	1,227,833	363,393	3,828,019	757,431	1,758,428	13,046,234	2,103,204	45,877,942
2010	22,105,914	1,298,363	354,898	4,105,998	775,510	2,000,877	13,534,550	2,344,776	46,520,886
2011	22,482,934	1,275,579	401,042	4,058,921	684,617	2,166,435	14,077,822	2,497,247	47,644,597
2012	22,707,686	1,509,397	394,421	4,310,955	804,676	2,461,422	14,401,172	2,684,447	49,274,176
2013	22,419,305	1,489,870	426,438	4,457,983	1,067,928	2,651,113	15,100,873	2,838,312	50,451,822
2014	23,505,944	1,515,488	528,222	4,900,453	1,105,328	2,869,978	15,879,605	2,915,408	53,220,426
2015	25,350,129	1,456,725	632,788	5,170,497	1,355,773	2,806,993	16,852,103	3,261,744	56,886,752
2016	26,018,517	1,305,621	553,688	5,522,308	1,505,885	2,847,189	17,709,784	3,642,521	59,105,513
2017	25,779,010	1,182,071	534,672	5,688,663	1,731,445	2,756,454	18,039,948	3,680,237	59,392,500

**EWR**

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA†	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
2004	22,224,829	810,394	988,004	995,157	430,669	504,577	5,548,387	391,132	31,893,149
2005	22,944,821	768,647	885,954	997,189	451,567	527,249	5,968,564	535,040	33,079,031
2006	24,682,659	922,642	919,852	1,080,410	434,827	575,201	6,360,770	658,187	35,634,548
2007	24,870,701	743,409	925,443	1,106,580	476,115	572,452	7,009,009	663,501	36,367,210
2008	23,625,236	596,956	1,064,244	1,111,975	511,461	577,747	7,236,619	636,498	35,360,736
2009	22,041,074	501,601	1,225,403	1,098,468	479,071	622,518	6,681,810	710,178	33,360,123
2010	21,295,398	421,488	1,419,746	1,163,250	523,058	620,403	6,911,125	839,722	33,194,190
2011	21,894,691	294,978	1,496,798	1,126,381	460,342	626,350	7,023,745	774,207	33,697,492
2012	22,544,108	292,575	1,515,475	1,144,024	439,734	722,940	6,605,445	719,726	33,984,027
2013	23,428,486	288,352	1,599,087	1,070,751	459,567	761,154	6,705,443	703,397	35,016,237
2014	23,372,240	390,387	1,595,196	1,350,043	504,289	774,516	6,806,946	817,070	35,610,687
2015	25,225,867	462,356	1,490,092	1,434,643	589,877	773,725	6,699,816	817,164	37,493,540
2016	27,691,984	526,440	1,492,269	1,709,619	637,520	805,665	6,607,891	1,091,905	40,563,293
2017	29,722,844	607,771	1,519,242	1,688,936	637,893	931,479	6,922,760	1,203,236	43,234,161

**LGA**

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
2004	23,191,610	—	1,059,906	201,687	—	—	—	—	24,453,203
2005	24,418,231	—	1,269,264	201,865	—	—	—	—	25,889,360
2006	24,496,982	—	1,186,312	127,309	—	—	—	—	25,810,603
2007	23,799,365	—	1,115,548	111,354	—	—	—	—	25,026,267
2008	21,941,392	—	1,058,076	73,588	—	—	—	—	23,073,056
2009	21,143,013	—	977,324	32,899	—	—	—	—	22,153,236
2010	22,950,115	—	1,000,291	32,676	—	—	—	—	23,983,082
2011	23,086,756	—	1,029,634	6,088	—	—	—	—	24,122,478
2012	24,274,029	—	1,366,902	66,853	—	—	—	—	25,707,784
2013	24,953,572	—	1,597,240	130,288	—	—	—	—	26,681,100
2014	25,157,202	—	1,761,717	53,176	—	—	—	—	26,972,095
2015	26,684,923	—	1,739,472	13,273	—	—	—	—	28,437,668
2016	27,996,855	—	1,786,499	3,507	—	—	—	—	29,786,861
2017	27,461,075	—	2,106,442	787	—	—	—	—	29,568,304

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

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

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

**SWF**

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
2004	510,563	—	—	—	—	—	—	—	510,563
2005	398,214	—	6	—	—	—	—	—	398,220
2006	309,777	—	19	—	—	—	125	—	309,921
2007	913,927	—	—	—	—	—	—	—	913,927
2008	789,307	—	—	—	—	—	—	—	789,307
2009	390,065	—	—	—	—	—	—	—	390,065
2010	394,902	—	—	—	—	—	—	—	394,902
2011	412,053	—	—	—	1,601	—	—	—	413,654
2012	364,848	—	—	—	—	—	—	—	364,848
2013	320,682	—	—	—	—	—	—	—	320,682
2014	309,357	—	—	—	—	—	—	—	309,357
2015	281,551	—	—	—	—	—	—	—	281,551
2016	275,421	—	—	—	—	—	—	—	275,421
2017	307,621	—	—	—	—	—	141,077	—	448,698

**REGION**

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
2004	64,463,719	2,361,410	2,204,448	4,241,442	911,654	1,856,584	16,171,121	2,221,028	94,431,406
2005	68,128,763	2,492,704	2,367,969	4,325,841	942,029	2,001,879	17,478,320	2,521,017	100,258,522
2006	70,843,794	2,571,765	2,427,586	4,368,662	1,016,478	2,142,392	18,377,311	2,635,966	104,383,954
2007	74,250,374	2,250,719	2,336,284	4,690,248	1,271,790	2,292,008	20,176,355	2,757,442	110,025,220
2008	70,179,510	1,977,449	2,575,804	4,836,153	1,402,016	2,273,768	20,997,675	2,783,840	107,026,215
2009	66,367,552	1,729,434	2,566,120	4,959,386	1,236,502	2,380,946	19,728,044	2,813,382	101,781,366
2010	66,746,329	1,719,851	2,774,935	5,301,924	1,298,568	2,621,280	20,445,675	3,184,498	104,093,060
2011	67,876,434	1,570,557	2,927,474	5,191,390	1,146,560	2,792,785	21,101,567	3,271,454	105,878,221
2012	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	81,982,777	1,832,061	3,832,456	7,235,434	2,143,405	3,652,854	24,317,675	4,734,426	129,731,088
2017	83,270,550	1,789,842	4,160,356	7,378,386	2,369,338	3,687,933	25,103,785	4,883,473	132,643,663

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

**JFK**

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	Delta	10,813,423	5,085,873	15,899,296	26.77%
2	Jetblue Airways	10,015,842	3,679,999	13,695,841	49.83%
3	American	4,481,178	2,460,143	6,941,321	61.52%
4	British Airways	—	1,360,349	1,360,349	63.81%
5	Virgin America	1,116,802	—	1,116,802	65.69%
6	Air France	—	1,099,556	1,099,556	67.54%
7	Emirates Airlines	—	1,042,370	1,042,370	69.29%
8	Norwegian Air	—	854,696	854,696	70.73%
9	Virgin Atlantic	—	836,553	836,553	72.14%
10	Cathay Pacific	—	596,561	596,561	73.15%
11	Alitalia	—	591,763	591,763	74.14%
12	Lufthansa	—	591,063	591,063	75.14%
13	Aeroflot	—	546,022	546,022	76.06%
14	Turkish Air	—	516,238	516,238	76.93%
15	Aeromexico	—	480,778	480,778	77.74%
16	Caribbean Air	—	478,537	478,537	78.54%
17	Etihad	—	476,388	476,388	79.34%
18	Korean	—	474,912	474,912	80.14%
19	Aer Lingus	—	454,172	454,172	80.91%
20	El Al	—	449,367	449,367	81.66%
	Others	533,836	10,356,079	10,889,915	100.00%
	<b>Total Airports</b>	<b>26,961,081</b>	<b>32,431,419</b>	<b>59,392,500</b>	

**EWR**

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	United	20,507,018	7,972,484	28,479,502	65.9%
2	Jetblue Airways	2,073,892	96,807	2,170,699	70.9%
3	American	2,140,475	—	2,140,475	75.8%
4	Delta	1,705,701	217,276	1,922,977	80.3%
5	Southwest Airlines	1,551,837	—	1,551,837	83.9%
6	Spirit Airlines	833,787	—	833,787	85.8%
7	Air Canada	—	684,660	684,660	87.4%
8	Virgin America	682,396	—	682,396	89.0%
9	Alaska Airlines	556,447	—	556,447	90.3%
10	Lufthansa	—	536,111	536,111	91.5%
11	SAS	—	516,607	516,607	92.7%
12	Porter Airlines	—	393,886	393,886	93.6%
13	Air India	—	265,604	265,604	94.2%
14	British Airways	—	263,831	263,831	94.8%
15	Air Portugal (TAP)	—	196,169	196,169	95.3%
16	Cathay Pacific	—	179,176	179,176	95.7%
17	Allegiant Air	177,382	—	177,382	96.1%
18	El Al	—	166,212	166,212	96.5%
19	Aer Lingus	—	165,662	165,662	96.9%
20	Emirates Airlines	—	158,565	158,565	97.2%
	Others	101,680	1,090,496	1,192,176	100.0%
	<b>Total Airports</b>	<b>30,330,615</b>	<b>12,903,546</b>	<b>43,234,161</b>	

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

## LGA

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	Delta	9,667,531	192,336	9,859,867	33.3%
2	American	7,442,508	199,158	7,641,666	59.2%
3	Southwest Airlines	2,662,272	—	2,662,272	68.2%
4	United	2,645,965	—	2,645,965	77.1%
5	Delta Connect: Republic Airline	1,823,659	19,293	1,842,952	83.4%
6	Jetblue Airways	1,246,919	—	1,246,919	87.6%
7	Spirit Airlines	1,243,736	—	1,243,736	91.8%
8	Air Canada	—	1,217,627	1,217,627	95.9%
9	Westjet	—	477,896	477,896	97.5%
10	Frontier Airlines	299,083	—	299,083	98.5%
11	American:psa	181,356	—	181,356	99.2%
12	Virgin America	128,295	—	128,295	99.6%
13	Alaska Airlines	53,932	—	53,932	99.8%
14	American Connect: Air Wisconsin	36,990	919	37,909	99.9%
15	American-Piedmont	28,519	—	28,519	100.0%
16	Miami Air Intern'l	310	—	310	100.0%
<b>Total Airports</b>		<b>27,461,075</b>	<b>2,107,229</b>	<b>29,568,304</b>	

## SWF

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	Norwegian Air	—	141,077	141,077	31.4%
2	Jetblue Airways	117,894	—	117,894	57.7%
3	American-Piedmont	68,084	—	68,084	72.9%
4	Allegiant Air	64,113	—	64,113	87.2%
5	Delta	57,480	—	57,480	100.0%
6	United	50	—	50	100.0%
<b>Total Airports</b>		<b>307,621</b>	<b>141,077</b>	<b>448,698</b>	

## REGION

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	United	23,153,033	7,972,484	31,125,517	23.47%
2	Delta	22,244,135	5,495,485	27,739,620	44.38%
3	Jetblue Airways	13,454,547	3,776,806	17,231,353	57.37%
4	American	14,064,161	2,659,301	16,723,462	69.98%
5	Southwest Airlines	4,214,109	—	4,214,109	73.15%
6	Spirit Airlines	2,077,523	—	2,077,523	74.72%
7	Virgin America	1,927,493	—	1,927,493	76.17%
8	Air Canada	—	1,902,287	1,902,287	77.61%
9	Delta Connect: Republic Airline	1,825,788	19,293	1,845,081	79.00%
10	British Airways	—	1,624,180	1,624,180	80.22%
11	Emirates Airlines	—	1,200,935	1,200,935	81.13%
12	Lufthansa	—	1,127,174	1,127,174	81.98%
13	Air France	—	1,099,556	1,099,556	82.81%
14	Norwegian Air	—	1,063,274	1,063,274	83.61%
15	Virgin Atlantic	—	986,453	986,453	84.35%
16	Cathay Pacific	—	775,737	775,737	84.94%
17	Alaska Airlines	740,483	—	740,483	85.50%
18	Aer Lingus	—	619,834	619,834	85.96%
19	El Al	—	615,579	615,579	86.43%
20	Alitalia	—	591,763	591,763	86.87%
<b>Others</b>		<b>1,359,120</b>	<b>16,053,130</b>	<b>17,412,250</b>	
<b>Total Airport</b>		<b>85,060,392</b>	<b>47,583,271</b>	<b>132,643,663</b>	

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

**JFK\***

TERMINAL BUILDING	INBOUND	DOMESTIC OUTBOUND	INTERNATIONAL INBOUND	INTERNATIONAL OUTBOUND	TOTAL
Terminal 1	—	—	3,950,643	3,892,675	7,843,318
Terminal 2	2,213,801	1,831,782	145,256	148,327	4,339,166
Terminal 4	3,866,725	4,221,487	6,610,597	6,041,602	20,740,411
Terminal 5	5,121,356	5,071,287	1,803,181	2,139,593	14,135,417
Terminal 7	—	—	1,766,546	1,712,803	3,479,349
Terminal 8	2,332,217	2,302,426	2,123,881	2,096,315	8,854,839
<b>Total</b>	<b>13,534,099</b>	<b>13,426,982</b>	<b>16,400,104</b>	<b>16,031,315</b>	<b>59,392,500</b>

**EWR**

TERMINAL BUILDING	INBOUND	DOMESTIC OUTBOUND	INTERNATIONAL INBOUND	INTERNATIONAL OUTBOUND	TOTAL
Terminal A	5,004,861	4,978,664	521,660	551,661	11,056,846
Terminal B	1,586,997	1,600,169	3,684,173	2,084,186	8,955,525
Terminal C	8,663,988	8,495,936	2,264,597	3,797,269	23,221,790
<b>Total</b>	<b>15,255,846</b>	<b>15,074,769</b>	<b>6,470,430</b>	<b>6,433,116</b>	<b>43,234,161</b>

**LGA†**

TERMINAL BUILDING	INBOUND	DOMESTIC OUTBOUND	INTERNATIONAL INBOUND	INTERNATIONAL OUTBOUND	TOTAL
Central Terminal (B)	7,308,664	7,261,028	704,007	713,697	15,987,396
Delta Terminal (D)	2,239,068	2,154,990	297,674	301,267	4,992,999
Marine Terminal (A)	448,119	459,021	405	260	907,805
US Airways Terminal (C)	3,786,767	3,803,418	45,766	44,153	7,680,104
<b>Total</b>	<b>13,782,618</b>	<b>13,678,457</b>	<b>1,047,852</b>	<b>1,059,377</b>	<b>29,568,304</b>

**SWF**

TERMINAL BUILDING	INBOUND	DOMESTIC OUTBOUND	INTERNATIONAL INBOUND	INTERNATIONAL OUTBOUND	TOTAL
Airline Terminal	154,542	153,079	67,888	73,189	448,698
<b>Total</b>	<b>154,542</b>	<b>153,079</b>	<b>67,888</b>	<b>73,189</b>	<b>448,698</b>

**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 operations at Terminal 2 and 4.

\* JFK: Terminal 3 closed May 2013.

† LGA: New Terminal relocations as of Dec. 2017. Delta has consolidated operations at Terminals C & D. JetBlue and Virgin America have moved to Terminal A. Frontier & Spirit have moved to Terminal D. American Airlines is operating at Terminal B.

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

	JFK	LGA	EWR	SWF	REGION	NYC AIRPORTS
<b>Unweighted Base Size</b>	—	—	—	—	—	—
<b>Passenger Type</b>						
Departing	40.8%	85.8%	71.2%	—	58.4%	53.2%
Connecting	59.2%	14.2%	28.8%	—	41.6%	46.8%
Connecting From Domestic Flight	23.7%	11.9%	17.9%	—	19.7%	20.4%
Connecting From International Flight	35.5%	2.4%	11.0%	—	22.0%	26.4%
<b>Type of Flight</b>						
Domestic	40.0%	83.4%	61.9%	—	47.3%	43.6%
International	60.0%	16.6%	38.1%	—	52.7%	56.4%
<b>First Trip Through This Terminal</b>	<b>62.6%</b>	<b>50.2%</b>	<b>45.8%</b>	—	<b>55.4%</b>	<b>59.2%</b>
<b>First Trip Through This Airport</b>	<b>45.3%</b>	<b>31.6%</b>	<b>29.8%</b>	—	<b>38.2%</b>	<b>41.6%</b>
<b>Trip Origin – O&amp;D Passengers</b>						
Home	34.9%	32.2%	49.4%	—	39.2%	33.7%
Hotel	33.1%	32.4%	20.2%	—	28.4%	32.8%
Staying with Friends/Relatives	20.4%	17.0%	16.9%	—	18.2%	18.9%
Work	2.9%	7.5%	6.3%	—	5.4%	5.0%
School	2.3%	3.4%	2.3%	—	2.6%	2.8%
Another Airport	2.5%	3.3%	1.0%	—	2.2%	2.9%
Cruise Ship	0.5%	0.9%	0.8%	—	0.7%	0.7%
Other	3.4%	3.2%	3.1%	—	3.2%	3.3%
<b>Trip Origin Location – O&amp;D Passengers</b>						
New York	<b>84.0%</b>	<b>90.6%</b>	<b>34.3%</b>	—	<b>69.4%</b>	<b>86.9%</b>
NYC	<b>73.7%</b>	<b>79.9%</b>	<b>28.5%</b>	—	<b>60.5%</b>	<b>76.5%</b>
<b>Manhattan</b>	<b>44.0%</b>	<b>50.9%</b>	<b>19.9%</b>	—	<b>38.0%</b>	<b>47.1%</b>
Manhattan - below 14th St.	8.6%	8.0%	3.9%	—	6.9%	8.3%
Manhattan - 14th - 96th St.	30.0%	35.7%	13.4%	—	26.2%	32.6%
Manhattan - above 96th St.	5.4%	7.1%	2.6%	—	4.9%	6.1%
Manhattan (unspecified)	—	—	—	—	—	—
Bronx	4.2%	3.8%	0.9%	—	3.0%	4.0%
Brooklyn	11.7%	10.9%	3.7%	—	8.8%	11.3%
Queens	12.6%	14.0%	1.5%	—	9.3%	13.2%
Staten Island	1.2%	0.3%	2.5%	—	1.4%	0.8%
Westchester	1.6%	3.0%	1.4%	—	2.0%	2.2%
Nassau	2.4%	3.0%	0.1%	—	1.8%	2.7%
Suffolk	3.2%	2.3%	0.3%	—	1.9%	2.8%
Albany	0.9%	0.4%	0.2%	—	0.5%	0.6%
Allegany	—	—	—	—	—	—
Broome	0.1%	—	0.4%	—	0.2%	—
Cattaraugus	—	—	—	—	—	—
Cayuga	0.1%	—	—	—	—	0.1%
Chautauqua	0.2%	—	—	—	0.1%	0.1%
Chemung	—	—	—	—	—	—
Chenango	—	—	—	—	—	—
Clinton	0.1%	0.1%	0.1%	—	0.1%	0.1%
Columbia	0.1%	—	—	—	—	—
Cortland	0.1%	0.1%	—	—	—	0.1%
Delaware	—	—	—	—	—	—
Dutchess	0.1%	0.5%	0.1%	—	0.2%	0.3%
Other NY State	1.5%	1.5%	3.1%	—	2.0%	1.5%

**Source:** PANYNJ Spring 2017 Terminal By Terminal Customer Satisfaction Study.

SWF data not available.

Trip Origin Location – O&D Passengers	JFK	LGA	EWR	SWF	REGION	NYC AIRPORTS
<b>New Jersey</b>	<b>12.3%</b>	<b>11.4%</b>	<b>58.3%</b>	—	<b>27.3%</b>	<b>11.9%</b>
Atlantic	0.5%	0.3%	1.3%	—	0.7%	0.4%
Bergen	1.3%	1.2%	9.7%	—	4.1%	1.2%
Burlington	0.1%	0.1%	1.1%	—	0.4%	0.1%
Camden	0.2%	0.1%	0.8%	—	0.4%	0.1%
Cape May	—	—	0.3%	—	0.1%	—
Cumberland	—	—	0.3%	—	0.1%	—
Essex	0.5%	0.3%	6.5%	—	2.5%	0.4%
Gloucester	0.1%	0.1%	0.2%	—	0.1%	0.1%
Hudson	0.3%	0.3%	4.8%	—	1.8%	0.3%
Hunterdon	—	0.1%	1.0%	—	0.4%	—
Mercer	0.3%	—	1.7%	—	0.7%	0.2%
Middlesex	1.0%	0.1%	7.7%	—	3.0%	0.6%
Monmouth	0.3%	0.1%	4.6%	—	1.7%	0.2%
Morris	0.2%	0.1%	5.0%	—	1.8%	0.2%
Ocean	—	—	1.6%	—	0.5%	—
Passaic	0.5%	0.3%	1.7%	—	0.8%	0.4%
Salem	—	—	0.1%	—	—	—
Somerset	—	0.1%	3.1%	—	1.1%	0.1%
Sussex	0.2%	—	0.9%	—	0.3%	0.1%
Union	0.2%	0.1%	3.7%	—	1.3%	0.1%
Warren	0.1%	—	0.2%	—	0.1%	—
<b>Connecticut</b>	<b>3.2%</b>	<b>4.0%</b>	<b>1.0%</b>	—	<b>2.7%</b>	<b>3.6%</b>
Fairfield	1.4%	2.9%	0.3%	—	1.5%	2.1%
Hartford	0.8%	0.2%	0.1%	—	0.4%	0.5%
Litchfield	—	0.1%	0.1%	—	—	—
Middlesex	—	—	0.1%	—	—	—
New Haven	0.9%	0.6%	0.3%	—	0.6%	0.8%
New London	0.1%	0.2%	0.1%	—	0.1%	0.2%
Tolland	—	0.1%	—	—	—	—
<b>Pennsylvania</b>	<b>3.0%</b>	<b>0.4%</b>	<b>5.8%</b>	—	<b>3.1%</b>	<b>1.8%</b>
Adams	0.1%	—	—	—	—	—
Allegheny	0.2%	0.1%	0.2%	—	0.2%	0.1%
Beaver	0.2%	—	0.1%	—	0.1%	0.1%
Berks	0.1%	—	0.2%	—	0.1%	—
Blair	0.1%	—	—	—	—	0.1%
Bradford	—	—	0.1%	—	—	—
Bucks	—	—	0.8%	—	0.3%	—
Centre	0.1%	—	—	—	—	—
Chester	0.2%	—	0.1%	—	0.1%	0.1%
Clinton	—	0.1%	—	—	—	—
Dauphin	0.2%	—	0.1%	—	0.1%	0.1%
Delaware	0.1%	—	0.1%	—	0.1%	—
Franklin	—	—	0.1%	—	—	—
Lackawanna	—	—	0.2%	—	0.1%	—
Other PA	1.7%	0.2%	3.9%	—	2.0%	1.0%
Other U.S.	4.0%	1.7%	2.0%	—	2.6%	3.0%

**Source:** PANYNJ Spring 2017 Terminal By Terminal Customer Satisfaction Study.  
SWF data not available.

	JFK	LGA	EWR	SWF	REGION	NYC AIRPORTS
<b>Trip Purpose - All Passengers</b>						
Leisure/Vacation/Visiting	80.8%	57.5%	64.1%	—	71.4%	74.4%
Business	8.3%	23.7%	22.6%	—	15.5%	12.6%
Both Business/Non-Business	3.3%	8.6%	4.5%	—	4.7%	4.7%
School-related	2.8%	5.7%	4.5%	—	3.9%	3.6%
Illness/Bereavement	1.0%	1.6%	1.3%	—	1.2%	1.2%
Moving/Relocation	1.3%	1.5%	1.6%	—	1.4%	1.4%
Other	2.4%	1.3%	1.4%	—	1.9%	2.1%
Leisure/Personal Only (Net)	88.4%	67.7%	72.9%	—	79.9%	82.7%
Any Business (Net)	11.6%	32.3%	27.1%	—	20.1%	17.3%
<b>Visitor/Resident - Local O&amp;D Passengers</b>						
Visitor	63.0%	63.5%	50.0%	—	58.6%	63.3%
Resident	37.0%	36.5%	50.0%	—	41.4%	36.7%
Avg. Number of Nights Stayed Locally – Visitors	8.4	4.1	6.4	—	6.5	6.5
Avg. Number of Nights Away – O&D Residents	21.4	11.0	12.3	—	14.8	16.7
<b>Check-in Location - O&amp;D Passengers</b>						
Main check-in counter	44.0%	22.4%	24.7%	—	31.0%	34.4%
Self check-in kiosk	20.8%	31.2%	36.8%	—	29.4%	25.4%
Printed boarding pass before coming to airport	9.1%	11.0%	12.9%	—	11.0%	10.0%
Downloaded boarding pass on web-enabled cell phone	21.2%	29.0%	20.6%	—	23.2%	24.7%
Curbside	4.9%	6.4%	5.0%	—	5.4%	5.6%
Avg. Dwell Time: Local O&D (in mins.)	133	101	113	—	117	118
Avg. Post Security Dwell Time O&D (in mins.)	100	76	85	—	88	90
Avg. Layover for Connectors (in mins.)	165	114	171	—	163	161
PreCheck/Registered Traveler Member	16.9%	21.5%	26.4%	—	20.5%	18.2%
<b>Food-Beverage Purchase</b>						
Bought Food/Beverage	77.0%	61.5%	61.2%	—	69.4%	72.7%
Pre-security	4.2%	5.6%	6.5%	—	5.2%	4.6%
Post security	73.4%	57.1%	55.9%	—	65.2%	68.9%
<b>Food-Beverage Spend</b>						
Average \$ Spent	\$32.80	\$29.30	\$33.29	—	\$32.31	\$31.98
Unweighted Base Size	2,427	1,074	1,088	—	4,589	3,501
<b>Retail Item Purchase</b>						
Bought Retail Item	10.3%	8.6%	10.5%	—	10.0%	9.8%
Pre-security	1.2%	1.1%	1.1%	—	1.2%	1.2%
Post security	9.2%	7.7%	9.6%	—	9.0%	8.8%
<b>Retail Purchase Spend</b>						
Avg. \$ Spent	\$67.02	\$31.60	\$42.89	—	\$53.78	\$58.48
Unweighted Base Size	368	154	193	—	715	522
Avg. Number of Bags Checked	2.3	1.8	2.1	—	2.2	2.2
Avg. Travel Party Size	3.2	2.3	2.6	—	2.8	2.9
Kids under 18 in party	18.3%	8.0%	7.7%	—	13.2%	15.4%
Accompanied By Wellwisher	6.9%	5.3%	8.0%	—	6.9%	6.4%
Had SmartPhone in Terminal	91.6%	82.8%	86.2%	—	88.3%	89.2%
Used Social Media in Terminal	67.3%	37.1%	37.6%	—	53.0%	59.0%
Used Mobile App in Terminal	12.3%	23.2%	22.2%	—	17.3%	15.3%
Visited Restroom	79.8%	52.0%	64.4%	—	69.9%	72.1%
Requested Special Assistance	3.1%	2.2%	5.4%	—	3.6%	2.9%
Wheelchair	1.9%	1.1%	3.0%	—	2.0%	1.7%
Motorized Golf Cart	0.5%	0.5%	0.8%	—	0.6%	0.5%

**Source:** PANYNJ Spring 2017 Terminal By Terminal Customer Satisfaction Study.  
SWF data not available.

	JFK	LGA	EWR	SWF	REGION	NYC AIRPORTS
<b>Primary Residence</b>						
<b>United States</b>	<b>61.4%</b>	<b>85.3%</b>	<b>79.3%</b>	—	<b>71.2%</b>	<b>68.0%</b>
New York	<b>12.5%</b>	<b>26.7%</b>	<b>9.9%</b>	—	<b>14.6%</b>	<b>16.4%</b>
NYC	<b>8.4%</b>	<b>19.8%</b>	<b>5.7%</b>	—	<b>9.9%</b>	<b>11.5%</b>
<b>Manhattan</b>	<b>3.0%</b>	<b>8.6%</b>	<b>2.7%</b>	—	<b>4.0%</b>	<b>4.6%</b>
Manhattan - below 14th St.	1.2%	2.1%	0.7%	—	1.2%	1.4%
Manhattan - 14th - 96th St.	1.3%	4.3%	1.2%	—	1.9%	2.1%
Manhattan - above 96th St.	0.5%	2.2%	0.8%	—	0.9%	1.0%
Bronx	1.1%	1.6%	0.4%	—	1.0%	1.3%
Brooklyn	1.8%	5.0%	1.4%	—	2.3%	2.7%
Queens	2.3%	4.5%	0.3%	—	2.2%	2.9%
Staten Island	0.1%	0.1%	1.0%	—	0.4%	0.1%
Westchester	0.5%	1.6%	0.6%	—	0.7%	0.8%
Nassau	0.6%	1.5%	0.1%	—	0.6%	0.8%
Suffolk	0.6%	1.6%	0.2%	—	0.7%	0.9%
Albany	0.2%	0.1%	0.3%	—	0.2%	0.2%
Allegany	0.1%	—	—	—	0.1%	0.1%
Broome	—	0.1%	0.3%	—	0.1%	—
Cattaraugus	—	0.1%	—	—	—	—
Other NY	2.1%	2.0%	2.8%	—	2.3%	2.1%
<b>New Jersey</b>	<b>1.9%</b>	<b>2.1%</b>	<b>25.0%</b>	—	<b>8.6%</b>	<b>2.0%</b>
Atlantic	—	—	0.1%	—	—	—
Bergen	0.4%	0.8%	4.6%	—	1.7%	0.5%
Burlington	—	—	0.4%	—	0.1%	—
Camden	—	—	0.3%	—	0.1%	—
Cape May	—	—	0.1%	—	—	—
Cumberland	—	—	0.1%	—	—	—
Essex	0.1%	0.2%	2.2%	—	0.7%	0.2%
Gloucester	0.1%	—	—	—	—	0.1%
Hudson	0.1%	0.4%	2.2%	—	0.8%	0.2%
Hunterdon	—	0.1%	0.5%	—	0.2%	—
Mercer	0.1%	0.1%	0.8%	—	0.3%	0.1%
Middlesex	0.4%	—	4.0%	—	1.4%	0.3%
Monmouth	0.2%	—	1.8%	—	0.6%	0.1%
Morris	0.1%	—	2.5%	—	0.8%	0.1%
Ocean	—	0.1%	0.6%	—	0.2%	—
Passaic	0.1%	0.3%	1.0%	—	0.4%	0.2%
Salem	—	—	0.1%	—	—	—
Somerset	—	0.1%	1.5%	—	0.4%	—
Sussex	0.1%	—	0.4%	—	0.2%	—
Union	0.1%	0.1%	1.8%	—	0.6%	0.1%
Warren	—	—	0.1%	—	—	—

**Source:** PANYNJ Spring 2017 Terminal By Terminal Customer Satisfaction Study.

SWF data not available.

	JFK	LGA	EWR	SWF	REGION	NYC AIRPORTS
<b>Primary Residence</b>						
<b>Connecticut</b>	<b>1.1%</b>	<b>2.3%</b>	<b>0.7%</b>	—	<b>1.2%</b>	<b>1.4%</b>
Fairfield	0.4%	1.8%	0.2%	—	0.6%	0.8%
Hartford	0.3%	0.1%	0.1%	—	0.2%	0.3%
Litchfield	—	0.1%	0.1%	—	0.1%	—
Middlesex	—	0.1%	0.1%	—	—	—
New Haven	0.2%	0.2%	0.1%	—	0.2%	0.2%
New London	—	0.1%	—	—	—	0.1%
Windham	—	—	—	—	—	—
<b>Pennsylvania</b>	<b>2.2%</b>	<b>1.2%</b>	<b>3.5%</b>	—	<b>2.4%</b>	<b>1.9%</b>
Adams	—	—	—	—	—	—
Allegheny	0.7%	0.7%	0.3%	—	0.6%	0.7%
Armstrong	0.1%	—	—	—	—	0.1%
Beaver	0.1%	—	—	—	—	0.1%
Bedford	—	—	—	—	—	—
Berks	—	—	0.1%	—	—	—
Bucks	—	—	0.4%	—	0.1%	—
Butler	—	—	0.3%	—	0.1%	—
Cambria	—	—	—	—	—	—
Centre	—	—	—	—	—	—
Chester	0.1%	—	0.1%	—	0.1%	—
Columbia	—	—	0.1%	—	—	—
Crawford	—	—	—	—	—	—
Cumberland	0.1%	—	0.1%	—	0.1%	0.1%
Dauphin	0.1%	—	—	—	—	0.1%
Delaware	—	—	0.1%	—	—	—
Erie	0.1%	0.1%	0.1%	—	0.1%	0.1%
Other PA	0.9%	0.3%	2.0%	—	1.1%	0.7%
Other U.S.	43.0%	52.8%	39.7%	—	44.0%	45.7%
Outside U.S.	38.6%	14.7%	20.7%	—	28.8%	32.0%
<b>Primary Residence Outside US</b>						
Other North America	1.8%	7.5%	2.8%	—	3.2%	3.4%
Caribbean	5.7%	0.5%	0.2%	—	3.1%	4.3%
Central America	1.3%	0.2%	0.4%	—	0.8%	1.0%
South America	2.6%	0.9%	1.8%	—	2.0%	2.1%
Europe	19.6%	2.8%	9.9%	—	13.5%	14.9%
Middle East	1.6%	0.1%	0.7%	—	1.0%	1.2%
Africa	0.7%	—	0.3%	—	0.4%	0.5%
Asia	4.5%	2.0%	4.1%	—	3.9%	3.8%
Oceania	0.9%	0.7%	0.4%	—	0.7%	0.8%

**Source:** PANYNJ Spring 2017 Terminal By Terminal Customer Satisfaction Study.  
SWF data not available.

	JFK	LGA	EWR	SWF	REGION	NYC AIRPORTS
<b>Gender</b>						
Male	48.3%	45.8%	49.0%	—	48.0%	47.6%
Female	51.7%	54.2%	51.0%	—	52.0%	52.4%
<b>Age</b>						
18-24	32.1%	22.5%	25.0%	—	27.1%	28.2%
25-34	27.9%	25.8%	20.8%	—	24.9%	27.1%
35-44	15.8%	24.4%	12.9%	—	17.1%	19.3%
45-54	11.8%	17.1%	15.2%	—	14.4%	14.0%
55-64	8.5%	7.8%	14.1%	—	10.2%	8.2%
65-74	2.8%	1.8%	8.5%	—	4.5%	2.4%
75+	1.0%	0.6%	3.5%	—	1.8%	0.9%
Mean age	34.8	36.6	41.1	—	37.5	35.5
<b>Annual Household Income</b>						
Under \$25,000	11.1%	13.1%	10.6%	—	11.4%	11.6%
\$25,000 - \$29,999	4.8%	3.1%	3.4%	—	4.1%	4.3%
\$30,000 - \$39,999	5.2%	5.4%	6.3%	—	5.6%	5.3%
\$40,000 - \$49,999	5.9%	5.5%	5.8%	—	5.8%	5.8%
\$50,000 - \$59,999	7.4%	7.6%	6.8%	—	7.3%	7.5%
\$60,000 - \$69,999	10.4%	6.7%	5.1%	—	8.2%	9.5%
\$70,000 - \$79,999	14.1%	8.0%	6.2%	—	10.8%	12.6%
\$80,000 - \$89,999	11.5%	5.6%	5.0%	—	8.6%	10.0%
\$90,000 - \$99,999	8.9%	4.0%	4.4%	—	6.8%	7.7%
\$100,000 - \$124,999	8.6%	10.6%	11.8%	—	9.9%	9.1%
\$125,000 - \$149,999	3.7%	6.5%	7.0%	—	5.1%	4.4%
\$150,000 - \$174,999	2.1%	4.8%	6.2%	—	3.7%	2.8%
\$175,000 - \$199,999	1.0%	3.4%	3.9%	—	2.3%	1.6%
\$200,000 - \$249,999	1.4%	4.1%	4.8%	—	2.8%	2.1%
\$250,000 - \$299,999	0.7%	3.2%	3.0%	—	1.8%	1.3%
\$300,000 or more	3.2%	8.4%	9.6%	—	5.9%	4.5%
Mean income (in \$000's)	\$81.5	\$108.1	\$115.5	—	\$95.8	\$88.1
<b>Main Modal Airport Access – O&amp;D Passengers</b>						
Personal Car	35.3%	19.9%	40.0%	—	32.5%	28.4%
Passenger in Car and Dropped Off at Airport	31.1%	18.8%	30.6%	—	27.4%	25.6%
Drove Your Own Car	3.5%	.4%	8.1%	—	4.2%	2.1%
Passenger in Car Parked at Airport	.8%	.6%	1.3%	—	.9%	.7%
Drove Rental Car	3.4%	1.8%	7.0%	—	4.2%	2.7%
Taxicab	14.7%	23.5%	7.0%	—	14.6%	18.6%
Limousine	4.6%	8.6%	8.9%	—	7.2%	6.4%
Uber/Lyft	13.4%	29.1%	16.6%	—	19.0%	20.4%
Shared-RideVan	4.8%	1.5%	2.1%	—	2.9%	3.4%
Rail/Train/Subway	17.1%	—	7.2%	—	8.7%	9.5%
Bus	3.4%	10.1%	3.4%	—	5.3%	6.4%
HotelMotel Van	2.4%	5.2%	4.1%	—	3.8%	3.6%
Off-Airport Pkg Shuttle	.9%	.3%	3.2%	—	1.5%	.6%
Avg. O-D Pax Travel Time to Airport (in mins.)	70	47	49	—	56	59

**Source:** PANYNJ Spring 2017 Terminal By Terminal Customer Satisfaction Study.  
SWF data not available.

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### 3.1.1

## TOP 50 DOMESTIC AIRPORT COMPARISONS

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

2017

RANK	AIRPORT	CITY	CARGO (SHORT TONS)	% CHANGE 2016-17
1	Memphis International Airport	Memphis TN	4,780,445	0.34
2	Ted Stevens Anchorage International Airport	Anchorage AK	2,990,821	6.71
3	Louisville International Airport	Louisville KY	2,868,977	6.8
4	Los Angeles International Airport	Los Angeles CA	2,379,142	8.13
5	O'Hare International Airport	Chicago IL	2,334,018	14.31
6	Miami International Airport	Miami FL	2,283,680	2.86
7	John F. Kennedy International Airport	New York NY	1,393,318	5.9
8	Indianapolis International Airport	Indianapolis IN	1,144,881	-2.49
9	Cincinnati/Northern Kentucky International Airport	Cincinnati OH	1,041,677	27.31
10	Dallas/Ft Worth International Airport	Dallas/Fort Worth TX	892,793	7.69
11	Newark Liberty International Airport	Newark NJ	826,227	10.6
12	Hartsfield-Jackson Atlanta International Airport	Atlanta GA	755,455	5.67
13	LA/Ontario International Airport	Ontario CA	654,714	14.34
14	Oakland International Airport	Oakland CA	625,398	5.93
15	San Francisco International Airport	San Francisco CA	619,283	16.26
16	George Bush Intercontinental Airport	Houston TX	496,968	4.38
17	Seattle-Tacoma International Airport	Seattle WA	469,425	16.22
18	Philadelphia International Airport	Philadelphia PA	462,733	3.8
19	Sky Harbor International Airport	Phoenix AZ	374,589	5.57
20	Logan International Airport	Boston MA	354,279	10.71
21	Washington Dulles International Airport	Washington DC	337,512	11.92
22	Denver International Airport	Denver CO	292,377	6.02
23	Portland International Airport	Portland OR	261,051	8.28
24	Minneapolis/St Paul International Airport	Minneapolis MN	252,914	10.87
25	Orlando International Airport	Orlando FL	242,530	5.69
26	Detroit Metropolitan Wayne County Airport	Detroit MI	238,301	5.17
27	Chicago Rockford International Airport	Rockford IL	215,618	47.88
28	Charlotte Douglas International Airport	Charlotte NC	211,217	28.12
29	Salt Lake City International Airport	Salt Lake City UT	209,613	9.14
30	San Diego International Airport	San Diego CA	189,528	0.25
31	Baltimore/Washington International Thurgood Marshall Airport	Baltimore MD	185,017	42.18
32	Tampa International Airport	Tampa FL	164,911	24.72
33	Rickenbacker International Airport	Columbus OH	127,959	26.61
34	Bradley International Airport	Hartford CT	126,659	-1.05
35	San Antonio International Airport	San Antonio TX	125,324	5.29
36	McCarran International Airport	Las Vegas NV	122,419	9.79
37	Kansas City International Airport	Kansas City MO	114,444	-1.33
38	Ft Lauderdale-Hollywood International Airport	Fort Lauderdale, FL	107,860	16.93
39	Lehigh Valley International Airport	Allentown PA	103,573	64.49
40	Huntsville International Airport	Huntsville AL	102,556	1.69
41	Raleigh-Durham International Airport	Raleigh-Durham NC	98,508	10.02
42	Austin-Bergstrom International Airport	Austin TX	94,664	8.37
43	Pittsburgh International Airport	Pittsburgh PA	91,016	-0.64
44	El Paso International Airport	El Paso TX	83,459	-2.24
45	Piedmont Triad International Airport	Greensboro NC	83,459	14.14
46	Jacksonville International Airport	Jacksonville FL	83,378	7.1
47	General Mitchell International Airport	Milwaukee WI	82,438	2.5
48	Cleveland Hopkins International Airport	Cleveland OH	81,941	0.14
49	Sacramento International Airport	Sacramento CA	81,167	8.68
50	Eppley Airfield	Omaha NE	74,211	4.46
51	Columbia Metropolitan Airport	Columbia SC	72,515	-0.65
52	Spokane International Airport	Spokane WA	72,087	6.77
53	Lambert-St Louis International Airport	St Louis MO	71,746	1.88
54	Richmond International Airport	Richmond VA	67,645	0.61
55	Mather Airport	Sacramento CA	66,566	17.41
56	Norman Y. Mineta San Jose International Airport	San Jose CA	61,355	1.66
57	Albuquerque International Sunport	Albuquerque NM	59,082	3.1
58	Tulsa International Airport	Tulsa OK	58,616	9.33
59	Louis Armstrong New Orleans International Airport	New Orleans LA	57,190	6.25
60	Harrisburg International Airport	Harrisburg PA	56,460	-2.25

Source: Airports Council International - Worldwide Airport Traffic Report - Calendar Year 2017.

### 3.1.2

### TOP 50 WORLDWIDE AIRPORT COMPARISONS

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

2017

RANK	AIRPORT	COUNTRY	CARGO (SHORT TONS)	% CHANGE 2016-17
1	Hong Kong	Hong Kong International Airport	5,566,559	9.41
2	United States	Memphis International Airport	4,780,445	0.34
3	China	Pudong International Airport	4,215,542	11.16
4	Korea, Republic Of	Incheon International Airport	3,220,609	7.64
5	United States	Ted Stevens Anchorage International Airport	2,990,821	6.71
6	United Arab Emirates	Dubai International Airport	2,926,075	2.39
7	United States	Louisville International Airport	2,868,977	6.8
8	Japan	Narita International Airport	2,575,467	7.9
9	Taiwan, (R.O.C.)	Taiwan Taoyuan International Airport	2,501,786	8.22
10	France	Aéroport de Paris-Charles de Gaulle	2,419,823	2.81
11	Germany	Flughafen Frankfurt/Main	2,418,530	3.81
12	Singapore	Singapore Changi Airport	2,386,170	7.9
13	United States	Los Angeles International Airport	2,379,142	8.13
14	United States	O'Hare International Airport	2,334,018	14.31
15	United States	Miami International Airport	2,283,680	2.86
16	China	Beijing Capital International Airport	2,237,232	4.81
17	Qatar	Hamad International Airport	2,227,705	14.95
18	United Kingdom	Heathrow Airport	1,977,848	9.38
19	China	Guangzhou Bai Yun International Airport	1,962,578	7.76
20	Netherlands	Amsterdam Airport Schiphol	1,960,328	4.94
21	Thailand	Suvarnabhumi International Airport	1,587,206	10.22
22	Japan	Tokyo International (Haneda) Airport	1,505,065	11.51
23	United States	John F. Kennedy International Airport	1,393,318	5.9
24	China	Shenzhen Baoan International Airport	1,277,593	2.93
25	Germany	Flughafen Leipzig/Halle	1,247,134	7.97
26	Turkey	Atatürk International Airport	1,202,392	15.68
27	United States	Indianapolis International Airport	1,144,881	-2.49
28	United Arab Emirates	Dubai World Central	1,071,478	8.24
29	India	Indira Gandhi International Airport	1,065,736	14.35
30	United States	Cincinnati/Northern Kentucky International Airport	1,041,677	27.31
31	India	Chhatrapati Shivaji International Airport	992,212	18.11
32	Luxembourg	Luxembourg-Findel International Airport	988,918	12.02
33	Japan	Kansai International Airport	953,851	14.55
34	Germany	Köln-Bonn Airport	906,463	6.66
35	United States	Dallas/Ft Worth International Airport	892,793	7.69
36	United States	Newark Liberty International Airport	826,227	10.6
37	United Arab Emirates	Abu Dhabi International Airport	825,539	-7.64
38	Malaysia	KL International Airport	805,581	8.89
39	Belgium	Liège Airport	790,239	8.51
40	Colombia	Aeropuerto Internacional El Dorado	779,116	4.84
41	United States	Hartsfield-Jackson Atlanta International Airport	755,455	5.67
42	Philippines	Ninoy Aquino International Airport	730,013	5.09
43	China	Chengdu Shuangliu International Airport	708,644	5.11
44	Indonesia	Soekarno-Hatta International Airport	698,581	5.39
45	United States	LA/Ontario International Airport	654,714	14.34
46	Italy	Milano Malpensa	650,053	7.46
47	China	Hangzhou Xiaoshan International Airport	649,770	20.8
48	United States	Oakland International Airport	625,398	5.93
49	United States	San Francisco International Airport	619,283	16.26
50	Brazil	Guarulhos International Airport	598,841	6.9
51	Mexico	Aeropuerto Internacional de la Ciudad de México "Lic Benito Juárez"	595,763	10.65
52	Belgium	Brussels Airport	578,707	10.73
53	Spain	Aeropuerto de Adolfo Suárez Madrid-Barajas	544,475	11.81
54	United States	George Bush Intercontinental Airport	496,968	4.38
55	Japan	Kalaeloa Airport	479,258	3.22
56	Saudi Arabia	King Abulaziz International Airport	476,508	4.36
57	South Africa	OR Tambo International Airport	476,088	39.28
58	United States	Seattle-Tacoma International Airport	469,425	16.22
59	United States	Philadelphia International Airport	462,733	3.8
60	China	Kunming International Airport	460,802	9.19

Source: Airports Council International - Worldwide Airport Traffic Report - Calendar Year 2017.

## Domestic

YEAR	EWR	JFK	LGA	SWF	REGION
2004	739,005	446,339	13,817	23,091	1,222,252
2005	718,495	402,286	15,689	26,131	1,162,600
2006	717,003	360,713	13,752	17,404	1,108,872
2007	698,768	356,116	9,375	18,125	1,082,384
2008	625,848	311,921	8,717	17,617	964,103
2009	542,058	240,487	6,497	10,703	799,745
2010	569,702	253,935	7,332	12,934	843,903
2011	536,172	251,606	7,254	16,345	811,377
2012	494,900	254,228	6,819	18,895	774,842
2013	418,796	258,062	6,592	16,943	700,393
2014	413,711	242,833	7,084	15,489	679,116
2015	449,962	235,007	7,672	15,016	707,657
2016	486,243	240,980	7,529	19,174	753,926
2017	533,621	239,415	6,818	20,694	800,548

## International

YEAR	EWR	JFK	LGA	SWF	REGION
2004	256,251	1,347,109	279	0	1,603,639
2005	239,108	1,318,641	317	0	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	0	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	0	1,334,996
2017	292,605	1,153,903	60	140	1,446,708

## Domestic and International

YEAR	EWR	JFK	LGA	SWF	REGION
2004	995,256	1,793,448	14,096	23,091	2,825,891
2005	957,603	1,720,926	16,006	26,131	2,720,667
2006	968,528	1,706,387	13,998	17,982	2,706,895
2007	953,556	1,657,358	9,595	18,433	2,638,941
2008	869,450	1,474,820	8,894	17,721	2,370,885
2009	761,921	1,161,914	6,712	10,755	1,941,302
2010	860,970	1,393,796	7,516	12,934	2,275,216
2011	812,341	1,382,949	7,390	16,358	2,219,038
2012	742,897	1,319,227	7,009	19,098	2,088,231
2013	663,155	1,321,036	6,721	17,490	2,008,401
2014	666,840	1,343,055	7,140	15,513	2,032,548
2015	705,214	1,332,091	7,721	15,144	2,060,169
2016	746,771	1,315,393	7,584	19,174	2,088,923
2017	826,227	1,393,318	6,878	20,834	2,247,257

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

### 3.2.2

### REVENUE FREIGHT IN SHORT TONS

*Monthly Totals 2016 to 2017*

#### Domestic

MONTH	EWR	JFK	LGA	SWF	REGION	REGIONAL CHANGE 2016 TO 2017
Jan	38,490	18,176	606	1,495	58,766	8.0%
Feb	37,080	16,477	568	1,654	55,779	10.1%
Mar	44,500	19,788	667	1,646	66,602	2.6%
Apr	39,860	18,971	675	1,449	60,954	-0.8%
May	43,115	21,028	612	1,634	66,390	11.7%
Jun	44,235	20,363	578	1,681	66,857	1.3%
Jul	38,479	17,776	538	1,510	58,304	0.1%
Aug	45,966	20,253	539	1,711	68,469	9.8%
Sep	44,689	20,063	419	1,755	66,926	3.0%
Oct	48,421	21,425	542	1,707	72,095	15.3%
Nov	50,279	22,007	574	1,916	74,776	12.3%
Dec	58,508	23,089	499	2,535	84,631	2.6%
<b>Total 2017</b>	<b>533,621</b>	<b>239,415</b>	<b>6,818</b>	<b>20,694</b>	<b>800,549</b>	<b>6.1%</b>
% Change 2016 to 2017	9.7%	-0.6%	-9.4%	7.9%	6.2%	

#### International

MONTH	EWR	JFK	LGA	SWF	REGION	REGIONAL CHANGE 2016 TO 2017
Jan	20,891	85,378	2	—	106,272	4.0%
Feb	20,854	80,375	3	—	101,232	1.9%
Mar	24,353	96,462	7	19	120,840	8.1%
Apr	23,383	94,205	6	8	117,601	8.0%
May	24,666	97,107	6	—	121,779	12.3%
Jun	23,958	98,009	6	—	121,974	12.8%
Jul	24,067	100,777	3	—	124,847	10.7%
Aug	24,590	99,514	4	—	124,109	13.2%
Sep	23,845	97,490	7	114	121,456	9.5%
Oct	25,990	105,607	5	—	131,602	5.4%
Nov	30,262	99,948	6	—	130,216	11.6%
Dec	25,745	99,031	4	—	124,781	2.6%
<b>Total 2017</b>	<b>292,605</b>	<b>1,153,903</b>	<b>60</b>	<b>140</b>	<b>1,446,708</b>	<b>8.4%</b>
% Change 2016 to 2017	12.3%	7.4%	9.1%	—	8.4%	

#### Domestic and International

MONTH	EWR	JFK	LGA	SWF	REGION	REGIONAL CHANGE 2016 TO 2017
Jan	59,381	103,554	608	1,495	165,038	5.4%
Feb	57,934	96,852	571	1,654	157,011	4.7%
Mar	68,853	116,251	674	1,665	187,443	6.1%
Apr	63,242	113,175	681	1,456	178,555	4.8%
May	67,782	118,135	619	1,634	188,170	12.1%
Jun	68,193	118,372	585	1,681	188,831	8.5%
Jul	62,546	118,553	541	1,510	183,150	7.1%
Aug	70,556	119,767	543	1,711	192,578	12.0%
Sep	68,534	117,552	426	1,869	188,382	7.1%
Oct	74,411	127,031	547	1,707	203,696	8.7%
Nov	80,541	121,955	580	1,916	204,992	11.9%
Dec	84,253	122,120	503	2,535	209,412	2.6%
<b>Total 2017</b>	<b>826,227</b>	<b>1,393,318</b>	<b>6,878</b>	<b>20,834</b>	<b>2,247,257</b>	<b>7.6%</b>
% Change 2016 to 2017	10.6%	5.9%	-9.3%	8.7%	7.6%	

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

**Domestic Imports**

YEAR	ASIA	EUROPE	SOUTH AMERICA	AFRICA	CENTRAL AMERICA	AUSTRALIA & OCEANIA	NORTH AMERICA	REGION
2008	315,790	413,895	26,230	15,399	10,707	3,308	4,390	789,711
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

**Domestic Exports**

YEAR	ASIA	EUROPE	SOUTH AMERICA	AFRICA	CENTRAL AMERICA	AUSTRALIA & OCEANIA	NORTH AMERICA	REGION
2008	308,973	294,798	19,583	19,899	8,275	15,670	1,428	668,893
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

**Total**

YEAR	ASIA	EUROPE	SOUTH AMERICA	AFRICA	CENTRAL AMERICA	AUSTRALIA & OCEANIA	NORTH AMERICA	REGION
2008	624,763	708,692	45,813	35,298	18,982	18,978	5,817	1,458,684
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

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

RANK	CUSTOM DISTRICTS	TOTAL IMPORTS		TONS	% OF TOTAL DOLLARS
		SHORT TONS	\$ IN 000'S		
1	Chicago, IL	870,792	\$ 112,981,533	16.8%	18.6%
2	New York, NY	847,853	114,132,769	16.3%	18.8%
3	Miami, FL	698,070	25,194,865	13.4%	4.2%
4	Los Angeles, CA	696,416	58,156,257	13.4%	9.6%
5	Cleveland, OH	276,664	40,550,679	5.3%	6.7%
6	Savannah, GA	263,143	29,767,108	5.1%	4.9%
7	New Orleans, LA	236,301	44,433,552	4.5%	7.3%
8	San Francisco, CA	225,269	34,611,732	4.3%	5.7%
9	Dallas/Fort Worth, TX	186,182	31,728,259	3.6%	5.2%
10	Anchorage, AK	152,918	40,936,373	2.9%	6.8%
<b>All Others</b>		<b>745,989</b>	<b>\$ 73,898,972</b>	<b>14.3%</b>	<b>12.2%</b>
<b>Total</b>		<b>5,199,597</b>	<b>\$ 606,392,099</b>	<b>100.0%</b>	<b>100.0%</b>

RANK	CUSTOM DISTRICTS	TOTAL EXPORTS		TONS	% OF TOTAL DOLLARS
		SHORT TONS	\$ IN 000'S		
1	Chicago, IL	569,265	\$ 160,236,933	15.7%	10.2%
2	New York, NY	527,675	91,545,678	14.5%	19.8%
3	Los Angeles, CA	461,788	57,059,163	12.7%	12.3%
4	Miami, FL	339,345	34,615,994	9.3%	7.5%
5	Cleveland, OH	274,267	39,546,280	7.6%	8.6%
6	New Orleans, LA	184,623	34,186,986	5.1%	7.4%
7	San Francisco, CA	171,275	30,541,866	4.7%	6.6%
8	Savannah, GA	165,899	15,779,649	4.6%	3.4%
9	Dallas/Fort Worth, TX	146,989	23,794,950	4.0%	5.2%
10	Houston/Galveston, TX	116,127	8,446,206	3.2%	1.8%
<b>All Others</b>		<b>676,658</b>	<b>\$ 79,647,409</b>	<b>18.6%</b>	<b>17.2%</b>
<b>Total</b>		<b>3,633,911</b>	<b>\$ 462,419,581</b>	<b>100.0%</b>	<b>100.0%</b>

RANK	CUSTOM DISTRICTS	TOTAL IMPORTS AND EXPORTS		TONS	% OF TOTAL DOLLARS
		SHORT TONS	\$ IN 000'S		
1	Chicago, IL	1,440,057	\$ 160,236,933	16.3%	15.0%
2	New York, NY	1,375,528	205,678,447	15.6%	19.2%
3	Los Angeles, CA	1,158,205	115,215,420	13.1%	10.8%
4	Miami, FL	1,037,415	59,810,859	11.7%	5.6%
5	Cleveland, OH	550,931	80,096,958	6.2%	7.5%
6	Savannah, GA	429,041	45,546,758	4.9%	4.3%
7	New Orleans, LA	420,924	78,620,538	4.8%	7.4%
8	San Francisco, CA	396,544	65,153,598	4.5%	6.1%
9	Dallas/Fort Worth, TX	333,172	55,523,210	3.8%	5.2%
10	Anchorage, AK	260,250	54,886,566	3.0%	5.1%
<b>All Others</b>		<b>1,431,441</b>	<b>\$ 148,042,393</b>	<b>16.2%</b>	<b>13.8%</b>
<b>Total</b>		<b>8,833,508</b>	<b>\$ 1,068,811,680</b>	<b>100.0%</b>	<b>100.0%</b>

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 2017*

RANK	COMMODITY	SHORT TONS	TOTAL IMPORTS \$ IN 000'S	TONS	% OF TOTAL DOLLARS
1	Machinery	114,985	\$ 12,495,945	13.6%	11.0%
2	Electrical Machinery	75,953	10,145,534	9.0%	8.9%
3	Woven Apparel	73,869	2,954,339	8.7%	2.6%
4	Fish and Seafood	68,568	480,829	8.1%	0.4%
5	Knit Apparel	64,732	1,781,453	7.6%	1.6%
6	Plastics	40,833	960,443	4.8%	0.8%
7	Optical, Medical Instruments	39,388	7,957,550	4.7%	7.0%
8	Perfumery, Cosmetic Products	26,142	789,678	3.1%	0.7%
9	Footwear	24,122	1,328,944	2.9%	1.2%
10	Vegetables	21,052	63,948	2.5%	0.1%
<b>All Others</b>		<b>298,209</b>	<b>\$ 75,174,106</b>	<b>35.2%</b>	<b>65.9%</b>
<b>Total</b>		<b>847,853</b>	<b>\$114,132,769</b>	<b>100.0%</b>	<b>100.0%</b>

RANK	COMMODITY	SHORT TONS	TOTAL EXPORTS \$ IN 000'S	TONS	% OF TOTAL DOLLARS
1	Machinery	95,780	\$ 10,053,310	18.2%	11.0%
2	Plastics	47,447	1,013,585	9.0%	1.1%
3	Electrical Machinery	39,962	7,283,151	7.6%	8.0%
4	Optical, Medical Instruments	35,316	6,570,760	6.7%	7.2%
5	Fish and Seafood	23,661	291,283	4.5%	0.3%
6	Perfumery, Cosmetic Products	23,441	899,821	4.4%	1.0%
7	Books and Newspapers	20,737	539,615	3.9%	0.6%
8	Misc. Chemical Products	15,267	813,587	2.9%	0.9%
9	Iron and Steel Products	14,596	419,344	2.8%	0.5%
10	Aircraft, Spacecraft, and Parts	12,438	9,867,106	2.4%	10.8%
<b>All Others</b>		<b>199,030</b>	<b>\$ 53,794,116</b>	<b>37.7%</b>	<b>58.7%</b>
<b>Total</b>		<b>527,675</b>	<b>\$ 91,545,678</b>	<b>100.0%</b>	<b>100.0%</b>

RANK	COMMODITY	SHORT TONS	TOTAL IMPORTS AND EXPORTS \$ IN 000'S	TONS	% OF TOTAL DOLLARS
1	Machinery	210,765	\$ 22,549,255	15.3%	11.0%
2	Electrical Machinery	115,915	17,428,685	8.4%	8.5%
3	Fish and Seafood	92,230	772,111	6.7%	0.4%
4	Plastics	88,280	1,974,028	6.4%	1.0%
5	Woven Apparel	78,880	3,112,424	5.7%	1.5%
6	Optical, Medical Instruments	74,704	14,528,310	5.4%	7.1%
7	Knit Apparel	67,984	1,868,705	4.9%	0.9%
8	Perfumery, Cosmetic Products	49,583	1,689,498	3.6%	0.8%
9	Books and Newspapers	29,281	769,529	2.1%	0.4%
10	Pharmaceutical Products	28,175	16,696,843	2.1%	8.1%
<b>All Others</b>		<b>539,731</b>	<b>\$124,289,059</b>	<b>39.2%</b>	<b>60.4%</b>
<b>Total</b>		<b>1,375,528</b>	<b>\$205,678,447</b>	<b>100.0%</b>	<b>100.0%</b>

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

### 3.4.1

### 2017 REVENUE FREIGHT BY AIRLINE

*Top Carriers*

#### JFK

RANK	AIRLINE	TOTAL FREIGHT (SHORT TONS)	CUMULATIVE %
1	Delta	119,920	8.61%
2	Federal Express	95,606	15.47%
3	American	81,623	21.33%
4	Cathay Pacific	72,053	26.50%
5	China Airlines (CAL)	54,898	30.44%
6	Cargolux Airlines	52,794	34.23%
7	Asiana	51,145	37.90%
8	United Parcel	47,153	41.28%
9	Korean	46,061	44.59%
10	British Airways	43,072	47.68%
11	Virgin Atlantic	41,604	50.67%
12	Air China International	36,467	53.28%
13	ASL Former TNT	34,830	55.78%
14	ANA (All Nippon)	30,664	57.98%
15	Air France	24,898	59.77%
	Others	560,531	100.00%
	<b>Total Airport All Airlines</b>	<b>1,393,318</b>	

#### EWR

RANK	AIRLINE	TOTAL FREIGHT (SHORT TONS)	CUMULATIVE %
1	Federal Express	370,413	79.46%
2	United	165,910	86.94%
3	United Parcel	147,031	93.56%
4	SAS	26,765	94.77%
5	ABX Air Inc	18,349	95.60%
6	Lufthansa	15,576	96.30%
7	British Airways	10,778	96.78%
8	Swiss Int'l Air Lines Ltd	8,653	97.17%
9	Virgin Atlantic	8,204	97.54%
10	Emirates Airlines	6,322	97.83%
11	Air China International	6,126	98.10%
12	El Al	5,462	98.35%
13	Air Canada	4,306	98.54%
14	Delta	4,052	98.73%
15	Cathay Pacific	3,983	98.91%
	Others	24,297	100.00%
	<b>Total Airport All Airlines</b>	<b>826,227</b>	

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

### 3.4.1

### 2017 REVENUE FREIGHT BY AIRLINE

*Top Carriers*

#### LGA

RANK	AIRLINE	TOTAL FREIGHT (SHORT TONS)	CUMULATIVE %
1	Southwest Airlines	2,673	99.81%
2	Delta	2,187	99.91%
3	American	1,687	99.99%
4	United	268	100.00%
5	Air Canada	60	100.00%
6	Delta Connect: Republic Airline	3	100.00%
Total Airport All Airlines		6,878	

#### SWF

RANK	AIRLINE	TOTAL FREIGHT (SHORT TONS)	CUMULATIVE %
1	Federal Express	14,715	99.73%
2	United Parcel	5,651	99.98%
3	Atlas Air	266	99.99%
4	Itinerants: Foreign	140	100.00%
5	Itinerants: USA	61	100.00%
6	Delta	1	100.00%
7	American-Piedmont	—	100.00%
Total Airport All Airlines		20,834	

#### REGION

RANK	AIRLINE	TOTAL FREIGHT (SHORT TONS)	CUMULATIVE %
1	Federal Express	480,733	21.39%
2	United Parcel	199,834	30.28%
3	United	166,178	37.68%
4	Delta	126,161	43.29%
5	American	84,200	47.04%
6	Cathay Pacific	76,036	50.42%
7	British Airways	54,898	52.87%
8	China Airlines (CAL)	53,850	55.26%
9	Cargolux Airlines	52,794	57.61%
10	Virgin Atlantic	51,145	59.89%
11	Asiana	49,809	62.10%
12	Korean	46,061	64.15%
13	ABX Air Inc	42,593	66.05%
14	Lufthansa	41,807	67.91%
15	Air China International	35,203	69.48%
Others		685,955	100.00%
Total Airport All Airlines		2,247,257	

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

## Domestic

YEAR	EWR	JFK	LGA	SWF	REGION
2004	81,434	39,387	14,269	2	135,092
2005	66,590	31,057	8,997	6	106,650
2006	37,719	38,060	4,568	9	80,355
2007	35,565	39,456	396	1	75,418
2008	33,738	41,159	1,483	1	76,381
2009	26,741	26,932	605	—	54,279
2010	21,569	21,970	28	—	43,568
2011	25,858	19,349	23	—	45,229
2012	32,160	20,164	384	—	52,709
2013	25,086	19,621	743	1	45,452
2014	26,093	18,925	1,157	—	46,175
2015	40,723	25,007	710	1,496	67,936
2016	37,181	21,097	285	210	58,773
2017	46,869	22,967	2,364	—	72,201

## International

YEAR	EWR	JFK	LGA	SWF	REGION
2004	9,130	49,351	950	—	59,431
2005	23,579	48,862	1,300	—	73,740
2006	57,940	61,809	1,150	—	120,899
2007	73,497	75,767	1,691	—	150,956
2008	74,820	85,033	1,152	—	161,005
2009	70,699	78,790	744	—	150,234
2010	60,909	80,649	556	—	142,114
2011	58,745	80,102	620	—	139,467
2012	47,233	73,507	793	—	121,533
2013	29,590	83,171	637	—	113,398
2014	10,287	68,257	451	—	78,996
2015	8,306	63,153	519	—	71,978
2016	8,618	73,052	396	—	82,065
2017	8,753	72,496	221	—	81,470

## Domestic and International

YEAR	EWR	JFK	LGA	SWF	REGION
2004	90,564	88,738	15,219	2	194,524
2005	90,169	79,919	10,296	6	180,390
2006	95,658	99,869	5,718	9	201,254
2007	109,062	115,223	2,087	1	226,374
2008	108,558	126,193	2,635	1	237,386
2009	97,441	105,722	1,349	—	204,513
2010	82,479	102,619	585	—	185,682
2011	84,603	99,451	643	—	184,696
2012	79,393	93,671	1,177	—	174,241
2013	54,677	102,792	1,381	1	158,850
2014	36,380	87,182	1,608	—	125,170
2015	49,029	88,160	1,229	1,496	139,915
2016	45,798	94,149	681	210	140,838
2017	55,623	95,463	2,585	—	153,671

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

## Domestic

MONTH	EWR	JFK	LGA	SWF	REGION	REGIONAL CHANGE 2016 TO 2017
Jan	3,266	2,313	26	—	5,605	3.2%
Feb	3,360	1,493	45	—	4,899	4.5%
Mar	4,081	1,730	104	—	5,915	22.1%
Apr	3,984	1,719	178	—	5,881	40.9%
May	3,869	1,661	205	—	5,735	36.5%
Jun	3,947	1,752	195	—	5,894	26.9%
Jul	3,959	1,757	184	—	5,900	26.4%
Aug	4,172	2,103	161	—	6,437	30.4%
Sep	4,074	2,005	178	—	6,258	24.5%
Oct	4,780	2,178	278	—	7,236	34.9%
Nov	3,945	1,967	336	—	6,248	15.2%
Dec	3,432	2,288	473	—	6,193	15.4%
<b>Total 2017</b>	<b>46,869</b>	<b>22,967</b>	<b>2,364</b>	<b>—</b>	<b>72,201</b>	<b>22.8%</b>
% Change 2016 to 2017	26.1%	8.9%	730.5%	—	22.8%	

## International

MONTH	EWR	JFK	LGA	SWF	REGION	REGIONAL CHANGE 2016 TO 2017
Jan	734	5,960	21	—	6,715	-5.1%
Feb	615	5,319	9	—	5,943	18.1%
Mar	729	6,507	23	—	7,258	13.5%
Apr	654	5,990	21	—	6,665	4.4%
May	771	5,665	21	—	6,457	-36.5%
Jun	670	5,638	21	—	6,329	9.3%
Jul	718	5,719	10	—	6,447	12.1%
Aug	709	5,583	18	—	6,310	1.8%
Sep	643	5,764	19	—	6,425	5.0%
Oct	797	6,099	21	—	6,917	4.3%
Nov	771	6,356	20	—	7,146	-0.9%
Dec	944	7,897	17	—	8,857	-5.0%
<b>Total 2017</b>	<b>8,753</b>	<b>72,496</b>	<b>221</b>	<b>—</b>	<b>81,470</b>	<b>-0.7%</b>
% Change 2016 to 2017	1.6%	-0.8%	-44.2%	—	-0.7%	

## Domestic and International

MONTH	EWR	JFK	LGA	SWF	REGION	REGIONAL CHANGE 2016 TO 2017
Jan	4,000	8,273	48	—	12,321	-1.5%
Feb	3,975	6,812	54	—	10,842	11.5%
Mar	4,809	8,237	127	—	13,173	17.2%
Apr	4,637	7,709	199	—	12,545	18.8%
May	4,640	7,326	227	—	12,192	-15.1%
Jun	4,617	7,390	217	—	12,223	17.2%
Jul	4,677	7,476	194	—	12,347	18.5%
Aug	4,881	7,687	179	—	12,747	14.5%
Sep	4,717	7,769	197	—	12,683	13.8%
Oct	5,578	8,277	299	—	14,153	18.0%
Nov	4,716	8,323	355	—	13,394	6.0%
Dec	4,376	10,185	490	—	15,051	2.5%
<b>Total 2017</b>	<b>55,623</b>	<b>95,463</b>	<b>2,585</b>	<b>—</b>	<b>153,671</b>	<b>9.1%</b>
% Change 2016 to 2017	21.5%	1.4%	279.9%	—	9.1%	

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

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Ground Transportation & Economic Impact												
Passengers Accessing Airports by Bus & Rail												
Paid Parked Cars												
Taxi Dispatch Passengers												
Airport Employment												
Economic Impact of the Aviation Industry												
To FT. LAUDERDALE, FL (CONT'D)	X6 6 25p L 9 33p	DL 1854 0 319	To GREENSBORO/ WIN-SALEM, NC	X6 12 45p E 3 40p	HWN 3616073W	To HOUSTON, TX (CONT'D)	X6 11 59a 2 04p	L DL 5994 0 E70	From KANSAS CITY, MO (CONT'D)	X6 9 22p 5 10a J 6 712 0 320	From LAS VEGAS, NV (CONT'D)	(CONT'D)
X6 6 30p E 9 40p	B6 305 0 320	X7 3 73a E 9 15a	UA 3821 0 ERJ	12 59p 1 35p	I UA 1280 0 73G	X6 12 08p 5 21p	E UA 4087 0 ERJ	X6 9 47p 5 50a J 7 DL 3333 0 CR9	8 35a 4 59p	From LOS ANGELES, CA		
7 42p L 10 50p	B6 1271 0 320	8 05a L 10 00a	DL 5242 0 CR7	2 15p E 5 04p	I UA 1232 0 73B	X6 11 10p 5 15p	J DL 3764 0 CRJ	X6 11 17p 7 01a J 7 DL 1428 0 73B	8 30a 6 05p			
7 45p L 10 50p	NK 779 0 320	9 45a L 11 48a	DL 5373 0 CR7	2 15p L 1 55p	HWN 1945 073W	X6 12 10p 5 15p	J DL 3764 0 CRJ	X6 11 41p 7 35a E 7A 1182 0 73G	9 30a 6 05p			
7 47p L 10 50p	B6 201 0 320	11 30aL 1 30p	DL 5373 0 CR7	2 52aL 5 55p	I UA 1744 0 73G	X6 12 10p 5 15p	L DL 3572 0 CR9	To KELIXINGTON, KY	9 40a 6 00p			
8 25p L 11 42p	DL 2065 0 738	1 11p E 2 49p	UA 3822 0 ERJ	3 21p E 6 07p	I UA 404 0 752	X6 12 10p 5 15p	M DL 3572 0 CR9	X6 7 55p L 10 16p	J DL 6996 0 ERJ	To LOS ANGELES, CA		
X6 8 35p L 11 40p	UA 288 0 320	1 45p J 5 27p	US 1802 1 319	3 30p E 6 40p	WHN 3049 073W	X6 12 10p 5 15p	N DL 3426 0 CR9	X6 7 55p 10 45p	L DL 3333 0 CR9	(CONT'D)		
9 37p L 12 27at	B6 1371 0 320	2 44p L 4 41p	DL 4949 0 CR7	3 45p L 6 14p	UA 3813 0 ERJ	X6 12 10p 5 15p	O DL 3426 0 CR9	X6 7 55p 10 45p	L DL 3333 0 CR9			
From FT. LAUDERDALE, FL	X6 6 00a 8 37a	J DL 1502 0 320	X6 4 36p E 6 14p	UA 3813 0 ERJ	3 50p L 6 14p	US 3233 1 E75	X6 12 10p 5 15p	P DL 3426 0 CR9	X6 7 55p 10 45p	L DL 3333 0 CR9		
X6 6 00a 8 42a	B6 167 0 320	7 55p L 10 14p	DL 5306 0 CR7	3 55p L 6 14p	WHN 3155 073W	X6 12 10p 5 15p	Q DL 3426 0 CR9	X6 7 55p 10 45p	L DL 3333 0 CR9			
7 09a 10 00a	L NK 604 0 320	4 25p L 9 43p	UA 4106 0 ERJ	4 29p E 7 19p	UA 1695 0 752	X6 12 10p 5 15p	R DL 3426 0 CR9	X6 7 55p 10 45p	L DL 3333 0 CR9			
7 15a 10 00a	B6 972 0 320	5 00p J 9 55p	UA 4106 0 ERJ	5 00p J 7 55p	I UA 211 0 73B	X6 12 10p 5 15p	S DL 3426 0 CR9	X6 7 55p 10 45p	L DL 3333 0 CR9			
7 15a 10 07a	DL 1498 0 319	5 15p L 7 55p	UA 4122 0 ERJ	5 15p E 8 05p	HWN 2067 073W	X6 12 10p 5 15p	T DL 3426 0 CR9	X6 7 55p 10 45p	L DL 3333 0 CR9			
7 21a 10 00a	J DL 2185 0 738	5 25p L 8 55p	UA 4122 0 ERJ	5 25p L 10 10p	I UA 404 0 320	X6 12 10p 5 15p	U DL 3426 0 CR9	X6 7 55p 10 45p	L DL 3333 0 CR9			
7 25a 10 22a	EUA 1479 0 738	5 30p L 9 55p	UA 4122 0 ERJ	5 30p L 10 02p	US 687 1 320	X6 12 10p 5 15p	V DL 3426 0 CR9	X6 7 55p 10 45p	L DL 3333 0 CR9			
7 55a 10 36a	J B6 2 0 320	5 45a L 11 48a	UA 3821 0 ERJ	5 45p L 8 55p	WHN 134 173W	X6 12 10p 5 15p	W DL 3426 0 CR9	X6 7 55p 10 45p	L DL 3333 0 CR9			
X7 8 35a 8 11a	B6 222 0 320	5 49p L 9 43p	DL 5306 0 CR7	5 49p L 11 48a	UA 1649 0 752	X6 12 10p 5 15p	X DL 3426 0 CR9	X6 7 55p 10 45p	L DL 3333 0 CR9			
7 15a 10 00a	B6 972 0 320	6 12p J 9 50p	UA 4106 0 ERJ	6 12p J 11 48a	UA 211 0 73B	X6 12 10p 5 15p	Y DL 3426 0 CR9	X6 7 55p 10 45p	L DL 3333 0 CR9			
From GREENSBORO/ WIN-SALEM, NC	X6 6 00a 8 37a	J DL 1502 0 320	X6 4 36p E 6 14p	UA 3813 0 ERJ	6 15p J 8 55p	I UA 224 0 73B	X6 12 10p 5 15p	Z DL 3426 0 CR9	X6 7 55p 10 45p	L DL 3333 0 CR9		
X6 6 00a 8 42a	B6 167 0 320	7 15p L 10 14p	DL 5306 0 CR7	7 15p L 11 48a	UA 222 0 320	X6 12 10p 5 15p	A DL 3426 0 CR9	X6 7 55p 10 45p	L DL 3333 0 CR9			
7 09a 10 00a	L NK 604 0 320	7 55p L 12 27at	UA 4106 0 ERJ	7 55p L 13 48a	UA 222 0 320	X6 12 10p 5 15p	B DL 3426 0 CR9	X6 7 55p 10 45p	L DL 3333 0 CR9			
7 15a 10 07a	DL 1498 0 319	8 15p L 14 48a	UA 4106 0 ERJ	8 15p L 15 48a	UA 222 0 320	X6 12 10p 5 15p	C DL 3426 0 CR9	X6 7 55p 10 45p	L DL 3333 0 CR9			
From GREENSBORO/ WIN-SALEM, NC	X6 6 00a 8 37a	J DL 1502 0 320	X6 4 36p E 6 14p	UA 3813 0 ERJ	8 25p L 15 48a	UA 222 0 320	X6 12 10p 5 15p	D DL 3426 0 CR9	X6 7 55p 10 45p	L DL 3333 0 CR9		
X6 6 00a 8 42a	B6 167 0 320	9 15p L 16 48a	DL 5306 0 CR7	9 15p L 17 48a	UA 222 0 320	X6 12 10p 5 15p	E DL 3426 0 CR9	X6 7 55p 10 45p	L DL 3333 0 CR9			
7 09a 10 00a	L NK 604 0 320	9 55p L 17 48a	UA 4106 0 ERJ	9 55p L 18 48a	UA 222 0 320	X6 12 10p 5 15p	F DL 3426 0 CR9	X6 7 55p 10 45p	L DL 3333 0 CR9			
7 15a 10 07a	DL 1498 0 319	10 15p L 18 48a	UA 4106 0 ERJ	10 15p L 19 48a	UA 222 0 320	X6 12 10p 5 15p	G DL 3426 0 CR9	X6 7 55p 10 45p	L DL 3333 0 CR9			
7 21a 10 00a	EUA 1479 0 738	10 55p L 19 48a	UA 4106 0 ERJ	10 55p L 20 48a	UA 222 0 320	X6 12 10p 5 15p	H DL 3426 0 CR9	X6 7 55p 10 45p	L DL 3333 0 CR9			
7 25a 10 22a	EUA 1479 0 738	11 15p L 21 48a	UA 4106 0 ERJ	11 15p L 22 48a	UA 222 0 320	X6 12 10p 5 15p	I DL 3426 0 CR9	X6 7 55p 10 45p	L DL 3333 0 CR9			
7 55a 10 36a	J B6 2 0 320	11 55p L 22 48a	DL 5306 0 CR7	11 55p L 23 48a	UA 222 0 320	X6 12 10p 5 15p	J DL 3426 0 CR9	X6 7 55p 10 45p	L DL 3333 0 CR9			
X6 8 35a 8 11a	B6 222 0 320	12 15p L 23 48a	DL 5306 0 CR7	12 15p L 24 48a	UA 222 0 320	X6 12 10p 5 15p	K DL 3426 0 CR9	X6 7 55p 10 45p	L DL 3333 0 CR9			
7 15a 10 00a	DL 1498 0 319	12 55p L 24 48a	UA 4106 0 ERJ	12 55p L 25 48a	UA 222 0 320	X6 12 10p 5 15p	L DL 3426 0 CR9	X6 7 55p 10 45p	M DL 3426 0 CR9			
7 21a 10 00a	EUA 1479 0 738	13 15p L 25 48a	UA 4106 0 ERJ	13 15p L 26 48a	UA 222 0 320	X6 12 10p 5 15p	M DL 3426 0 CR9	X6 7 55p 10 45p	N DL 3426 0 CR9			
7 25a 10 22a	EUA 1479 0 738	13 55p L 26 48a	UA 4106 0 ERJ	13 55p L 27 48a	UA 222 0 320	X6 12 10p 5 15p	O DL 3426 0 CR9	X6 7 55p 10 45p	P DL 3426 0 CR9			
7 55a 10 36a	J B6 2 0 320	14 15p L 27 48a	DL 5306 0 CR7	14 15p L 28 48a	UA 222 0 320	X6 12 10p 5 15p	Q DL 3426 0 CR9	X6 7 55p 10 45p	R DL 3426 0 CR9			
X6 8 35a 8 11a	B6 222 0 320	14 55p L 28 48a	DL 5306 0 CR7	14 55p L 29 48a	UA 222 0 320	X6 12 10p 5 15p	S DL 3426 0 CR9	X6 7 55p 10 45p	T DL 3426 0 CR9			
7 15a 10 00a	DL 1498 0 319	15 15p L 29 48a	UA 4106 0 ERJ	15 15p L 30 48a	UA 222 0 320	X6 12 10p 5 15p	U DL 3426 0 CR9	X6 7 55p 10 45p	V DL 3426 0 CR9			
7 21a 10 00a	EUA 1479 0 738	15 55p L 30 48a	UA 4106 0 ERJ	15 55p L 31 48a	UA 222 0 320	X6 12 10p 5 15p	W DL 3426 0 CR9	X6 7 55p 10 45p	X DL 3426 0 CR9			
7 25a 10 22a	EUA 1479 0 738	16 15p L 31 48a	UA 4106 0 ERJ	16 15p L 32 48a	UA 222 0 320	X6 12 10p 5 15p	Y DL 3426 0 CR9	X6 7 55p 10 45p	Z DL 3426 0 CR9			
7 55a 10 36a	J B6 2 0 320	16 55p L 32 48a	DL 5306 0 CR7	16 55p L 33 48a	UA 222 0 320	X6 12 10p 5 15p	A DL 3426 0 CR9	X6 7 55p 10 45p	B DL 3426 0 CR9			
X6 8 35a 8 11a	B6 222 0 320	17 15p L 33 48a	DL 5306 0 CR7	17 15p L 34 48a	UA 222 0 320	X6 12 10p 5 15p	C DL 3426 0 CR9	X6 7 55p 10 45p	D DL 3426 0 CR9			
7 15a 10 00a	DL 1498 0 319	17 55p L 34 48a	UA 4106 0 ERJ	17 55p L 35 48a	UA 222 0 320	X6 12 10p 5 15p	E DL 3426 0 CR9	X6 7 55p 10 45p	F DL 3426 0 CR9			
7 21a 10 00a	EUA 1479 0 738	18 15p L 35 48a	UA 4106 0 ERJ	18 15p L 36 48a	UA 222 0 320	X6 12 10p 5 15p	G DL 3426 0 CR9	X6 7 55p 10 45p	H DL 3426 0 CR9			
7 25a 10 22a	EUA 1479 0 738	18 55p L 36 48a	UA 4106 0 ERJ	18 55p L 37 48a	UA 222 0 320	X6 12 10p 5 15p	I DL 3426 0 CR9	X6 7 55p 10 45p	J DL 3426 0 CR9			
7 55a 10 36a	J B6 2 0 320	19 15p L 37 48a	DL 5306 0 CR7	19 15p L 38 48a	UA 222 0 320	X6 12 10p 5 15p	K DL 3426 0 CR9	X6 7 55p 10 45p	L DL 3426 0 CR9			
X6 8 35a 8 11a	B6 222 0 320	19 55p L 38 48a	DL 5306 0 CR7	19 55p L 39 48a	UA 222 0 320	X6 12 10p 5 15p	M DL 3426 0 CR9	X6 7 55p 10 45p	N DL 3426 0 CR9			
7 15a 10 00a	DL 1498 0 319	20 15p L 39 48a	UA 4106 0 ERJ	20 15p L 40 48a	UA 222 0 320	X6 12 10p 5 15p	O DL 3426 0 CR9	X6 7 55p 10 45p	P DL 3426 0 CR9			
7 21a 10 00a	EUA 1479 0 738	20 55p L 40 48a	UA 4106 0 ERJ	20 55p L 41 48a	UA 222 0 320	X6 12 10p 5 15p	Q DL 3426 0 CR9	X6 7 55p 10 45p	R DL 3426 0 CR9			
7 25a 10 22a	EUA 1479 0 738	21 15p L 41 48a	UA 4106 0 ERJ	21 15p L 42 48a	UA 222 0 320	X6 12 10p 5 15p	S DL 3426 0 CR9	X6 7 55p 10 45p	T DL 3426 0 CR9			
7 55a 10 36a	J B6 2 0 320	21 55p L 42 48a	DL 5306 0 CR7	21 55p L 43 48a	UA 222 0 320	X6 12 10p 5 15p	U DL 3426 0 CR9	X6 7 55p 10 45p	V DL 3426 0 CR9			
X6 8 35a 8 11a	B6 222 0 320	21 55p L 43 48a	DL 5306 0 CR7	21 55p L 44 48a	UA 222 0 320	X6 12 10p 5 15p	W DL 3426 0 CR9	X6 7 55p 10 45p	X DL 3426 0 CR9			
7 15a 10 00a	DL 1498 0 319	22 15p L 44 48a	UA 4106 0 ERJ	22 15p L 45 48a	UA 222 0 320	X6 12 10p 5 15p	Y DL 3426 0 CR9	X6 7 55p 10 45p	Z DL 3426 0 CR9			
7 21a 10 00a	EUA 1479 0 738	22 55p L 45 48a	UA 4106 0 ERJ	22 55p L 46 48a	UA 222 0 320	X6 12 10p 5 15p	A DL 3426 0 CR9	X6 7 55p 10 45p	B DL 3426 0 CR9			
7 25a 10 22a	EUA 1479 0 738	23 15p L 46 48a	UA 4106 0 ERJ	23 15p L 47 48a	UA 222 0 320	X6 12 10p 5 15p	C DL 3426 0 CR9	X6 7 55p 10 45p	D DL 3426 0 CR9			
7 55a 10 36a	J B6 2 0 320	23 55p L 47 48a	DL 5306 0 CR7	23 55p L 48 48a	UA 222 0 320	X6 12 10p 5 15p	E DL 3426 0 CR9	X6 7 55p 10 45p	F DL 3426 0 CR9			
X6 8 35a 8 11a	B6 222 0 320	23 55p L 48 48a	DL 5306 0 CR7	23 55p L 49 48a	UA 222 0 320	X6 12 10p 5 15p	G DL 3426 0 CR9	X6 7 55p 10 45p	H DL 3426 0 CR9			
7 15a 10 00a	DL 1498 0 319	24 15p L 49 48a	UA 4106 0 ERJ	24 15p L 50 48a	UA 222 0 320	X6 12 10p 5 15p	I DL 3426 0 CR9	X6 7 55p 10 45p	J DL 3426 0 CR9			
7 21a 10 00a	EUA 1479 0 738	24 55p L 50 48a	UA 4106 0 ERJ	24 55p L 51 48a	UA 222 0 320	X6 12 10p 5 15p	K DL 3426 0 CR9	X6 7 55p 10 45p	L DL 3426 0 CR9			
7 25a 10 22a	EUA 1479 0 738	25 15p L 51 48a	UA 4106 0 ERJ	25 1								

YEAR	EWR					TOTAL
	OLYMPIA TRAIL (MOTOR COACH)	EXPRESS #300 BUS	NJT RAIL SERVICE AND AIRTRAIN	AIRLINK/302 BUS	NEW JERSEY TRANSIT	
2004	387,828	293,250	1,368,067	—	—	2,049,145
2005	374,322	272,357	1,445,035	—	—	2,091,714
2006	229,507	386,227	1,588,163	—	—	2,203,897
2007	225,972	394,490	1,793,796	—	—	2,414,258
2008	271,527	396,581	1,933,100	—	—	2,601,208
2009	275,913	361,321	1,863,718	—	—	2,500,952
2010	279,716	352,753	1,870,237	—	—	2,502,706
2011	275,853	349,016	2,055,623	—	—	2,680,492
2012	263,479	316,300	2,136,446	—	—	2,716,225
2013	262,554	305,149	2,386,467	—	—	2,954,170
2014	279,187	335,178	2,176,316	—	—	2,790,681
2015	226,835	283,085	2,545,232	—	—	3,055,152
2016	245,486	322,089	2,548,039	—	—	3,115,614
2017	266,397	363,536	13,449,706	—	—	14,079,639

YEAR	JFK		LGA	SWF	REGION	
	NY AIRPORT SERVICE (MOTOR COACH)	AIRTRAIN JAMAICA STATION AND HOWARD BEACH	NEW YORK AIRPORT SERVICE (MOTOR COACH)	CONNECTING BUS (LEPRECHAUN)	MOTOR COACH AND RAIL	GRAND TOTAL
2004	571,048	2,594,236	421,746	—	—	3,587,030
2005	570,468	3,411,762	425,547	—	—	4,407,777
2006	514,561	3,950,014	407,838	—	—	4,872,413
2007	498,755	4,393,258	383,394	—	—	5,275,407
2008	488,459	4,733,128	332,048	8,839	—	5,562,474
2009	491,429	5,236,404	332,947	1,371	—	6,062,151
2010	492,597	5,287,909	400,762	1,320	—	6,182,588
2011	272,274	5,573,116	232,843	1,548	—	6,079,781
2012	356,741	5,706,207	271,382	652	—	6,334,982
2013	386,657	6,002,835	269,360	175	—	6,659,027
2014	420,913	6,522,096	264,760	396	—	7,208,165
2015	420,781	7,130,410	284,969	—	—	7,836,160
2016	397,592	7,432,018	265,416	—	—	8,095,026
2017	364,737	7,655,901	280,270	—	—	8,300,908

**EWR**

**Note:** 2017 AirTrain EWR numbers are significantly higher because they include NJ Transit riders who use AirTrain.

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

*Express #300 bus:* currently serves PABT.

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

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

**JFK**

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

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

**LGA**

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

**SWF**

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

YEAR	EWR	JFK	LGA	SWF*	REGION
2004	4,397,346	5,196,064	2,305,507	—	11,898,917
2005	4,306,993	4,762,364	2,250,659	—	11,320,016
2006	4,466,632	4,283,499	2,092,066	124,608	10,966,805
2007	4,246,706	4,753,459	1,874,350	404,505	11,279,020
2008	3,762,446	4,570,687	1,645,465	353,075	10,331,673
2009	3,272,762	4,429,201	1,467,839	157,363	9,327,165
2010	3,105,058	4,337,572	1,530,875	94,400	9,067,905
2011	3,063,016	4,273,262	1,481,809	94,574	8,912,661
2012	2,926,748	4,154,895	1,494,103	81,934	8,657,680
2013	2,862,943	4,202,721	1,452,692	73,664	8,592,020
2014	2,844,074	4,132,263	1,245,979	69,443	8,291,759
2015	2,872,335	4,112,611	1,170,759	63,795	8,219,500
2016	2,834,730	4,085,462	891,210	60,305	7,871,707
2017	2,770,916	3,823,427	415,559	85,414	7,095,316

**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
2004	875,518	2,398,900	3,714,114	—	6,988,532
2005	940,440	2,602,497	3,801,868	—	7,344,805
2006	1,019,570	2,647,581	3,726,796	—	7,393,947
2007	1,066,032	2,880,015	3,828,857	6,195	7,781,099
2008	1,296,643	2,919,327	3,630,833	5,897	7,852,700
2009	1,188,024	2,798,833	3,247,619	4,125	7,238,601
2010	1,307,449	2,982,192	3,608,390	4,200	7,902,231
2011	1,370,930	3,194,816	3,586,124	5,810	8,157,680
2012	1,318,801	3,250,056	3,769,163	3,717	8,341,737
2013	1,261,864	3,206,289	3,811,038	2,353	8,281,544
2014	977,287	3,270,025	3,699,976	577	7,947,865
2015	881,155	3,327,222	3,012,440	408	7,221,225
2016	919,325	2,926,345	2,055,236	355	5,901,261
2017	885,624	2,692,420	2,325,108	390	5,903,542

\*Visconti Cab Company.

**Outbound  
Only**

YEAR	EWR	JFK	LGA	SWF	REGION
2004	164,206	251,793	184,034	—	600,033
2005	105,572	191,131	129,887	—	426,590
2006	110,022	166,026	151,795	—	427,843
2007	84,304	149,322	122,802	—	356,428
2008	94,335	156,553	102,510	—	353,398
2009	103,706	169,021	108,489	—	381,216
2010	104,697	171,736	115,681	—	392,114
2011	99,826	175,785	117,143	—	392,754
2012	111,175	204,480	123,988	—	439,643
2013	109,757	216,005	111,173	—	436,935
2014	104,287	212,343	102,150	—	418,780
2015	95,900	216,546	87,595	—	400,041
2016	97,942	222,810	72,569	—	393,321
2017	91,003	200,182	61,877	22,926	375,988

\*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
1995	n/a	n/a	n/a	n/a	n/a
1996	n/a	n/a	n/a	n/a	n/a
1997	n/a	n/a	n/a	n/a	n/a
1998	n/a	n/a	n/a	n/a	n/a
1999	24,270	37,396	10,034	n/a	71,700
2000	n/a	n/a	n/a	n/a	n/a
2001	n/a	n/a	n/a	n/a	n/a
2002	20,000	29,500	9,400	n/a	58,900
2003	n/a	n/a	n/a	n/a	n/a
2004	18,352	29,519	7,874	n/a	55,745
2005	n/a	30,988	9,110	n/a	40,098
2006	n/a	32,350	9,172	n/a	41,522
2007	20,900	34,576	8,796	n/a	64,272
2008	22,449	25,201	9,510	n/a	57,160
2009	20,304	30,851	9,411	1,194	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	12,870	74,953

**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.

2017

IMPACT	EWR	JFK	LGA	SWF	TOTAL
<b>Passenger Operating Impact</b>					
Wages	\$ 5,153	\$ 8,489	\$ 3,132	\$ 57	\$16,761
Sales	\$14,536	\$24,061	\$ 8,868	\$159	\$47,002
Jobs-Years	86,948	145,058	52,506	952	281,529
<b>Visitor Economic Impact</b>					
Wages	\$ 3,915	\$ 5,184	\$ 3,645	\$ 62	\$12,806
Sales	\$10,386	\$13,788	\$ 9,669	\$164	\$34,007
Jobs-Years	86,707	115,389	80,433	1,365	283,894
<b>Cargo Impact</b>					
Wages	\$ 1,495	\$ 2,395	\$ 18	\$ 36	\$ 3,954
Sales	\$ 4,131	\$ 7,115	\$ 39	\$104	\$11,402
Jobs-Years	22,180	36,039	225	541	59,068
<b>Capital Spending Impact</b>					
Wages	\$ 49	\$ 194	\$ 53	\$ 1	\$ 296
Sales	\$ 188	\$ 750	\$ 203	\$ 5	\$ 1,147
Jobs-Years	770	3,072	832	21	4,694
<b>Total Economic Impact</b>					
Wages	\$10,611	\$16,262	\$ 6,848	\$156	\$33,817
Sales	\$29,241	\$45,715	\$18,780	\$432	\$93,557
Jobs-Years	196,605	299,558	133,996	2,879	629,186

In Millions \$ 2017

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