

2005

***AIRPORT  
TRAFFIC  
REPORT***

***Kennedy • Newark Liberty • LaGuardia***  
*Teterboro • Downtown Manhattan Heliport*



**THE PORT AUTHORITY** OF NY & NJ



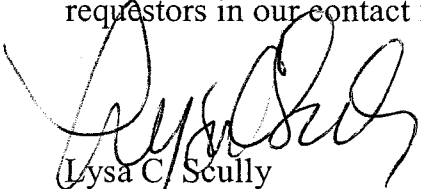
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# MEMORANDUM

Aviation Department

**From:** Lysa C. Scully  
**Date:** November 2, 2006  
**Subject:** 2005 Annual Traffic Report

Attached is the 2005 Annual Traffic report, which provides important statistics on air traffic at our regional aviation facilities -- including comparative data on airports worldwide and the vast number of destinations our airports offer our customers. Again bowing to cost considerations, the main body of the report is in black-and-white, and the hard copy distribution has been limited to 300 copies for internal staff, Business Development Offices, libraries and a limited number of airline managers. The color version of the report has been posted to the [panynj.gov](http://panynj.gov) website several weeks ago while final editing was taking place. Links will be e-mailed to all external requestors in our contact file.



Lysa C. Scully

Assistant Director

Customer, Cargo, Concessions & Airport Services

# Table of Contents

## FACT SHEETS

John F. Kennedy International Airport	1
Newark Liberty International Airport	2
LaGuardia Airport	3
Downtown Manhattan Heliport / Teterboro Airport	4

## AIRCRAFT MOVEMENTS

<b>Commercial and Non-Commercial Aircraft Movements</b>	
1.1.1 Annual Total 1992 - 2005, by Airport and Region	5
1.1.2 Monthly totals 2005, by Airport and Region	10
<b>Helicopter Movements</b>	
1.2.1 Annual total 1992 - 2005, by Airport, Heliport and Region	15
1.2.2 Monthly totals 2004 - 2005, by Airport, Heliport and Region	16
<b>Aircraft Movements By Market</b>	
1.3.1 Annual Totals 1992 - 2005, by Airport and Region	17
1.4.1 Cities Served - Average Daily Scheduled Non-Stop Departures by Airport	19

## PASSENGER TRAFFIC

<b>Top Fifty Airport Comparisons</b>	
2.1.1 Number of Passengers, Domestic 2005	23
2.1.2 Number of Passengers, Worldwide 2005	24
<b>Commercial Passenger Traffic</b>	
2.2.1 Annual Totals 1992 - 2005, by Airport and Region	25
2.2.2 Monthly Totals 2005, by Airport and Region	29
<b>Passenger Traffic in Helicopters</b>	
2.3.1 Annual Totals 1992 - 2005, by Airport, Heliport and Region	33
2.3.2 Monthly Totals 2004 - 2005, by Airport, Heliport and Region	34
<b>Passenger Traffic By Market</b>	
2.4.1 Annual Totals 1992 - 2005, by Airport and Region	35
<b>Passenger Traffic By Airline</b>	
2.5.1 Top 20 Carriers, 2005 Passengers, by Airport and Region	37
<b>Passenger Traffic By Terminal</b>	
2.6.1 2005 Passengers, Domestic and International by Airport	39
<b>Top 50 Origins/Destinations</b>	
2.7.1 Scheduled Airlines 2005, Top 50 Domestic by Airport and Region (DOT O&D)	40
2.7.2 Scheduled Airlines 2005, Top 50 International by Airport and Region (DOT T100)	44
<b>Passenger Demographics</b>	
2.8.1 Profile of Departing Passengers, by Airport and Region	48

# CARGO TRANSPORT

## Top Fifty Airport Comparisons

- 3.1.1 Revenue Cargo in Short Tons, Top 50 Domestic (ACI) - 2005 51
- 3.1.2 Revenue Cargo in Short Tons, Top 50 Worldwide (ACI) - 2005 52

## Revenue Freight In Short Tons

- 3.2.1 Annual Totals 1992 - 2005, by Airport and Region 53
- 3.2.2 Monthly Totals 2005, by Airport and Region 54

## Regional Freight In Short Tons

- 3.3.1 By International Market, Annual Totals 1995-2005, for Region (US Customs) 55
- 3.3.2 U.S. Trading Districts by Air, 2005 (US Customs) 56
- 3.3.3 Air Trade Commodities in the NY/NJ Region, 2005 (US Customs) 57

## Revenue Freight by Airlines

- 3.4.1 Top 15 Carriers 2005, by Airport and Region 58

## Revenue Mail in Short Tons

- 3.5.1 Annual Totals 1992 - 2005, by Airport and Region 60
- 3.5.2 Monthly Totals 2005, by Airport and Region 61

# Ground Transportation & Airport Economic Impact

## Airport Bus Passengers

- 4.1.1 Annual Totals 1992 - 2005, by Airport and Region 62

## Paid Parked Cars

- 4.2.1 Annual Totals 1992 - 2005, by Airport and Region 63

## Subway and New Jersey Transit

- 4.3.1 Annual Totals 1992 - 2005, by Airport and Region 64

## Airport Employment

- 4.4.1 Annual Totals 1992 - 2005, by Airport and Region 65

## The Economic Impact of the Aviation Industry

- 4.6.1 2005 Totals for the New York/New Jersey Region 66

## Credits 67

# JOHN F. KENNEDY INTERNATIONAL AIRPORT

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## OPERATED BY

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

## LOCATION

On Jamaica Bay in the southeastern section of Queens County, New York City – 15 miles by highway from midtown Manhattan.

## SIZE

JFK covers 4,930 acres, including 880 acres in the Central Terminal Area (CTA). The airport has more than 30 miles of roadway.

## HISTORY

Construction began in April 1942 under a New York City contract for the placing of hydraulic fill over the marshy tidelands on the site of Idlewild golf course. Initial plans called for a 1,000-acre airport, but it would eventually grow to five times that size. Commercial flights began July 1, 1948. The airport was rededicated on December 24, 1963 as John F. Kennedy International Airport in memory of the nation's thirty-fifth president.

Kennedy International is the United States' leading international gateway. Over 80 airlines operate out of JFK.

## INVESTMENT

About \$150 million was expended by the City of New York on original construction. The Port Authority has invested about \$5.1 billion in the airport.

## EMPLOYMENT AND ECONOMIC IMPACT

JFK contributes about \$28 billion in economic activity to the NY/NJ region, generating some 229,000 jobs and about \$9.8 billion in wages and salaries. About 35,000 people are employed at the airport.

## REDEVELOPMENT PROGRAM

The redevelopment program consists of several major projects undertaken by the Port Authority and its airline and airport partners. Completed projects include: Terminals 1, 4, the new American Airlines' Terminal 9, upgrades to Delta's Terminals 2 and 3, JetBlue's Terminal 6 and British Airways' Terminal 7; plus a quadrant roadway system, new parking garages, and a light rail network (AirTrain JFK), which opened in December 2003. Construction is underway on a 1,940-space parking garage adjacent to American Airlines' new terminal. In December 2005, construction began on a new JetBlue 26-gate terminal behind the landmark TWA Flight Center. A 1,500-space parking garage is being built adjacent to the new terminal.

## CENTRAL TERMINAL AREA (CTA)

JFK has nine airline terminals, surrounded by a dual ring of peripheral taxiways. The original 655 acres in the CTA was enlarged to 880 acres by relocating taxiways to provide needed space for expanding the passenger terminals. There are over 125 aircraft gates serving the terminals. The CTA also includes a central heating and air-conditioning plant.

### Terminals

- A consortium of airlines – Air France, Japan Airlines, Korean Air and Lufthansa – built the 11-gate international **Terminal 1**, opened in May 1998 on the site of the old Eastern Airlines Terminal.
- Delta Air Lines operates **Terminals 2 and 3**. Delta invested about \$150 million to renovate the terminals which consists of redesigned first and business class lounges, new ticket counters, new lighting and flooring and new baggage facilities.
- **Terminal 4** opened in May 2001. The 1.5 million square-foot common-use facility improves passenger service through the use of separate levels for departing and arriving passengers, consolidated ticketing and baggage operations, improved customer facilities, duty free and a wide array of retail shops and eateries.
- **Terminal 5**, formerly operated by TWA is currently closed. JetBlue operates out of **Terminal 6** and made \$12 million in interim improvements. The Port Authority is working with JetBlue in the construction of a joint \$875 million terminal redevelopment (see above), which also includes a parking garage.
- **Terminal 7**, operated by British Airways, opened in 1970. A \$251 million redevelopment included expansion and reconfiguration of the terminal, new ticketing and check-in areas, new retail outlets, lounges and a new departure and arrival roadway system. United Airlines also operates out of this terminal.
- American Airlines, which operates **Terminals 8 and 9**, created one new facility (the new Terminal 9), which serves both domestic and international passengers on three concourses and includes new shops and services, and expanded check-in areas. A new 1,940 parking-space garage is being constructed adjacent to the new terminal.

### AirTrain JFK

This high-speed, light-rail service links the airport to New York City and beyond. Opened in December 2003, AirTrain connects to the Long Island Rail Road (LIRR) and the New York City subway and bus lines. On airport, AirTrain provides free connections between terminals, rental car facilities, hotel shuttle areas and parking lots.

## Air Traffic Control Tower

The 321-foot Air Traffic Control Tower, which opened in 1994, includes state-of-the-art communications, radar and windshear alert systems.

## ROADWAY ACCESS

Work on a new quadrant, with elevated departure roadways and added frontage capacity was completed in 2001 at Terminals 4 and 7. New roadways at Terminals 8 and 9 now provide separate arrivals and departures levels.

## PARKING

The airport offers over 15,180 public parking spaces, which currently include two parking garages totaling over 2,500 spaces in the CTA, over 3,100 open spaces in the parking lots in the CTA and a 9,512 long-term lot. When the 1,940-space American Airlines' Red Garage is completed in 2007, total public parking spaces will increase to 17,120. E-ZPass Plus is available in all parking lots and garages, except for the Terminals 8/9 alternate parking lot.

## CARGO

JFK is one of the world's leading international air cargo centers. Two cargo facilities totaling 430,000 square feet of warehouse and office space opened in 2003 and offer the latest in cargo-facility design. The airport has more than one million square feet of office and warehouse space dedicated to broker, freight forwarder and container freight station operators who do business within the NY/NJ region.

## RUNWAYS/TAXIWAYS

The runway system consists of two pairs of parallel runways (4L-22R, 4R-22L and 13L-31R, 13R-31L) aligned at right angles. Total runway length is nine miles. All runways have high intensity runway edge lighting, centerline and taxiway exit lighting and are grooved to improve skid resistance and minimize hydroplaning. A 500' by 150' aircraft arrestor bed has been installed at the end of Runway 4R.

Taxiways total 25 miles in length. Standard width is 75 feet with 25-foot heavy-duty shoulders and 25-foot erosion control pavement on each side. Other features include the taxiway centerline light system and a sign system, illuminated at night to provide directional information for taxiing aircraft.

# NEWARK LIBERTY INTERNATIONAL AIRPORT

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## OPERATED BY

The Port Authority of New York and New Jersey, under a lease with the City of Newark, since March 22, 1948. In 2002 the Port Authority and the City of Newark entered into an agreement to extend the lease through 2065.

## LOCATION

In Essex and Union Counties between the New Jersey Turnpike (accessible from Exits 13A and 14), U.S. Routes 1 and 9 and I-78. The airport is about 16 miles from midtown Manhattan.

## SIZE

2,027 acres. 880 acres of this total were acquired by the Port Authority after it began operating the airport in 1948.

## HISTORY

Opened October 1, 1928, the metropolitan region's first major airport was built by the City of Newark on 68 acres of marshland and quickly became the world's busiest commercial airport. During World War II, the airport was operated by the Army Air Corps. After the Port Authority assumed responsibility for its operation, the agency added an instrument runway, a terminal building, a control tower and an air cargo center. The Central Terminal Area was constructed and opened in 1973. Other construction during the early 1970s included the Port Authority Administration Building, the Central Heating and Refrigeration Plant, and taxiways and roadways. In 1989, a two-building maintenance complex opened.

The International Arrivals Facility opened in Terminal B in 1996, the Monorail (now AirTrain Newark) also began operation in 1996 and a 325-foot control tower was commissioned in 2003 – the fourth in the airport's history.

**Approximately 50 scheduled airlines operate out of Newark Liberty.**

## INVESTMENT

The City of Newark spent over \$8.2 million on construction and development on the airport. The U.S. Government spent over \$15.1 million prior to 1948. The Port Authority has invested more than \$3.8 billion at the airport.

## EMPLOYMENT AND ECONOMIC IMPACT

Over 24,000 people are employed at the airport. EWR contributes about \$18.5 billion in economic activity to the NY/NJ metropolitan region including over \$6.7 billion in wages and salaries. About 157,000 jobs are derived from airport activity.

## REDEVELOPMENT PROGRAM

EWR's capital program combines some \$3.8 billion in Port Authority, federal and private funds and has delivered numerous improvements, including AirTrain Newark, new restrooms, ticket counters, signage, parking garages and runway and taxiway improvements. A \$2 million study for modernizing Terminal A has been approved. Terminal B is benefiting from a \$280 million modernization program. A \$22.4 million 325-foot control tower was commissioned in May 2003.

## PORT AUTHORITY ADMINISTRATION BUILDING

In 2002, reconstruction of the landmark Newark Liberty International Airport's Administration Building #1 was completed. The 100,000 square-foot building incorporates a new emergency response facility with the airport's original 1935 central terminal building, a National Historic Landmark. The facility houses much of the Port Authority's airport staff.

## CENTRAL TERMINAL AREA

The 425-acre oval Central Terminal Area was built as part of a large-scale airport redevelopment program in the 1960s and early 1970s. It consists of three passenger terminals – A, B and C.

## PASSENGER TERMINALS

Construction of **Terminal A** began in October 1967 and opened for operation in August 1973. With 27 gates, the terminal branches out into a three circular satellite aircraft gate building, designed as A-1, A-2 and A-3. The satellites contain flight departure lounges and airline and passenger service facilities. The main terminal building measures approximately 800 by 165 feet.

**In Terminal B**, Delta completed a \$5.5 million modernization of its gate area shared with Northwest, and Northwest upgraded its boarding and baggage areas. In 2002, a multi-million dollar project that included the replacement of escalators, new revolving doors, and three freight-sized elevators was completed. In 2005 \$280 million was authorized to modernize the terminal and related facilities to improve customer service and allow greater efficiency for the screening process and baggage handling. Enhancements will include additional ticketing areas, passenger screening points, and the construction of a new domestic baggage claim area.

The \$117 million international facility located in Terminal B opened in January 1996. Capable of processing 3,000 arriving passengers per hour, this facility has 15 international arrivals gates.

**At Terminal C**, Continental's Global Gateway project includes the C3 concourse, which opened in December 2001. With an additional 600,000 square feet of space, the facility was converted into a three-level terminal with two levels for departures. The concourse has 19 gates, a huge retail space and Customs facilities. Continental also completed its state-of-the-art International Arrivals Facility adding another 1,500 passenger per hour arrival capacity to the airport.

## AIRTRAIN

In the fall of 2001 AirTrain Newark began service to the Newark Liberty International Airport Train Station where passengers can connect to NJ Transit and Amtrak rail lines. The AirTrain connection provides an all-rail link between the airport and New York City, Philadelphia, points across New Jersey and destinations beyond.

## ROADWAYS

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

## PARKING

The airport provides over 20,000 parking spaces – about 17,000 public parking spaces in the short-term, daily and economy/long-term lots. Two parking garage were completed within the last few years. One is located at AirTrain Station P4 with six levels of parking, providing 3,200 spaces. The other parking garage, across from Terminal C, contains 3,400 spaces on four levels. E-ZPass Plus is accepted at all parking lots.

## CARGO

EWR is the overnight small package center for the NY/NJ region, offering a full range of short-, medium- and long-haul services to domestic and international destinations. The airport expanded its cargo capacity in 2004 with the opening of a 142,000 square-foot facility, which combined with United and Continental's cargo buildings, increases cargo space at the airport to 1.3 million square feet.

## RUNWAYS/TAXIWAYS

The airport has two parallel runways (4R-22L and 4L-22R) and a third runway (11-29), which is primarily used for commuter traffic. Runway 4R-22L is 9,980 feet long by 150 feet wide, and Runway 4L-22R is 11,000 feet long by 150 feet wide. Both runways have displaced thresholds to minimize noise effects. Visual aides include high intensity edge and centerline and high-speed exit taxiway centerline lighting. Over 12 miles of 75-foot wide taxiways link the three runways with the central terminal and cargo areas.

## **OPERATED BY**

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

## **LOCATION**

The Borough of Queens, New York City, bordering on Flushing Bay and Bowery Bay. The airport is eight miles from midtown Manhattan.

## **SIZE**

LGA consists of 680 acres and has about 72 aircraft gates.

## **HISTORY**

The airport site was first occupied by Gala Amusement Park, and in 1929 it was transformed into a 105-acre private flying field. It was first named Glenn H. Curtiss Airport and later North Beach Airport. Taken over by New York City, the airport was enlarged by the purchase of adjoining land and by filling in 357 acres of waterfront along the east side. On September 9, 1937 ground was broken for a new airport, and on October 15, 1939 it was dedicated as New York City Municipal Airport. The name was changed to New York Municipal Airport-LaGuardia Field on November 2, 1939. The airport was opened to commercial traffic on December 2 of that year. The airport was leased to the Port Authority in 1947.

**Approximately 25 scheduled airlines operate out of LaGuardia.**

## **INVESTMENT**

Original construction by the City of New York cost \$40 million. The Port Authority's total capital investment in the airport is over \$1.3 billion.

## **EMPLOYMENT AND ECONOMIC IMPACT**

Nearly 8,000 people are employed at the airport. LaGuardia contributes nearly \$11 billion in economic activity to the NY/NJ metropolitan region, generating about 100,000 jobs and \$4 billion in annual wages and salaries.

## **REDEVELOPMENT PROGRAM**

The total combined Port Authority and airport partnership investment for the

airport's redevelopment program is estimated at \$1.2 billion. The program includes expanding and modernizing the Central Terminal Building, airline modernization of gate areas and passenger service areas, reconfiguring and widening roadways, improving runways, as well as other rehabilitation projects.

## **PASSENGER TERMINALS**

### **Central Terminal Building (CTB)**

Dedicated on April 17, 1964, this terminal serves most of the airport's scheduled domestic airlines. It is 1,300 feet long and 180 feet wide, with approximately 750,000 square feet of floor space. Originally constructed at a cost of \$36 million, the six-block long terminal consists of a four-story central section, two three-story wings and four concourses that can accommodate up to 40 aircraft gate positions. The CTB completed a \$340 million expansion and modernization project. Its centerpiece is a \$47 million project that redeveloped the center section, including new elevators and escalators to accommodate persons with reduced mobility, plus modern restrooms. This redesigned center section has created a large concession space for retail shops, a food court and business services. The Port Authority has authorized planning studies to further modernize and expand this terminal.

Three lanes were added to the CTB departures level roadway in 1991 and a three-lane arrivals roadway and canopies were completed in January 1994.

### **US Airways Terminal**

On September 12, 1992, US Airways' \$200 million terminal opened for business at the east end of the airport. This 12-gate terminal is connected to the airline's Shuttle Terminal and features approximately 300,000 square feet of floor space and a food and retail concessions court. US Airways Shuttle Terminal serves passengers hourly with shuttle flights to Boston and Washington, D.C.

### **Delta Air Lines Terminal**

Constructed by Delta Air Lines at the east end of the airport, the terminal opened in June 1983. It has ten aircraft gate positions. Northwest Airlines also operates out of this terminal.

## **Marine Air Terminal (MAT)**

Once called the Overseas Terminal, the MAT was the original airport terminal building, serving international flights on flying boats through the 1940s. In 1995 the Marine Air Terminal was designated a historic landmark. In 1980, the Port Authority rededicated the James Brooks mural, "Flight," first painted in 1942. On September 1, 1991, Delta began shuttle operations to Boston and Washington, D.C. General aviation also operates out of the MAT through a fixed based operator. The terminal also houses a private weather service. A \$7 million restoration of this historic terminal was completed for the airport's sixty-fifth anniversary of commercial flight on December 2, 2004.

## **PARKING**

The airport provides a total of 10,400 parking spaces. This includes employee parking and 7,500 public spaces – including hourly, metered and parking garage spaces. Completed at the end of 1976 at a cost of \$30 million, the first-level parking garage accommodates approximately 3,000 cars. On October 4, 1998, Lot 3, with 930 spaces, was designated as a long-term lot. E-ZPass Plus is accepted at all parking lots.

## **RUNWAYS**

There are two main runways, 4-22 and 13-31. Each is 7,000 feet long by 150 feet wide. In a \$40 million project, completed in 1967 by the Port Authority, both runways were extended over water to their present length and width. The extensions were built on a 50-acre L-shaped pile-supported concrete structure. The runways have high intensity runway edge lighting, centerline and taxiway exit lighting. Runways are grooved for added traction during wet weather. In the summer of 2005 the airport began installing touch down zone lighting (TDA) as part of the Runway 13-31 rehabilitation program.

## DOWNTOWN MANHATTAN HELIPORT

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### OPERATED BY

The Port Authority of New York and New Jersey on a site leased from the City of New York since December 8, 1960.

### LOCATION

Just above the Battery on Pier 6, East River, between the north side of Pier 5 and the south side of Pier 8. The heliport is convenient to the major air traffic-generating center of the downtown Manhattan/Wall Street area. Direct highway access is available via the FDR Drive on the east side of Manhattan and the West Side Highway on the west side. The entrance to the heliport is just south of where the FDR Drive begins, directly opposite the Vietnam Veteran Plaza. The facility is only seven minutes by copter to Newark International and LaGuardia airports, eight minutes to JFK and 15 minutes to Morristown (N.J.) Airport.

### SIZE

Total square footage = 84,000: Pier = 550 ft. x 85 ft.; Barge – 90 ft. x 300 ft.; Parking = 12 helicopters, 18 cars.

### HISTORY

Built and operated by The Port Authority on a site leased from the City of New York. Opened December 8, 1960, it was the second commercial heliport in Manhattan, and was the first in the U.S. to be certified for scheduled passenger helicopter service by the FAA. The Downtown Heliport was reconstructed in 1987, and is one of four FAA-designated national demonstration projects for the latest developments in equipment to enhance helicopter operations.

### FACILITIES

The heliport has parking for helicopters up to 50,000 pounds. It is the first public heliport with a semi-automatic fire protection foam system, and the first to use a barge for aircraft parking. The facility's terminal building is one of the most advanced in the industry, offering administrative office space, superior package and breakdown areas for courier operations, and a passenger-waiting lounge with the comforts of a modern airport terminal. It also houses the Port Authority's heliport operations center and a pilot lounge. The terminal features year-round heating, air-conditioning, soundproofing, ventilation and lighting for maximum comfort and convenience.

The Port Authority has invested over \$14 million in the facility.

## TETERBORO AIRPORT

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### OPERATED BY

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

### LOCATION

Located in the boroughs of Teterboro and Moonachie in Bergen County, NJ, it is twelve miles by highway from midtown Manhattan via the George Washington Bridge or Lincoln Tunnel.

### SIZE

Total = 827 acres: 90 acres for aircraft hangers, maintenance and office facilities; 408 acres for aeronautical use and 329 undeveloped acres.

### HISTORY

TEB is the oldest operating airport in the Port district. In 1917, Walter C. Teter acquired the property. During World War 1, North American Aviation operated a manufacturing plant on the site. After the war, the airport served as a base of operations for Dutch aircraft designer, Anthony Fokker. The first flight from the present airport site was made in 1919. During World War

1, the airport was operated by the Army Air Force. It was purchased by the Port Authority on April 1, 1949 from Fred L. Wehran, a private owner. The airport was leased to Pan Am World Airways and then to Johnson Controls for 30 years. On December 1, 2000, the Port Authority assumed full responsibility for its operation, together with American Port Services, Inc. which manages the daily operations and maintenance of the facility.

### INVESTMENT

The Port Authority has invested up to \$144 million to upgrade the airport's facilities and open new areas of service to the aviation community.

### EMPLOYMENT AND ECONOMIC IMPACT

The economic activity of TEB to the region amounts to \$1.8 billion in annual sales. The airport generates over 15,500 jobs and about \$670 million in wages.

### AVIATION ROLE

TEB is designated a "reliever" airport, according to the National Plan of Integrated Airport Systems that serves general aviation requirements for the greater New York area. The facility has two runway configurations. Runway 1-19 (North/South) is 7,000 feet long. Runway 6-24 (NE/SW orientation) is 6,012 feet long. The airport is a 24-hour public-use facility, offering both visual non-precision and "all weather" precision landing capabilities.

It is important to note that TEB does not accommodate scheduled carrier operations as a general aviation reliever airport. The airport also imposes weight restrictions, prohibiting use of aircraft with operating weights in excess of 100,000 pounds. TEB's utilization is comprised of a broad range of general aviation aircraft.

## 1.1.1 JFK

# Commercial and Non-Commercial Aircraft Movements

Annual Totals 1992-2005

### Domestic

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
1992	92,132	556	11,887	96,006	4,209	17,358	222,148
1993	87,467	1,672	11,834	108,355	4,059	17,018	230,405
1994	95,310	1,529	12,329	108,817	4,208	16,258	238,451
1995	96,012	1,172	11,741	95,685	3,663	16,448	224,721
1996	95,627	865	12,436	107,536	2,598	16,752	235,814
1997	93,879	880	11,830	108,432	2,523	17,006	234,550
1998	91,000	1,877	11,215	101,051	2,416	15,488	223,047
1999	95,281	838	10,891	97,028	2,820	15,484	222,342
2000	106,102	676	10,513	87,718	2,480	13,324	220,813
2001	109,388	2,293	9,958	48,104	2,339	8,710	180,792
2002	113,473	93	9,899	45,027	1,910	10,364	180,766
2003	120,022	220	8,831	34,096	2,697	8,290	174,156
2004	141,019	204	9,274	43,963	2,303	8,734	205,497
2005	150,261	350	8,470	59,880	2,414	9,667	231,042

### International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
1992	88,863	2,118	8,776	-	1,543	-	101,300
1993	91,422	2,204	8,445	-	1,337	-	103,408
1994	91,096	2,462	10,639	-	954	-	105,151
1995	94,082	2,941	13,647	3,314	1,419	-	115,403
1996	97,891	1,631	13,464	4,945	1,469	-	119,400
1997	99,884	1,376	13,067	3,012	1,282	-	118,621
1998	100,272	1,839	13,595	3,691	1,121	-	120,518
1999	100,171	2,561	12,974	3,879	1,461	-	121,046
2000	103,183	2,615	13,824	4,179	697	-	124,498
2001	92,992	1,869	13,426	4,112	835	-	113,234
2002	87,499	1,776	13,999	2,859	758	-	106,891
2003	85,880	1,483	15,163	2,700	936	-	106,162
2004	94,355	1,248	14,630	3,726	558	-	114,517
2005	97,710	957	13,830	5,208	659	-	118,364

### Domestic and International Totals

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
1992	180,995	2,674	20,663	96,006	5,752	17,358	323,448
1993	178,889	3,876	20,279	108,355	5,396	17,018	333,813
1994	186,406	3,991	22,968	108,817	5,162	16,258	343,602
1995	190,094	4,113	25,388	98,999	5,082	16,448	340,124
1996	193,518	2,496	25,900	112,481	4,067	16,752	355,214
1997	193,763	2,256	24,897	111,444	3,805	17,006	353,171
1998	191,272	3,716	24,810	104,742	3,537	15,488	343,565
1999	195,452	3,399	23,865	100,907	4,281	15,484	343,388
2000	209,285	3,291	24,337	91,897	3,177	13,324	345,311
2001	202,380	4,162	23,384	52,216	3,174	8,710	294,026
2002	200,972	1,869	23,898	47,886	2,668	10,364	287,657
2003	205,902	1,703	23,994	36,796	3,633	8,290	280,318
2004	235,374	1,452	23,904	47,689	2,861	8,734	320,014
2005	247,971	1,307	22,300	65,088	3,073	9,667	349,406

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

## 1.1.1 EWR

Annual Totals 1992-2005

# Commercial and Non-Commercial Aircraft Movements

### Domestic

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
1992	243,040	1,174	19,508	97,000	1,303	21,898	383,923
1993	242,852	3,640	20,988	118,743	1,471	21,316	409,010
1994	252,346	4,916	26,905	98,771	1,311	21,244	405,493
1995	229,682	5,837	31,249	99,155	1,431	20,768	388,122
1996	245,157	6,900	30,929	108,646	1,727	19,534	412,893
1997	250,755	4,325	30,604	110,314	1,763	19,360	417,121
1998	246,747	4,307	31,181	96,758	1,447	19,962	400,402
1999	254,074	2,835	29,936	88,859	1,348	19,768	396,820
2000	257,589	1,150	27,894	77,978	1,202	19,750	385,563
2001	240,835	857	26,553	89,968	1,415	14,778	374,406
2002	204,996	729	24,057	96,839	970	15,260	342,851
2003	189,214	1,255	24,469	110,717	668	14,064	340,387
2004	188,233	515	25,058	135,415	436	15,095	364,752
2005	180,668	316	24,663	138,979	362	14,992	359,980

### International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
1992	25,207	1,722	-	-	240	-	27,169
1993	27,180	1,831	384	-	86	-	29,481
1994	28,282	2,247	546	-	118	-	31,193
1995	29,289	2,457	571	-	107	-	32,424
1996	35,320	2,080	576	-	206	-	38,182
1997	42,875	1,624	1,143	-	126	-	45,768
1998	53,141	865	1,255	-	170	-	55,431
1999	58,060	1,196	1,727	-	171	-	61,154
2000	57,536	1,680	1,970	3,353	187	-	64,726
2001	55,091	1,635	1,728	6,355	60	-	64,869
2002	51,299	1,078	2,133	7,979	477	-	62,966
2003	51,724	1,217	2,255	10,769	527	-	66,492
2004	57,192	668	2,069	11,989	776	-	72,694
2005	60,348	170	2,136	13,278	332	-	76,264

### Domestic and International Totals

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
1992	268,247	2,896	19,508	97,000	1,543	21,898	411,092
1993	270,032	5,471	21,372	118,743	1,557	21,316	438,491
1994	280,628	7,163	27,451	98,771	1,429	21,244	436,686
1995	258,971	8,294	31,820	99,155	1,538	20,768	420,546
1996	280,477	8,980	31,505	108,646	1,933	19,534	451,075
1997	293,630	5,949	31,747	110,314	1,889	19,360	462,889
1998	299,888	5,172	32,436	96,758	1,617	19,962	455,833
1999	312,134	4,031	31,663	88,859	1,519	19,768	457,974
2000	315,125	2,830	29,864	81,331	1,389	19,750	450,289
2001	295,926	2,492	28,281	96,323	1,475	14,778	439,275
2002	256,295	1,807	26,190	104,818	1,447	15,260	405,817
2003	240,938	2,472	26,724	121,486	1,195	14,064	406,879
2004	245,425	1,183	27,127	147,404	1,212	15,095	437,446
2005	241,016	486	26,799	152,257	694	14,992	436,244

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

## 1.1.1 LGA

# Commercial and Non-Commercial Aircraft Movements

Annual Totals 1992-2005

Domestic	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	1992	232,537	263	216	64,083	1,667	16,122	314,888
1993	233,022	178	292	65,834	1,643	18,192	319,161	
1994	230,368	235	230	65,976	1,166	21,450	319,425	
1995	224,637	356	335	75,555	922	22,058	323,863	
1996	215,142	429	394	80,851	943	23,002	320,761	
1997	220,200	280	402	87,242	1,037	22,540	331,701	
1998	222,703	85	378	88,222	1,143	20,376	332,907	
1999	231,004	108	58	86,163	1,113	20,526	338,972	
2000	238,004	239	-	103,658	1,387	18,992	362,280	
2001	219,226	201	-	117,403	804	11,100	348,734	
2002	187,812	91	-	141,362	521	13,530	343,316	
2003	184,113	142	-	156,718	728	14,206	355,907	
2004	192,263	141	-	169,657	831	14,777	377,669	
2005	191,910	103	-	172,962	582	15,706	381,263	

International	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	1992	17,451	5	-	-	9	-	17,465
1993	17,961	6	-	-	11	-	17,978	
1994	18,301	5	-	-	8	-	18,314	
1995	21,617	2	-	-	8	-	21,627	
1996	22,891	6	-	1,978	11	-	24,886	
1997	20,068	3	-	3,312	15	-	23,398	
1998	19,874	2	-	3,344	8	-	23,228	
1999	21,366	1	-	2,652	5	-	24,024	
2000	19,675	7	-	2,588	5	-	22,275	
2001	18,942	13	-	174	8	-	19,137	
2002	17,080	7	-	2,023	13	-	19,123	
2003	15,527	1	-	3,520	6	-	19,054	
2004	15,034	-	-	7,065	7	-	22,106	
2005	17,467	2	-	6,117	4	-	23,590	

Domestic and International Totals	YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON - REVENUE	OTHER*	TOTAL
	1992	249,988	268	216	64,083	1,676	16,122	332,353
1993	250,983	184	292	65,834	1,654	18,192	337,139	
1994	248,669	240	230	65,976	1,174	21,450	337,739	
1995	246,254	358	335	75,555	930	22,058	345,490	
1996	238,033	435	394	82,829	954	23,002	345,647	
1997	240,268	283	402	90,554	1,052	22,540	355,099	
1998	242,577	87	378	91,566	1,151	20,376	356,135	
1999	252,370	109	58	88,815	1,118	20,526	362,996	
2000	257,679	246	-	106,246	1,392	18,992	384,555	
2001	238,168	214	-	117,577	812	11,100	367,871	
2002	204,892	98	-	143,385	534	13,530	362,439	
2003	199,640	143	-	160,238	734	14,206	374,961	
2004	207,297	141	-	176,722	838	14,777	399,775	
2005	209,377	105	-	179,079	586	15,706	404,853	

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

## 1.1.1 TETERBORO

# Commercial and Non-Commercial Aircraft Movements

Annual Totals 1992-2005

### Domestic

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
1992	-	-	-	-	-	188,108	188,108
1993	-	-	-	-	-	191,940	191,940
1994	-	-	-	-	-	185,840	185,840
1995	-	-	-	-	-	183,922	183,922
1996	-	-	-	-	-	163,500	163,500
1997	-	-	-	-	-	170,514	170,514
1998	-	-	-	-	-	184,488	184,488
1999	-	-	-	-	-	185,710	185,710
2000	-	-	-	-	-	182,888	182,888
2001	-	-	-	-	-	175,980	175,980
2002	-	-	-	-	-	200,599	200,599
2003	-	-	-	-	-	193,807	193,807
2004	-	-	-	-	-	202,400	202,400
2005	-	-	-	-	-	196,129	196,129

### International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
1992	-	-	-	-	-	-	-
1993	-	-	-	-	-	-	-
1994	-	-	-	-	-	-	-
1995	-	-	-	-	-	-	-
1996	-	-	-	-	-	-	-
1997	-	-	-	-	-	-	-
1998	-	-	-	-	-	-	-
1999	-	-	-	-	-	-	-
2000	-	-	-	-	-	-	-
2001	-	-	-	-	-	-	-
2002	-	-	-	-	-	-	-
2003	-	-	-	-	-	-	-
2004	-	-	-	-	-	-	-
2005	-	-	-	-	-	-	-

### Domestic and International Totals

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
1992	-	-	-	-	-	188,108	188,108
1993	-	-	-	-	-	191,940	191,940
1994	-	-	-	-	-	185,840	185,840
1995	-	-	-	-	-	183,922	183,922
1996	-	-	-	-	-	163,500	163,500
1997	-	-	-	-	-	170,514	170,514
1998	-	-	-	-	-	184,488	184,488
1999	-	-	-	-	-	185,710	185,710
2000	-	-	-	-	-	182,888	182,888
2001	-	-	-	-	-	175,980	175,980
2002	-	-	-	-	-	200,599	200,599
2003	-	-	-	-	-	193,807	193,807
2004	-	-	-	-	-	202,400	202,400
2005	-	-	-	-	-	196,129	196,129

\* Includes Air Taxi, Business & Private and Government. Unlike EWR, JFK or LGA, Helicopters are included.

## 1.1.1 REGION

Annual Totals 1992-2005

# Commercial and Non-Commercial Aircraft Movements

### Domestic

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
1992	567,709	1,993	31,611	257,089	7,179	243,486	1,109,067
1993	563,341	5,490	33,114	292,932	7,173	248,466	1,150,516
1994	578,024	6,680	39,464	273,564	6,685	244,792	1,149,209
1995	550,331	7,365	43,325	270,395	6,016	243,196	1,120,628
1996	555,926	8,194	43,759	297,033	5,268	222,788	1,132,968
1997	564,834	5,485	42,836	305,988	5,323	229,420	1,153,886
1998	560,450	6,269	42,774	286,031	5,006	240,314	1,140,844
1999	580,359	3,781	40,885	272,050	5,281	241,488	1,143,844
2000	601,695	2,065	38,407	269,354	5,069	234,954	1,151,544
2001	569,449	3,351	36,511	255,475	4,558	210,568	1,079,912
2002	506,281	913	33,956	283,228	3,401	239,753	1,067,532
2003	493,349	1,617	33,300	301,531	4,093	230,367	1,064,257
2004	521,515	860	34,332	349,035	3,570	241,006	1,150,318
2005	522,839	769	33,133	371,821	3,358	236,494	1,168,414

### International

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
1992	131,521	3,845	8,776	-	1,792	-	145,934
1993	136,563	4,041	8,829	-	1,434	-	150,867
1994	137,679	4,714	11,185	-	1,080	-	154,658
1995	144,988	5,400	14,218	3,314	1,534	-	169,454
1996	156,102	3,717	14,040	6,923	1,686	-	182,468
1997	162,827	3,003	14,210	6,324	1,423	-	187,787
1998	173,287	2,706	14,850	7,035	1,299	-	199,177
1999	179,597	3,758	14,701	6,531	1,637	-	206,224
2000	180,394	4,302	15,794	10,120	889	-	211,499
2001	167,025	3,517	15,154	10,641	903	-	197,240
2002	155,878	2,861	16,132	12,861	1,248	-	188,980
2003	153,131	2,701	17,418	16,989	1,469	-	191,708
2004	166,581	1,916	16,699	22,780	1,341	-	209,317
2005	175,525	1,129	15,966	24,603	995	-	218,218

### Domestic and International Totals

YEAR	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON-REVENUE	OTHER*	TOTAL
1992	699,230	5,838	40,387	257,089	8,971	243,486	1,255,001
1993	699,904	9,531	41,943	292,932	8,607	248,466	1,301,383
1994	715,703	11,394	50,649	273,564	7,765	244,792	1,303,867
1995	695,319	12,765	57,543	273,709	7,550	243,196	1,290,082
1996	712,028	11,911	57,799	303,956	6,954	222,788	1,315,436
1997	727,661	8,488	57,046	312,312	6,746	229,420	1,341,673
1998	733,737	8,975	57,624	293,066	6,305	240,314	1,340,021
1999	759,956	7,539	55,586	278,581	6,918	241,488	1,350,068
2000	782,089	6,367	54,201	279,474	5,958	234,954	1,363,043
2001	736,474	6,868	51,665	266,116	5,461	210,568	1,277,152
2002	662,159	3,774	50,088	296,089	4,649	239,753	1,256,512
2003	646,480	4,318	50,718	318,520	5,562	230,367	1,255,965
2004	688,096	2,776	51,031	371,815	4,911	241,006	1,359,635
2005	698,364	1,898	49,099	396,424	4,353	236,494	1,386,632

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

## 1.1.2 JFK

# Commercial and Non-Commercial Aircraft Movements

Monthly Totals 2005

Domestic	MONTH	SCHEDULED	CHARTER	NON -			TOTAL	% CHANGE 2004 to 2005
		PASSENGER	PASSENGER	CARGO	COMMUTER	REVENUE		
Jan	11,671	34	735	4,119	224	542	17,325	15.3%
Feb	11,049	28	665	4,216	204	576	16,738	13.3%
Mar	12,793	166	644	4,658	212	868	19,341	20.8%
Apr	12,652	-	727	4,730	210	784	19,103	16.1%
May	12,600	4	662	5,425	216	994	19,901	20.3%
Jun	12,673	7	745	5,100	191	956	19,672	14.9%
Jul	13,264	-	738	5,434	178	872	20,486	11.9%
Aug	13,478	15	750	5,637	208	916	21,004	8.4%
Sep	11,909	43	679	5,477	217	958	19,283	9.7%
Oct	12,144	18	716	5,732	214	870	19,694	5.8%
Nov	13,026	15	675	5,043	185	561	19,505	10.2%
Dec	13,002	20	734	4,309	155	770	18,990	5.5%
<b>Total 2005</b>	<b>150,261</b>	<b>350</b>	<b>8,470</b>	<b>59,880</b>	<b>2,414</b>	<b>9,667</b>	<b>231,042</b>	<b>12.4%</b>
<b>% Change</b>								
<b>2004 to 2005</b>	<b>6.6%</b>	<b>71.6%</b>	<b>-8.7%</b>	<b>36.2%</b>	<b>4.8%</b>	<b>10.7%</b>	<b>12.4%</b>	

International	MONTH	SCHEDULED	CHARTER	NON -			TOTAL	% CHANGE 2004 to 2005
		PASSENGER	PASSENGER	CARGO	COMMUTER	REVENUE		
Jan	8,047	44	1,165	327	62	-	9,645	11.3%
Feb	6,974	140	1,150	333	79	-	8,676	7.0%
Mar	7,908	102	1,310	362	88	-	9,770	12.2%
Apr	7,843	119	1,146	343	40	-	9,491	5.0%
May	8,278	52	1,118	368	33	-	9,849	8.5%
Jun	8,319	10	1,165	397	56	-	9,947	1.9%
Jul	9,313	69	1,137	521	55	-	11,095	-0.8%
Aug	9,201	86	1,111	541	71	-	11,010	-2.0%
Sep	8,162	112	1,135	534	42	-	9,985	2.5%
Oct	7,989	75	1,181	545	53	-	9,843	3.7%
Nov	7,545	87	1,123	473	35	-	9,263	0.6%
Dec	8,131	61	1,089	464	45	-	9,790	-4.8%
<b>Total 2005</b>	<b>97,710</b>	<b>957</b>	<b>13,830</b>	<b>5,208</b>	<b>659</b>	<b>-</b>	<b>118,364</b>	<b>3.4%</b>
<b>% Change</b>								
<b>2004 to 2005</b>	<b>3.6%</b>	<b>-23.3%</b>	<b>-5.5%</b>	<b>39.8%</b>	<b>18.1%</b>	<b>-</b>	<b>3.4%</b>	

Domestic and International Totals	MONTH	SCHEDULED	CHARTER	NON -			TOTAL	% CHANGE 2004 to 2005
		PASSENGER	PASSENGER	CARGO	COMMUTER	REVENUE		
Jan	19,718	78	1,900	4,446	286	542	26,970	13.8%
Feb	18,023	168	1,815	4,549	283	576	25,414	11.1%
Mar	20,701	268	1,954	5,020	300	868	29,111	17.7%
Apr	20,495	119	1,873	5,073	250	784	28,594	12.2%
May	20,878	56	1,780	5,793	249	994	29,750	16.1%
Jun	20,992	17	1,910	5,497	247	956	29,619	10.2%
Jul	22,577	69	1,875	5,955	233	872	31,581	7.1%
Aug	22,679	101	1,861	6,178	279	916	32,014	4.6%
Sep	20,071	155	1,814	6,011	259	958	29,268	7.1%
Oct	20,133	93	1,897	6,277	267	870	29,537	5.1%
Nov	20,571	102	1,798	5,516	220	561	28,768	6.9%
Dec	21,133	81	1,823	4,773	200	770	28,780	1.7%
<b>Total 2005</b>	<b>247,971</b>	<b>1,307</b>	<b>22,300</b>	<b>65,088</b>	<b>3,073</b>	<b>9,667</b>	<b>349,406</b>	<b>9.2%</b>
<b>% Change</b>								
<b>2004 to 2005</b>	<b>5.4%</b>	<b>-10.0%</b>	<b>-6.7%</b>	<b>36.5%</b>	<b>7.4%</b>	<b>10.7%</b>	<b>9.2%</b>	

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

## 1.1.2 EWR

# Commercial and Non-Commercial Aircraft Movements

Monthly Totals 2005

Domestic	MONTH	SCHEDULED	CHARTER	CARGO	COMMUTER	NON -		TOTAL	% CHANGE 2004-2005
		PASSENGER	PASSENGER			REVENUE	OTHER*		
	Jan	13,879	17	1,782	10,627	29	1,090	27,424	-5.2%
	Feb	13,522	11	1,897	10,256	21	1,224	26,931	-5.1%
	Mar	16,030	11	2,210	11,779	30	1,148	31,208	0.2%
	Apr	15,353	36	1,988	11,611	22	1,140	30,150	-1.2%
	May	15,306	16	1,900	12,127	24	1,396	30,769	1.9%
	Jun	14,874	20	2,202	11,800	27	1,506	30,429	-1.6%
	Jul	15,145	11	1,902	11,950	19	1,210	30,237	-2.0%
	Aug	15,512	10	2,007	12,811	14	1,212	31,566	-0.8%
	Sep	14,042	78	2,001	11,772	30	1,404	29,327	1.5%
	Oct	15,354	43	1,954	11,788	44	1,248	30,431	-4.1%
	Nov	15,578	42	2,116	11,182	67	1,348	30,333	0.3%
	Dec	16,073	21	2,704	11,276	35	1,066	31,175	0.2%
	<b>Total 2005</b>	<b>180,668</b>	<b>316</b>	<b>24,663</b>	<b>138,979</b>	<b>362</b>	<b>14,992</b>	<b>359,980</b>	<b>-1.3%</b>
	<b>% Change 2004 to 2005</b>	<b>-4.0%</b>	<b>-38.6%</b>	<b>-1.6%</b>	<b>2.6%</b>	<b>-17.0%</b>	<b>-0.7%</b>	<b>-1.3%</b>	

International	MONTH	SCHEDULED	CHARTER	CARGO	COMMUTER	NON -		TOTAL	% CHANGE 2004-2005
		PASSENGER	PASSENGER			REVENUE	OTHER*		
	Jan	4,841	25	120	922	3	-	5,911	5.3%
	Feb	4,441	8	142	884	4	-	5,479	1.5%
	Mar	5,057	39	142	978	7	-	6,223	2.3%
	Apr	5,047	11	134	982	5	-	6,179	2.1%
	May	5,069	13	142	1,080	45	-	6,349	3.6%
	Jun	5,438	1	137	1,118	39	-	6,733	7.8%
	Jul	5,994	3	194	1,384	41	-	7,616	11.5%
	Aug	5,622	3	225	1,428	51	-	7,329	5.3%
	Sep	4,950	25	218	1,134	26	-	6,353	6.6%
	Oct	4,906	21	224	1,108	24	-	6,283	5.0%
	Nov	4,330	12	210	1,019	48	-	5,619	0.6%
	Dec	4,653	9	248	1,241	39	-	6,190	5.8%
	<b>Total 2005</b>	<b>60,348</b>	<b>170</b>	<b>2,136</b>	<b>13,278</b>	<b>332</b>	<b>-</b>	<b>76,264</b>	<b>4.9%</b>
	<b>% Change 2004 to 2005</b>	<b>5.5%</b>	<b>-74.6%</b>	<b>3.2%</b>	<b>10.8%</b>	<b>-57.2%</b>	<b>-</b>	<b>4.9%</b>	

Domestic and International Totals	MONTH	SCHEDULED	CHARTER	CARGO	COMMUTER	NON -		TOTAL	% CHANGE 2004-2005
		PASSENGER	PASSENGER			REVENUE	OTHER		
	Jan	18,720	42	1,902	11,549	32	1,090	33,335	-3.5%
	Feb	17,963	19	2,039	11,140	25	1,224	32,410	-4.0%
	Mar	21,087	50	2,352	12,757	37	1,148	37,431	0.5%
	Apr	20,400	47	2,122	12,593	27	1,140	36,329	-0.6%
	May	20,375	29	2,042	13,207	69	1,396	37,118	2.2%
	Jun	20,312	21	2,339	12,918	66	1,506	37,162	0.0%
	Jul	21,139	14	2,096	13,334	60	1,210	37,853	0.4%
	Aug	21,134	13	2,232	14,239	65	1,212	38,895	0.3%
	Sep	18,992	103	2,219	12,906	56	1,404	35,680	2.4%
	Oct	20,260	64	2,178	12,896	68	1,248	36,714	-2.7%
	Nov	19,908	54	2,326	12,201	115	1,348	35,952	0.3%
	Dec	20,726	30	2,952	12,517	74	1,066	37,365	1.1%
	<b>Total 2005</b>	<b>241,016</b>	<b>486</b>	<b>26,799</b>	<b>152,257</b>	<b>694</b>	<b>14,992</b>	<b>436,244</b>	<b>-0.3%</b>
	<b>% Change 2004 to 2005</b>	<b>-1.8%</b>	<b>-58.9%</b>	<b>-1.2%</b>	<b>3.3%</b>	<b>-42.7%</b>	<b>-0.7%</b>	<b>-0.3%</b>	

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

## 1.1.2 LGA

# Commercial and Non-Commercial Aircraft Movements

Monthly Totals 2005

Domestic	MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON -		TOTAL	% CHANGE
						REVENUE	OTHER*		2004-2005
	Jan	15,700	-	-	13,344	63	970	30,077	-0.3%
	Feb	14,837	2	-	12,811	51	1,050	28,751	-4.4%
	Mar	16,481	1	-	14,124	53	2,020	32,679	1.0%
	Apr	16,268	24	-	14,194	73	1,452	32,011	0.1%
	May	16,751	6	-	14,924	63	1,390	33,134	4.3%
	Jun	16,027	21	-	17,966	63	1,442	35,519	12.7%
	Jul	16,156	17	-	14,074	41	1,006	31,294	0.3%
	Aug	16,688	11	-	14,755	49	1,140	32,643	2.7%
	Sep	15,548	12	-	14,328	27	1,516	31,431	2.7%
	Oct	15,719	7	-	14,213	27	1,246	31,212	-4.4%
	Nov	15,705	2	-	13,978	42	1,294	31,021	-2.9%
	Dec	16,030	-	-	14,251	30	1,180	31,491	-0.5%
	<b>Total 2005</b>	<b>191,910</b>	<b>103</b>	<b>-</b>	<b>172,962</b>	<b>582</b>	<b>15,706</b>	<b>381,263</b>	<b>1.0%</b>
	<b>% Change</b>								
	<b>2004 to 2005</b>	<b>-0.2%</b>	<b>-27.0%</b>	<b>-</b>	<b>1.9%</b>	<b>-30.0%</b>	<b>6.3%</b>	<b>1.0%</b>	
International	MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON -		TOTAL	% CHANGE
						REVENUE	OTHER*		2004-2005
	Jan	1,501	-	-	442	1	-	1,944	25.3%
	Feb	1,466	-	-	434	1	-	1,901	20.5%
	Mar	1,557	-	-	460	-	-	2,017	16.2%
	Apr	1,551	-	-	525	1	-	2,077	20.0%
	May	1,682	-	-	546	-	-	2,228	22.2%
	Jun	1,525	-	-	518	-	-	2,043	5.4%
	Jul	1,621	-	-	508	-	-	2,129	9.0%
	Aug	1,465	-	-	513	-	-	1,978	-1.8%
	Sep	1,270	1	-	690	-	-	1,961	2.6%
	Oct	1,205	-	-	699	1	-	1,905	-3.5%
	Nov	1,332	-	-	471	-	-	1,803	-12.9%
	Dec	1,292	1	-	311	-	-	1,604	-12.2%
	<b>Total 2005</b>	<b>17,467</b>	<b>2</b>	<b>-</b>	<b>6,117</b>	<b>4</b>	<b>-</b>	<b>23,590</b>	<b>6.7%</b>
	<b>% Change</b>								
	<b>2004 to 2005</b>	<b>16.2%</b>	<b>#DIV/0!</b>	<b>-</b>	<b>-13.4%</b>	<b>-42.9%</b>	<b>-</b>	<b>6.7%</b>	
Domestic and International Totals	MONTH	SCHEDULED PASSENGER	CHARTER PASSENGER	CARGO	COMMUTER	NON -		TOTAL	% CHANGE
						REVENUE	OTHER*		2004-2005
	Jan	17,201	-	-	13,786	64	970	32,021	1.0%
	Feb	16,303	2	-	13,245	52	1,050	30,652	-3.1%
	Mar	18,038	1	-	14,584	53	2,020	34,696	1.8%
	Apr	17,819	24	-	14,719	74	1,452	34,088	1.1%
	May	18,433	6	-	15,470	63	1,390	35,362	5.3%
	Jun	17,552	21	-	18,484	63	1,442	37,562	12.3%
	Jul	17,777	17	-	14,582	41	1,006	33,423	0.8%
	Aug	18,153	11	-	15,268	49	1,140	34,621	2.5%
	Sep	16,818	13	-	15,018	27	1,516	33,392	2.7%
	Oct	16,924	7	-	14,912	28	1,246	33,117	-4.4%
	Nov	17,037	2	-	14,449	42	1,294	32,824	-3.5%
	Dec	17,322	1	-	14,562	30	1,180	33,095	-1.2%
	<b>Total 2005</b>	<b>209,377</b>	<b>105</b>	<b>-</b>	<b>179,079</b>	<b>586</b>	<b>15,706</b>	<b>404,853</b>	<b>1.3%</b>
	<b>% Change</b>								
	<b>2004 to 2005</b>	<b>1.0%</b>	<b>-25.5%</b>	<b>-</b>	<b>1.3%</b>	<b>-30.1%</b>	<b>6.3%</b>	<b>1.3%</b>	

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

## 1.1.2 TETERBORO

# Commercial and Non-Commercial Aircraft Movements

Monthly Totals 2005

Domestic	MONTH	SCHEDULED	CHARTER	CARGO	COMMUTER	NON-	OTHER*	TOTAL	% CHANGE
		PASSENGER	PASSENGER			REVENUE			2004-2005
	Jan	-	-	-	-	-	14,842	14,842	5.7%
	Feb	-	-	-	-	-	15,095	15,095	-6.3%
	Mar	-	-	-	-	-	16,889	16,889	-0.1%
	Apr	-	-	-	-	-	17,250	17,250	0.9%
	May	-	-	-	-	-	17,500	17,500	-3.9%
	Jun	-	-	-	-	-	17,915	17,915	-0.1%
	Jul	-	-	-	-	-	14,791	14,791	-6.5%
	Aug	-	-	-	-	-	15,013	15,013	1.7%
	Sep	-	-	-	-	-	17,659	17,659	0.2%
	Oct	-	-	-	-	-	16,135	16,135	-15.2%
	Nov	-	-	-	-	-	17,702	17,702	-2.4%
	Dec	-	-	-	-	-	15,338	15,338	-8.1%
	<b>Total 2005</b>	-	-	-	-	-	<b>196,129</b>	<b>196,129</b>	<b>-3.1%</b>
	<b>% Change</b>								
	<b>2004 to 2005</b>	-	-	-	-	-	<b>-3.1%</b>	<b>-3.1%</b>	

International	MONTH	SCHEDULED	CHARTER	CARGO	COMMUTER	NON-	OTHER*	TOTAL	% CHANGE
		PASSENGER	PASSENGER			REVENUE			2004-2005
	Jan	-	-	-	-	-	-	-	-
	Feb	-	-	-	-	-	-	-	-
	Mar	-	-	-	-	-	-	-	-
	Apr	-	-	-	-	-	-	-	-
	May	-	-	-	-	-	-	-	-
	Jun	-	-	-	-	-	-	-	-
	Jul	-	-	-	-	-	-	-	-
	Aug	-	-	-	-	-	-	-	-
	Sep	-	-	-	-	-	-	-	-
	Oct	-	-	-	-	-	-	-	-
	Nov	-	-	-	-	-	-	-	-
	Dec	-	-	-	-	-	-	-	-
	<b>Total 2005</b>	-	-	-	-	-	-	-	-
	<b>% Change</b>								
	<b>2004 to 2005</b>	-	-	-	-	-	-	-	-

Domestic and International Totals	MONTH	SCHEDULED	CHARTER	CARGO	COMMUTER	NON-	OTHER*	TOTAL	% CHANGE
		PASSENGER	PASSENGER			REVENUE			2004-2005
	Jan	-	-	-	-	-	14,842	14,842	5.7%
	Feb	-	-	-	-	-	15,095	15,095	-6.3%
	Mar	-	-	-	-	-	16,889	16,889	-0.1%
	Apr	-	-	-	-	-	17,250	17,250	0.9%
	May	-	-	-	-	-	17,500	17,500	-3.9%
	Jun	-	-	-	-	-	17,915	17,915	-0.1%
	Jul	-	-	-	-	-	14,791	14,791	-6.5%
	Aug	-	-	-	-	-	15,013	15,013	1.7%
	Sep	-	-	-	-	-	17,659	17,659	0.2%
	Oct	-	-	-	-	-	16,135	16,135	-15.2%
	Nov	-	-	-	-	-	17,702	17,702	-2.4%
	Dec	-	-	-	-	-	15,338	15,338	-8.1%
	<b>Total 2005</b>	-	-	-	-	-	<b>196,129</b>	<b>196,129</b>	<b>-3.1%</b>
	<b>% Change</b>								
	<b>2004 to 2005</b>	-	-	-	-	-	<b>-3.1%</b>	<b>-3.1%</b>	

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

## 1.1.2 REGION

# Commercial and Non-Commercial Aircraft Movements

Monthly Totals 2005

Domestic	MONTH	SCHEDULED	CHARTER	CARGO	COMMUTER	NON-		TOTAL	% CHANGE 2004-2005
		PASSENGER	PASSENGER			REVENUE	OTHER*		
Jan	41,250	51	2,517	28,090	316	17,444	89,668	1.7%	
Feb	39,408	41	2,562	27,283	276	17,945	87,515	-2.0%	
Mar	45,304	178	2,854	30,561	295	20,925	100,117	3.8%	
Apr	44,273	60	2,715	30,535	305	20,626	98,514	2.6%	
May	44,657	26	2,562	32,476	303	21,280	101,304	4.7%	
Jun	43,574	48	2,947	34,866	281	21,819	103,535	6.2%	
Jul	44,565	28	2,640	31,458	238	17,879	96,808	0.7%	
Aug	45,678	36	2,757	33,203	271	18,281	100,226	2.5%	
Sep	41,499	133	2,680	31,577	274	21,537	97,700	3.2%	
Oct	43,217	68	2,670	31,733	285	19,499	97,472	-4.5%	
Nov	44,309	59	2,791	30,203	294	20,905	98,561	0.5%	
Dec	45,105	41	3,438	29,836	220	18,354	96,994	-0.5%	
<b>Total 2005</b>	<b>522,839</b>	<b>769</b>	<b>33,133</b>	<b>371,821</b>	<b>3,358</b>	<b>236,494</b>	<b>1,168,414</b>	<b>1.6%</b>	
<b>% Change</b>									
<b>2004 to 2005</b>	<b>0.3%</b>	<b>-10.6%</b>	<b>-3.5%</b>	<b>6.5%</b>	<b>-5.9%</b>	<b>-1.9%</b>	<b>1.6%</b>		

International	MONTH	SCHEDULED	CHARTER	CARGO	COMMUTER	NON-		TOTAL	% CHANGE 2004-2005
		PASSENGER	PASSENGER			REVENUE	OTHER*		
Jan	14,389	69	1,285	1,691	66	-	17,500	10.6%	
Feb	12,881	148	1,292	1,651	84	-	16,056	6.5%	
Mar	14,522	141	1,452	1,800	95	-	18,010	8.9%	
Apr	14,441	130	1,280	1,850	46	-	17,747	5.5%	
May	15,029	65	1,260	1,994	78	-	18,426	8.2%	
Jun	15,282	11	1,302	2,033	95	-	18,723	4.3%	
Jul	16,928	72	1,331	2,413	96	-	20,840	4.4%	
Aug	16,288	89	1,336	2,482	122	-	20,317	0.5%	
Sep	14,382	138	1,353	2,358	68	-	18,299	3.9%	
Oct	14,100	96	1,405	2,352	78	-	18,031	3.3%	
Nov	13,207	99	1,333	1,963	83	-	16,685	-1.1%	
Dec	14,076	71	1,337	2,016	84	-	17,584	-2.1%	
<b>Total 2005</b>	<b>175,525</b>	<b>1,129</b>	<b>15,966</b>	<b>24,603</b>	<b>995</b>	<b>-</b>	<b>218,218</b>	<b>4.3%</b>	
<b>% Change</b>									
<b>2004 to 2005</b>	<b>5.4%</b>	<b>-41.1%</b>	<b>-4.4%</b>	<b>8.0%</b>	<b>-25.8%</b>	<b>-</b>	<b>4.3%</b>		

Domestic and International Totals	MONTH	SCHEDULED	CHARTER	CARGO	COMMUTER	NON-		TOTAL	% CHANGE 2004-2005
		PASSENGER	PASSENGER			REVENUE	OTHER*		
Jan	55,639	120	3,802	29,781	382	17,444	107,168	3.1%	
Feb	52,289	189	3,854	28,934	360	17,945	103,571	-0.8%	
Mar	59,826	319	4,306	32,361	390	20,925	118,127	4.6%	
Apr	58,714	190	3,995	32,385	351	20,626	116,261	3.0%	
May	59,686	91	3,822	34,470	381	21,280	119,730	5.2%	
Jun	58,856	59	4,249	36,899	376	21,819	122,258	5.9%	
Jul	61,493	100	3,971	33,871	334	17,879	117,648	1.3%	
Aug	61,966	125	4,093	35,685	393	18,281	120,543	2.2%	
Sep	55,881	271	4,033	33,935	342	21,537	115,999	3.3%	
Oct	57,317	164	4,075	34,085	363	19,499	115,503	-3.3%	
Nov	57,516	158	4,124	32,166	377	20,905	115,246	0.3%	
Dec	59,181	112	4,775	31,852	304	18,354	114,578	-0.7%	
<b>Total 2005</b>	<b>698,364</b>	<b>1,898</b>	<b>49,099</b>	<b>396,424</b>	<b>4,353</b>	<b>236,494</b>	<b>1,386,632</b>	<b>2.0%</b>	
<b>% Change</b>									
<b>2004 to 2005</b>	<b>1.5%</b>	<b>-31.6%</b>	<b>-3.8%</b>	<b>6.6%</b>	<b>-11.4%</b>	<b>-1.9%</b>	<b>2.0%</b>		

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

## 1.2.1

Annual Totals 1992-2005

## Helicopter Movements

MONTH	JFK**	EWR**	LGA*	WEST 30TH STREET	DOWNTOWN	TOTAL
1992	11,959	33,244	15,294	-	-	60,497
1993	11,959	37,484	14,846	-	-	64,289
1994	5,148	41,798	14,716	-	-	61,662
1995	5,128	46,818	14,840	-	-	66,786
1996	1,888	9,512	17,348	-	-	28,748
1997	2,140	-	21,366	-	-	23,506
1998	3,676	-	25,489	-	-	29,165
1999	3,630	-	29,580	-	-	33,210
2000	3,218	-	28,534	-	-	31,752
2001	2,152	-	6,866	-	-	9,018
2002	1,778	-	3,158	-	-	4,936
2003	1,578	-	18,054	-	-	19,632
2004	851	-	31,856	-	-	32,707
2005	605	-	35,936	-	-	36,541

\* Scheduled Only

+ NY Helicopter, DHL, Pan Am Helicopter included beginning 1986

**Note:** Teterboro not reporting; W. 30th Heliport was returned to NYS DOT, May 1996

## 1.2.2

Monthly Totals 2005 and 2004

# Helicopter Movements

2005	MONTH	JFK*	EWR	LGA	WEST 30TH STREET	DOWNTOWN	TOTAL
	Jan	57	-	-	-	2,174	2,231
	Feb	58	-	-	-	2,696	2,754
	Mar	56	-	-	-	3,758	3,814
	Apr	56	-	-	-	3,336	3,392
	May	53	-	-	-	3,564	3,617
	Jun	61	-	-	-	2,540	2,601
	Jul	59	-	-	-	2,410	2,469
	Aug	68	-	-	-	3,086	3,154
	Sep	25	-	-	-	2,444	2,469
	Oct	50	-	-	-	2,594	2,644
	Nov	16	-	-	-	3,546	3,562
	Dec	46	-	-	-	3,788	3,834
	<b>Total</b>	<b>605</b>	-	-	-	<b>35,936</b>	<b>36,541</b>

2004	MONTH	JFK*	EWR	LGA	WEST 30TH STREET	DOWNTOWN	TOTAL
	Jan	116	-	-	-	1,494	1,610
	Feb	52	-	-	-	2,058	2,110
	Mar	128	-	-	-	2,270	2,398
	Apr	60	-	-	-	3,216	3,276
	May	72	-	-	-	2,400	2,472
	Jun	56	-	-	-	2,864	2,920
	Jul	74	-	-	-	2,616	2,690
	Aug	92	-	-	-	2,594	2,686
	Sep	42	-	-	-	1,980	2,022
	Oct	45	-	-	-	2,874	2,919
	Nov	56	-	-	-	3,550	3,606
	Dec	58	-	-	-	3,940	3,998
	<b>Total</b>	<b>851</b>	-	-	-	<b>31,856</b>	<b>32,707</b>

\* Scheduled Only

**Note:** Teterboro not reporting; W. 30th Heliport was returned to NYS DOT, May 1986

### 1.3.1 JFK

Annual Totals 1992-2005

## Aircraft Movements By Market

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
1992	213,679	8,469	764	14,833	3,824	12,168	61,913	7,798	323,448
1993	222,558	7,847	743	15,238	3,998	12,585	61,998	8,846	333,813
1994	230,656	7,795	1,648	14,734	3,244	12,516	64,089	8,920	343,602
1995	216,837	7,884	4,296	15,288	3,279	12,976	68,055	11,509	340,124
1996	228,311	7,503	5,595	14,887	3,383	13,863	69,170	12,502	355,214
1997	226,233	8,317	3,691	15,096	3,473	14,608	68,063	13,690	353,171
1998	215,861	7,186	4,501	15,043	3,538	14,975	69,293	13,168	343,565
1999	214,712	7,630	4,637	17,353	3,487	12,505	69,113	13,951	343,388
2000	212,607	8,206	4,968	18,606	3,653	10,798	72,490	13,983	345,311
2001	173,918	6,874	5,074	19,695	3,653	9,870	60,831	14,111	294,026
2002	173,994	6,772	3,663	19,698	3,725	9,184	56,195	14,426	287,657
2003	166,198	7,958	4,425	19,817	3,896	8,425	54,247	15,352	280,318
2004	195,818	9,679	5,178	21,667	3,954	9,679	58,312	15,727	320,014
2005	220,472	10,570	6,604	20,696	4,142	10,093	60,400	16,429	349,406

### 1.3.1 EWR

Annual Totals 1992-2005

## Aircraft Movements By Market

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
1992	380,032	3,891	7,018	6,148	1,593	12	11,685	713	411,092
1993	405,193	3,817	9,188	5,574	1,877	5	11,956	881	438,491
1994	401,667	3,826	10,425	5,171	2,465	30	12,049	1,053	436,686
1995	382,631	5,491	11,237	5,100	2,282	167	12,257	1,381	420,546
1996	408,129	4,764	11,826	6,250	2,810	1,375	15,047	874	451,075
1997	412,740	4,381	13,125	5,358	2,914	3,125	20,172	1,074	462,889
1998	395,992	4,410	14,338	4,947	3,842	4,993	26,228	1,083	455,833
1999	391,929	4,891	13,228	5,242	4,041	5,704	31,170	1,769	457,974
2000	379,925	5,638	17,062	6,325	4,146	5,226	30,104	1,863	450,289
2001	368,839	5,567	19,440	6,947	3,625	4,799	27,912	2,146	439,275
2002	337,475	5,376	17,533	7,696	3,941	3,995	27,903	1,898	405,817
2003	335,196	5,191	20,031	8,359	3,690	3,932	28,758	1,722	406,879
2004	358,833	5,919	21,358	9,662	3,918	4,354	31,365	2,037	437,446
2005	354,556	5,424	21,084	8,912	4,075	4,474	34,716	3,003	436,244

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

### 1.3.1 LGA

Annual Totals 1992-2005

## Aircraft Movements By Market

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
1992	314,887	1	16,738	725	-	2	-	-	332,353
1993	319,159	2	16,830	1,147	-	1	-	-	337,139
1994	319,424	1	16,990	1,324	-	-	-	-	337,739
1995	323,862	1	20,275	1,352	-	-	-	-	345,490
1996	320,761	-	23,657	1,227	-	-	2	-	345,647
1997	331,699	2	22,389	1,009	-	-	-	-	355,099
1998	332,907	-	22,444	784	-	-	-	-	356,135
1999	338,972	-	23,241	783	-	-	-	-	362,996
2000	362,278	2	21,109	1,165	-	-	1	-	384,555
2001	348,734	-	17,441	1,696	-	-	-	-	367,871
2002	343,316	-	17,377	1,745	-	-	1	-	362,439
2003	355,906	1	17,138	1,916	-	-	-	-	374,961
2004	377,669	-	19,908	2,198	-	-	-	-	399,775
2005	381,263	-	21,556	2,034	-	-	-	-	404,853

### 1.3.1 REGION

Annual Totals 1992-2005

## Aircraft Movements By Market

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
1992	1,096,706	12361	24,520	21,706	5,417	12,182	73,598	8,511	1,255,001
1993	1,138,850	11,666	26,761	21,959	5,875	12,591	73,954	9,727	1,301,383
1994	1,137,587	11,622	29,063	21,229	5,709	12,546	76,138	9,973	1,303,867
1995	1,107,252	13,376	35,808	21,740	5,561	13,143	80,312	12,890	1,290,082
1996	1,120,701	12,267	41,078	22,364	6,193	15,238	84,219	13,376	1,315,436
1997	1,141,186	12,700	39,205	21,463	6,387	17,733	88,235	14,764	1,341,673
1998	1,129,248	11,596	41,283	20,774	7,380	19,968	95,521	14,251	1,340,021
1999	1,131,323	12,521	41,106	23,378	7,528	18,209	100,283	15,720	1,350,068
2000	1,137,698	13,846	43,139	26,096	7,799	16,024	102,595	15,846	1,363,043
2001	1,067,471	12,441	41,955	28,338	7,278	14,669	88,743	16,257	1,277,152
2002	1,055,384	12,148	38,573	29,139	7,666	13,179	84,099	16,324	1,256,512
2003	1,051,107	13,150	41,594	30,092	7,586	12,357	83,005	17,074	1,255,965
2004	1,134,720	15,598	46,444	33,527	7,872	14,033	89,677	17,764	1,359,635
2005	1,152,420	15,994	49,244	31,642	8,217	14,567	95,116	19,432	1,386,632

**Note:** Domestic includes Air Taxi, Business & Private, and Government. Helicopters are excluded.  
Regional total includes Teterboro.

## 1.4.1 Average Nonstop Daily Scheduled Departures

page 1

EWR August 2005: 585.52 Daily Average Nonstop Scheduled Departures to 156 Cities\*

JFK August 2005: 465.54 Daily Average Nonstop Scheduled Departures to 145 Cities\*

LGA August 2005: 554.83 Daily Average Nonstop Scheduled Departures to 72 Cities\*

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

REGION	CITIES SERVED	EWR	JFK	LGA	Region
<b>DOMESTIC</b>					
Mid Western	KANSAS CITY, MISSOURI, US	3.86		4.65	8.51
	MINNEAPOLIS/ST PAU, MN, US	11.02	3.72	6.58	21.32
	OMAHA, NEBRASKA, US	2.72			2.72
	ST LOUIS, MISSOURI, US	9.3	4	4.58	17.88
<b>*TOTAL REGION Mid Western U.S.</b>		<b>26.9</b>	<b>7.72</b>	<b>15.81</b>	<b>50.43</b>
Mountain	ALBUQUERQUE, NM, US	0.56			0.56
	DENVER, COLORADO, US	6.86	2	6.93	15.79
	LAS VEGAS, NEVADA, US	8	11		19
	PHOENIX, ARIZONA, US	7.79	4		11.79
	SALT LAKE CITY, UTAH, US	2.86	4		6.86
<b>*TOTAL REGION Mountain U.S.</b>		<b>26.07</b>	<b>21</b>	<b>6.93</b>	<b>54</b>
North Central	AKRON/CANTON, OHIO, US			3	3
	CHICAGO, ILLINOIS, US	31.32	1	43.2	75.52
	CINCINNATI, OHIO, US	9.88	5	6.86	21.74
	CLEVELAND, OHIO, US	5.78	2	10.84	18.62
	COLUMBUS, OHIO, US	5.37	1	14.31	20.68
	DAYTON, OHIO, US	2.72		2.58	5.3
	DETROIT, MICHIGAN, US	12.16	5.86	15.79	33.81
	GRAND RAPIDS, MICHIGAN, US	1.57		2	3.57
	INDIANAPOLIS, INDIANA, US	4.72	1	9.02	14.74
	MADISON, WISCONSIN, US	0.86			0.86
	MILWAUKEE, WISCONSIN, US	7.02		6.37	13.39
	TRAVERSE CITY, MICHIGAN, US			0.42	0.42
<b>*TOTAL REGION North Central U.S.</b>		<b>81.4</b>	<b>15.86</b>	<b>114.39</b>	<b>211.65</b>
North East U.S.	ALBANY, NEW YORK, US	3.86		2.58	6.44
	BANGOR, MAINE, US	3		4	7
	BOSTON, MASSACHUSETTS, US	15.51	13.27	36.24	65.02
	BUFFALO, NEW YORK, US	5.93	6.72	7.3	19.95
	BURLINGTON, VERMONT, US	4	3	5.02	12.02
	HARTFORD, CONNECTICUT, US	3.79			3.79
	HYANNIS, MASSACHUSETTS, US			3.07	3.07
	ITHACA, NEW YORK, US			3.86	3.86
	LEBANON, NH/WH RIV JCT, VT, US			2.86	2.86
	MANCHESTER, NEW HAMPSHIRE, US	3.93		8.3	12.23
	MARTHAS VINEYARD, MA, US			6.72	6.72
	NANTUCKET, MASSACHUSETTS, US	2.86		6.86	9.72
	PHILA, PA/CAMDEN, NJ, US	3	1	8.79	12.79
	PITTSBURGH, PA, US	12.02	2	6.51	20.53
	PORTLAND, MAINE, US	4		8.3	12.3
	PROVIDENCE, RHODE ISLAND, US	4.86		4.51	9.37
	ROCHESTER, NEW YORK, US	4.99	5.86	5.51	16.36
	SYRACUSE, NEW YORK, US	3.86	3	6.58	13.44
<b>*TOTAL REGION North East U.S.</b>		<b>75.61</b>	<b>34.85</b>	<b>127.01</b>	<b>237.47</b>
South Central U.S.	BIRMINGHAM, ALABAMA, US	1.86		3	4.86
	HUNTSVILLE/DECATUR, AL, US	0.86			0.86
	KNOXVILLE, TENNESSEE, US	1.86		1	2.86
	LEXINGTON/FRANKFORT, KY, US	0.86		1	1.86
	LOUISVILLE, KENTUCKY, US	2.86	3	3.37	9.23
	MEMPHIS, TENNESSEE, US	4.44		2.86	7.3
	NASHVILLE, TENNESSEE, US	3.93	1	2.79	7.72
<b>*TOTAL REGION South Central U.S.</b>		<b>16.67</b>	<b>4</b>	<b>14.02</b>	<b>34.69</b>

# 1.4.1 Average Nonstop Daily Scheduled Departures

REGION	CITIES SERVED	EWR	JFK	LGA	Region	
South East	AGUADILLA, PUERTO RICO (US)	1		2	3	
	ASHEVILLE, NORTH CAROLINA, US	2			2	
	ATLANTA, GEORGIA, US	27.28		7	27.88	62.16
	BALTIMORE, MARYLAND, US	4		2	6.44	12.44
	CHARLESTON, SOUTH CAROLINA, US	3.14		2	6.28	11.42
	CHARLOTTE AMALIE, VI (US)	0.7		1		1.7
	CHARLOTTE, NORTH CAROLINA, US	13.67		1	17.37	32.04
	CHARLOTTESVILLE, VIRGINIA, US				2.72	2.72
	COLUMBIA, SOUTH CAROLINA, US	1.86			3	4.86
	DAYTONA BEACH, FLORIDA, US	3				3
	FORT LAUDERDALE, FL, US	6.98		15.86	18.44	41.28
	FORT MYERS, FLORIDA, US	2.42		6		8.42
	GREENSBORO/HIGH POINT, NC, US	4.86		3	8.3	16.16
	GREENVILLE/SPRTRNBG, SC, US	2.72			4.58	7.3
	JACKSONVILLE, FLORIDA, US	4.28		3	4	11.28
	MELBOURNE, FLORIDA, US			3		3
	MIAMI, FLORIDA, US	8.06		5.93	8.07	22.06
	MYRTLE BEACH, SC, US	1			2.84	3.84
	NEWPORT NEWS/WMSBG, VA, US				3	3
	NORFOLK/VA B/PT/CH, VA, US	5.58		2	6.37	13.95
	ORLANDO, FLORIDA, US	10		17	8.86	35.86
	PENSACOLA, FLORIDA, US			2		2
	PONCE, PUERTO RICO (US)			1		1
	RALEIGH/DURHAM, NC, US	12.95		8.99	18.51	40.45
	RICHMOND INTL, RICHMND, VA, US	4.72			9.09	13.81
	ROANOKE, VIRGINIA, US				2.51	2.51
	SAN JUAN, PUERTO RICO (US)	5.72		13.28		19
	SARASOTA/BRADENTON, FL, US	2.14				2.14
	SAVANNAH, GEORGIA, US	3.28		2	3.49	8.77
	TALLAHASSEE, FLORIDA, US			2		2
	TAMPA, FLORIDA, US	5.84		9	4	18.84
WASHINGTON, DC, US	29.37		21.84	41.87	93.08	
WEST PALM BEACH/PALM B, FL, US	5		9	4	18	
WILMINGTON, NORTH CAROLINA, US				3.14	3.14	
<b>*TOTAL REGION South East U.S.</b>		<b>171.57</b>	<b>139.9</b>	<b>214.76</b>	<b>526.23</b>	
South Western	AUSTIN, TEXAS, US	1.86			1.86	
	DALLAS/FORT WORTH, TX, US	11.72		3.07	13.15	27.94
	FAYETTEVILLE, ARKANSAS, US	1.58			2.16	3.74
	HOUSTON, TEXAS, US	10.54		1	10.14	21.68
	LITTLE ROCK, ARKANSAS, US	1.79				1.79
	NEW ORLEANS, LOUISIANA, US	3		3	1.86	7.86
	OKLAHOMA CITY, OK, US	1.58				1.58
	SAN ANTONIO, TEXAS, US	1.86				1.86
	TULSA, OKLAHOMA, US	1.72				1.72
	<b>*TOTAL REGION South Western U.S.</b>		<b>35.65</b>	<b>7.07</b>	<b>27.31</b>	<b>70.03</b>
Western	BURBANK, CALIFORNIA, US			4	4	
	HONOLULU, OAHU, HAWAII, US	1			1	
	LONG BEACH, CALIFORNIA, US			8	8	
	LOS ANGELES, CA, US	11.79		27.44		39.23
	OAKLAND, CALIFORNIA, US			6	6	
	ONTARIO/SAN BERNDN, CA, US			2	2	
	PORTLAND, OREGON, US	2.58		1		3.58
	SACRAMENTO, CALIFORNIA, US			1		1
	SAN DIEGO, CALIFORNIA, US	3.86		5		8.86
	SAN FRANCISCO, CA, US	7.57		15.51		23.08
	SAN JOSE, CALIFORNIA, US	0.56		2		2.56
	SANTA ANA, CALIFORNIA, US	2.51				2.51
	SEATTLE/TACOMA, WA, US	5.86		6.07		11.93
<b>*TOTAL REGION Western U.S.</b>		<b>35.73</b>	<b>78.02</b>	<b>0</b>	<b>113.75</b>	
<b>Domestic Daily-Each-Way Flight Averages</b>		<b>469.6</b>	<b>308.42</b>	<b>520.2</b>	<b>1298.25</b>	

# 1.4.1 Average Nonstop Daily Scheduled Departures

REGION	CITIES SERVED	EWR	JFK	LGA	Region
<b>International</b>					
Africa	ACCRA, GHANA		0.14		0.14
	CAIRO, EGYPT		0.72		0.72
	CASABLANCA, MOROCCO		0.86		0.86
	DAKAR, SENEGAL		1		1
<b>*TOTAL REGION Africa</b>		<b>0</b>	<b>2.72</b>	<b>0</b>	<b>2.72</b>
Australasia	PAPEETE, FRENCH POLYNESIA (FR)		0.42		0.42
	SYDNEY, NS, AUSTRALIA Direct Service Via LAX		0.42		0.42
<b>*TOTAL REGION Australasia</b>		<b>0</b>	<b>0.84</b>	<b>0</b>	<b>0.84</b>
Canada,Greenland	CALGARY,CANADA	0.56			0.56
	HALIFAX, CANADA	4	3		7
	MONTREAL, CANADA	8.86	4	8.72	21.58
	OTTAWA, CANADA	3.58		2.86	6.44
	QUEBEC, CANADA	3			3
	ST.JOHNS,CANADA	1			1
	TORONTO, CANADA	11.42	3	19.32	33.74
	VANCOUVER,CANADA	1	2		3
<b>*TOTAL REGION Canada,Greenland</b>		<b>33.42</b>	<b>12</b>	<b>30.9</b>	<b>76.32</b>
Caribbean	ANTIGUA, ANTIGUA & BARBUDA	0.58	0.28		0.86
	ARUBA, ARUBA	1.14	1.14	0.14	2.42
	BERMUDA, BERMUDA (UK)	2.28	2	1	5.28
	BRIDGETOWN, BARBADOS	0.42	1.56		1.98
	FREEPORT, BAHAMAS	0.72		0.28	1
	GRAND CAYMAN, CAYMAN (BWI-UK)	0.14			0.14
	GRENADA, GRENADA & S GREN		0.42		0.42
	KINGSTON, JAMAICA	0.42	2.86		3.28
	MONTEGO BAY, JAMAICA	1.72	1.56		3.28
	NASSAU, BAHAMAS	1	3	2.28	6.28
	PORT AU PRINCE, HAITI		1		1
	PORT OF SPAIN, TRINIDAD & TOBA	0.58	1.72		2.3
	PROVIDENCIALES, TURKS & C (UK)		0.14		0.14
	PUERTO PLATA, DOMINICAN REP	0.86	0.28		1.14
	PUNTA CANA, DOMINICAN REPUBLIC	1.42	0.63		2.05
	SANTIAGO, DOMINICAN REPUBLIC	1	7		8
	SANTO DOMINGO, DO	1.14	5		6.14
	ST MARTIN, NETH ANTIL (NL)	1	0.72		1.72
<b>*TOTAL REGION Caribbean</b>		<b>14.42</b>	<b>29.31</b>	<b>3.7</b>	<b>47.43</b>
Europe	AMSTERDAM, NETHERLANDS	3	3		6
	ATHENS, GREECE		2.14		2.14
	BARCELONA, SPAIN		1		1
	BELFAST, NORTHERN IRE, UK	1			1
	BERLIN, GERMANY	1	1		2
	BIRMINGHAM, ENGLAND, UK	2			2
	BOLOGNA, ITALY		0.42		0.42
	BRISTOL, ENGLAND, UK	1			1
	BRUSSELS, BELGIUM	1	2.28		3.28
	BUDAPEST, HUNGARY		1		1
	COLOGNE/DUSSLDORF/BONN, GERMANY	1	0.86		1.86
	COPENHAGEN, DENMARK	1			1
	DUBLIN, IRELAND	1	1.35		2.35
	EDINBURGH, SCOTLAND, UK	1.42			1.42
	FRANKFURT, GERMANY	2	5		7
	GENEVA, SWITZERLAND	1	1		2
	GLASGOW/PRESTWICK, SCT, UK	1.58			1.58
	HAMBURG, GERMANY	1			1
	HELSINKI, FINLAND		1		1
	KEFLAVIK/REYKJAVIK, IS		1		1
	KIEV, UKRAINE		0.72		0.72
	KRAKOW, POLAND	0.14	0.28		0.42
	LISBON, PORTUGAL	2.42	0.07		2.49
	LONDON, ENGLAND, UK	7	19.14		26.14
	MADRID, SPAIN	1	3.28		4.28
	MANCHESTER, ENGLAND, UK	2	1.56		3.56
	MILAN, ITALY	2	2		4
	MOSCOW, RUSSIA		2		2
	MUNICH, GERMANY	0.86	1		1.86
	NAPLES, ITALY		0.42		0.42

# 1.4.1 Average Nonstop Daily Scheduled Departures

REGION	CITIES SERVED	EWR	JFK	LGA	Region
	NICE, FRANCE		1		1
	OSLO, NORWAY	1			1
	PALERMO, ITALY		0.14		0.14
	PARIS, FRANCE	4	9		13
	PORTO, PORTUGAL		0.07		0.07
	PRAGUE, CZECH REPUBLIC	0.58	1		1.58
	RIGA, LATVIA		0.28		0.28
	ROME, ITALY	2.58	3		5.58
	SHANNON, IRELAND	1	1.35		2.35
	STANSTED, ENGLAND, UK		2		2
	STOCKHOLM, SWEDEN	2.42			2.42
	VENICE, ITALY		1		1
	VIENNA, AUSTRIA		1.58		1.58
	WARSAW, POLAND	0.7	1.14		1.84
	ZURICH, SWITZERLAND	1.86	2		3.86
<b>*TOTAL REGION Europe</b>		<b>48.56</b>	<b>75.08</b>	<b>0</b>	<b>123.64</b>
Far East	BANGKOK, THAILAND		0.86		0.86
	BEIJING, CHINA	1	1		2
	HONG KONG, CHINA	0.86	1		1.86
	SEOUL, SOUTH KOREA		2.35		2.35
	SEOUL, SOUTH KOREA Direct Service Via ANC		0.35		0.35
	SINGAPORE, SINGAPORE	1			1
	TAIPEI, TAIWAN Direct Service Via ANC		0.58		0.58
	TAIPEI, TAIWAN Direct Service Via SEA	1			1
	TOKYO, JAPAN	1	5.42		6.42
<b>*TOTAL REGION Far East</b>		<b>4.86</b>	<b>11.56</b>	<b>0</b>	<b>16.42</b>
Middle America	BELIZE CITY, BELIZE	0.14			0.14
	CAN CUN, MEXICO	3.14	1		4.14
	GUATEMALA CITY, GUATEMALA	0.28	0.72		1
	MEXICO CITY, MEXICO	2	4		6
	PANAMA CITY, PANAMA	1	1		2
	PUERTO VALLARTA, MEXICO	0.28			0.28
	SAN JOSE DEL CABO, MEXICO	0.28			0.28
	SAN JOSE, COSTA RICA	1	1		2
	SAN PEDRO SULA, HONDURAS	0.28	0.58		0.86
	SAN SALVADOR, EL SALVADOR	0.14	1.14		1.28
<b>*TOTAL REGION Middle America</b>		<b>8.54</b>	<b>9.44</b>	<b>0</b>	<b>17.98</b>
Middle East	AMMAN, JORDAN		0.72		0.72
	DUBAI, UNITED ARAB EM		1		1
	ISTANBUL, TURKEY		2.14		2.14
	JEDDAH, SAUDI ARABIA		0.42		0.42
	KUWAIT, KUWAIT		0.28		0.28
	TEL AVIV, ISRAEL	2.7	2.97		5.67
<b>*TOTAL REGION Middle East</b>		<b>2.7</b>	<b>7.53</b>	<b>0</b>	<b>10.23</b>
South America	BOGOTA, COLOMBIA	1	1		2
	BUENOS AIRES, ARGENTINA		1.42		1.42
	CARACAS, VENEZUELA	0.14	1		1.14
	GEORGETOWN, GUYANA		1.58		1.58
	GUAYAQUIL, ECUADOR	1	1		2
	LIMA, PERU	1	1		2
	MEDELLIN, COLOMBIA		0.57		0.57
	SAO PAULO, BRAZIL	1	2.42		3.42
<b>*TOTAL REGION South America</b>		<b>4.14</b>	<b>9.99</b>	<b>0</b>	<b>14.13</b>
<b>International Daily-Each-Way Flight Averages</b>		<b>116.64</b>	<b>158.5</b>	<b>34.6</b>	<b>309.71</b>
<b>System Daily-Each-Way Flight Averages</b>		<b>586.52</b>	<b>466.9</b>	<b>554.8</b>	<b>1,608</b>

2.1.1

U.S. Passenger Traffic

Top 50 Domestic Airport Comparisons

2005	RANK AIRPORT, LOCATION	# OF PASSENGERS	% Change 2004 to 2005
1	ATLANTA, GEORGIA (ATL)	85,907,423	2.8
2	CHICAGO, ILLINOIS (ORD)	76,510,003	1.3
3	LOS ANGELES, CALIFORNIA (LAX)	61,489,398	1.3
4	DALLAS/FT WORTH AIRPORT, TEXAS (DFW)	59,176,265	(0.4)
5	LAS VEGAS, NEVADA (LAS)	43,989,982	6.0
6	DENVER, COLORADO (DEN)	43,387,513	2.6
<b>7</b>	<b>NEW YORK, NEW YORK (JFK)</b>	<b>41,885,104</b>	<b>8.9</b>
8	PHOENIX, ARIZONA (PHX)	41,213,754	4.3
9	HOUSTON, TEXAS (IAH)	39,684,640	8.7
10	MINNEAPOLIS/ST PAUL, MINNESOTA (MSP)	37,604,373	2.4
11	DETROIT, MICHIGAN (DTW)	36,389,294	3.2
12	ORLANDO, FLORIDA (MCO)	34,128,048	8.4
<b>13</b>	<b>NEWARK, NEW JERSEY (EWR)</b>	<b>33,999,990</b>	<b>3.3</b>
14	SAN FRANCISCO, CALIFORNIA (SFO)	32,802,363	2.0
15	PHILADELPHIA, PENNSYLVANIA (PHL)	31,495,385	10.5
16	MIAMI, FLORIDA (MIA)	31,008,453	2.8
17	TORONTO (YYZ)	29,914,750	4.5
18	SEATTLE, WASHINGTON (SEA)	29,289,026	1.7
19	CHARLOTTE, NO CAROLINA (CLT)	28,206,052	12.1
20	BOSTON, MASSACHUSETTS (BOS)	27,087,905	3.6
21	WASHINGTON, DISTRICT OF COLUMBIA (IAD)	26,842,922	18.5
<b>22</b>	<b>NEW YORK, NEW YORK (LGA)</b>	<b>26,671,787</b>	<b>5.2</b>
23	CINCINNATI, OHIO (HEBRON, KENTUCKY) (CVG)	22,778,785	3.2
24	FT LAUDERDALE/HOLLYWOOD, FLORIDA (FLL)	22,390,285	7.5
25	SALT LAKE CITY, UTAH (SLC)	22,237,176	21.1
26	BALTIMORE/WASHINGTON, MARYLAND (BWI)	20,187,741	(3.0)
27	HONOLULU, HAWAII (HNL)	20,079,462	4.6
28	TAMPA, FLORIDA (TPA)	19,045,390	9.5
29	WASHINGTON, DISTRICT OF COLUMBIA (DCA)	17,843,772	12.0
30	CHICAGO, ILLINOIS (MDW)	17,650,462	(9.2)
31	SAN DIEGO, CALIFORNIA (SAN)	17,372,521	6.1
32	VANCOUVER (YVR)	16,584,235	3.1
33	ST LOUIS, MISSOURI (STL)	14,697,263	9.6
34	OAKLAND, CALIFORNIA (OAK)	14,417,575	2.3
35	PORTLAND, OREGON (PDX)	13,879,701	6.5
36	CLEVELAND, OHIO (CLE)	11,463,391	1.8
37	MEMPHIS, TENNESSEE (MEM)	11,435,486	5.6
38	MONTREAL (YUL)	10,889,125	15.7
39	SAN JOSE, CALIFORNIA (SJC)	10,755,978	0.2
40	PITTSBURGH, PENNSYLVANIA (PIT)	10,478,605	(21.0)
41	SACRAMENTO, CALIFORNIA (SMF)	10,203,066	6.5
42	CALGARY (YYC)	10,148,718	10.6
43	KANSAS CITY, MISSOURI (MCI)	9,991,681	(0.5)
44	SANTA ANA, CALIFORNIA (SNA)	9,627,032	3.8
45	NASHVILLE, TENNESSEE (BNA)	9,232,541	6.5
46	RALEIGH-DURHAM, NO CAROLINA (RDU)	9,204,490	7.0
47	INDIANAPOLIS, INDIANA (IND)	8,524,442	6.2
48	HOUSTON, TEXAS (HOU)	8,252,532	(0.5)
49	NEW ORLEANS, LOUISIANA (MSY)	7,775,147	(20.1)
50	AUSTIN, TEXAS (AUS)	7,683,545	6.1

Source: Airports Council International - Preliminary Worldwide Airport Traffic Report - Calendar Year 2005

2005	RANK AIRPORT, LOCATION	# OF PASSENGERS	% Change 2004 to 2005
	1 ATLANTA, GA (ATL)	85 907 423	2.8
	2 CHICAGO, IL (ORD)	76 510 003	1.3
	3 LONDON (LHR)	67 915 403	0.8
	4 TOKYO (HND)	63 282 219	1.6
	5 LOS ANGELES, CA (LAX)	61 489 398	1.3
	6 DALLAS/FT WORTH AIRPORT, TX (DFW)	59 176 265	(0.4)
	7 PARIS (CDG)	53 798 308	5.0
	8 FRANKFURT (FRA)	52 219 412	2.2
	9 AMSTERDAM (AMS)	44 163 098	3.8
	10 LAS VEGAS, NV (LAS)	43 989 982	6.0
	11 DENVER, COLORADO (DEN)	43 387 513	2.6
	12 MADRID (MAD)	41 940 059	8.4
	<b>13 NEW YORK, NY (JFK)</b>	<b>41 885 104</b>	<b>8.9</b>
	14 PHOENIX, ARIZONA (PHX)	41 213 754	4.3
	15 BEIJING (PEK)	41 004 008	17.5
	16 HONG KONG, CHINA (HKG)	40 269 847	9.7
	17 HOUSTON, TX (IAH)	39 684 640	8.7
	18 BANGKOK (BKK)	38 985 043	2.7
	19 MINNEAPOLIS/ST PAUL, MN (MSP)	37 604 373	2.4
	20 DETROIT, MICHIGAN (DTW)	36 389 294	3.2
	21 ORLANDO, FL (MCO)	34 128 048	8.4
	<b>22 NEWARK, NJ (EWR)</b>	<b>33 999 990</b>	<b>3.3</b>
	23 SAN FRANCISCO, CA (SFO)	32 802 363	2.0
	24 LONDON (LGW)	32 784 330	4.2
	25 SINGAPORE (SIN)	32 430 856	6.8
	26 PHILADELPHIA, PA (PHL)	31 495 385	10.5
	27 TOKYO (NRT)	31 451 274	1.3
	28 MIAMI, FL (MIA)	31 008 453	2.8
	29 TORONTO (YYZ)	29 914 750	4.5
	30 SEATTLE, WA (SEA)	29 289 026	1.7
	31 SYDNEY (SYD)	29,234,504	4.0
	32 ROME (FCO)	28,619,845	2.0
	33 MUNICH (MUC)	28,619,427	6.7
	34 CHARLOTTE (CLT)	28,206,052	12.1
	35 JAKARTA (CGK)	27,947,482	8.8
	36 BARCELONA (BCN)	27,121,753	10.5
	37 BOSTON (BOS)	27,087,905	3.6
	38 WASHINGTON, DISTRICT OF COLUMBIA (IAD)	26,842,922	18.5
	<b>39 NEW YORK, NY (LGA)</b>	<b>26,671,787</b>	<b>5.2</b>
	40 SEOUL (SEL)	26,223,291	8.2
	41 PARIS (ORY)	24,860,532	3.4
	42 DUBAI (DUB)	24,782,288	14.1
	43 MEXICO CITY (MEX)	24,115,552	4.9
	44 SHANGHAI (PVG)	23,720,185	12.3
	45 GUANGZHOU (CAN)	23,558,274	15.7
	46 KUALA LUMPUR (KUL)	23,213,926	10.2
	47 CINCINNATI (CVG)	22,778,785	3.2
	48 MANCHESTER (MAN)	22,734,350	5.5
	49 FT. LAUDERDALE (FLL)	22,390,285	7.5
	50 SALT LAKE CITY (SLC)	22,237,176	21.1

Source: Airports Council International - Preliminary Worldwide Airport Traffic Report - Calendar Year 2005

## 2.2.1 JFK

Annual Totals 1992-2005

# Commercial Passenger Traffic

### Domestic

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1992	10,800,891	23,498	1,833,050	12,657,439
1993	9,797,182	133,559	1,851,072	11,781,813
1994	10,898,617	76,707	1,933,910	12,909,234
1995	11,386,305	95,552	1,831,516	13,313,373
1996	11,863,602	69,323	1,769,330	13,702,255
1997	12,047,373	66,026	1,798,228	13,911,627
1998	11,308,438	98,433	1,807,696	13,214,567
1999	11,639,290	120,017	1,744,540	13,503,847
2000	12,361,084	115,737	1,683,059	14,159,880
2001	12,239,825	134,131	987,524	13,361,480
2002	13,535,173	5,948	1,061,757	14,602,878
2003	15,507,444	40,133	889,281	16,436,858
2004	18,651,588	90,499	1,346,335	20,088,422
2005	20,103,995	119,808	1,871,739	22,095,542

### International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1992	14,931,927	171,546	-	15,103,473
1993	14,856,621	158,415	-	15,015,036
1994	15,795,266	114,869	-	15,910,135
1995	16,881,932	130,801	51,473	17,064,206
1996	17,215,831	154,147	83,263	17,453,241
1997	17,321,781	60,573	63,450	17,445,804
1998	17,628,427	136,201	79,900	17,844,528
1999	17,931,734	186,910	85,940	18,204,584
2000	18,406,479	173,534	87,971	18,667,984
2001	15,819,910	87,531	81,131	15,988,572
2002	15,112,046	152,754	71,534	15,336,334
2003	15,124,526	108,374	66,731	15,299,631
2004	17,252,952	134,107	99,976	17,487,035
2005	18,466,464	168,474	150,017	18,784,955

### Domestic and International Totals

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1992	25,732,818	195,044	1,833,050	27,760,912
1993	24,653,803	291,974	1,851,072	26,796,849
1994	26,693,883	191,576	1,933,910	28,819,369
1995	28,268,237	226,353	1,882,989	30,377,579
1996	29,079,433	223,470	1,852,593	31,155,496
1997	29,369,154	126,599	1,861,678	31,357,431
1998	28,936,865	234,634	1,887,596	31,059,095
1999	29,571,024	306,927	1,830,480	31,708,431
2000	30,767,563	289,271	1,771,030	32,827,864
2001	28,059,735	221,662	1,068,655	29,350,052
2002	28,647,219	158,702	1,133,291	29,939,212
2003	30,631,970	148,507	956,012	31,736,489
2004	35,904,540	224,606	1,446,311	37,575,457
2005	38,570,459	288,282	2,021,756	40,880,497

## 2.2.1 EWR

Annual Totals 1992-2005

# Commercial Passenger Traffic

### Domestic

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1992	19,274,678	80,511	1,613,198	20,968,387
1993	20,189,598	286,459	1,894,035	22,370,092
1994	22,187,367	378,503	1,804,644	24,370,514
1995	20,241,537	570,523	1,968,624	22,780,684
1996	21,881,734	525,795	2,121,637	24,529,166
1997	22,713,265	342,214	2,271,508	25,326,987
1998	23,055,489	396,583	2,404,735	25,856,807
1999	23,305,474	239,678	2,367,417	25,912,569
2000	23,628,171	53,107	2,107,215	25,788,493
2001	21,264,536	13,855	2,204,855	23,483,246
2002	19,139,593	10,030	2,698,186	21,847,809
2003	18,380,057	101,391	3,300,433	21,781,881
2004	18,786,727	88,239	4,160,289	23,035,255
2005	19,037,885	45,676	4,624,203	23,707,764

### International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1992	3,205,414	110,447	-	3,315,861
1993	3,350,279	89,042	-	3,439,321
1994	3,573,336	76,134	-	3,649,470
1995	3,760,590	84,957	-	3,845,547
1996	4,535,435	52,863	-	4,588,298
1997	5,547,570	71,300	-	5,618,870
1998	6,630,525	88,542	-	6,719,067
1999	7,647,659	62,458	-	7,710,117
2000	8,178,890	122,299	99,019	8,400,208
2001	7,260,040	151,070	206,135	7,617,245
2002	7,085,394	15,972	271,600	7,372,966
2003	7,291,927	26,597	350,109	7,668,633
2004	8,390,474	7,636	460,007	8,858,117
2005	8,894,365	5,564	465,076	9,365,005

### Domestic and International Totals

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1992	22,480,092	190,958	1,613,198	24,284,248
1993	23,539,877	375,501	1,894,035	25,809,413
1994	25,760,703	454,637	1,804,644	28,019,984
1995	24,002,127	655,480	1,968,624	26,626,231
1996	26,417,169	578,658	2,121,637	29,117,464
1997	28,260,835	413,514	2,271,508	30,945,857
1998	29,686,014	485,125	2,404,735	32,575,874
1999	30,953,133	302,136	2,367,417	33,622,686
2000	31,807,061	175,406	2,206,234	34,188,701
2001	28,524,576	164,925	2,410,990	31,100,491
2002	26,224,987	26,002	2,969,786	29,220,775
2003	25,671,984	127,988	3,650,542	29,450,514
2004	27,177,201	95,875	4,620,296	31,893,372
2005	27,932,250	51,240	5,089,279	33,072,769

## 2.2.1 LGA

Annual Totals 1992-2005

# Commercial Passenger Traffic

### Domestic

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1992	17,846,532	-	709,420	18,555,952
1993	17,815,223	-	798,237	18,613,460
1994	18,693,791	3,811	832,894	19,530,496
1995	18,429,826	3,041	876,656	19,309,523
1996	18,365,675	331	971,100	19,337,106
1997	19,189,870	1,024	1,114,357	20,305,251
1998	20,372,921	271	1,197,603	21,570,795
1999	21,087,310	377	1,504,373	22,592,060
2000	21,843,586	4,777	2,165,476	24,013,839
2001	19,170,080	1,277	2,203,906	21,375,263
2002	17,805,681	688	3,063,206	20,869,575
2003	17,995,466	1,326	3,438,454	21,435,246
2004	19,236,172	1,242	3,954,196	23,191,610
2005	19,981,575	219	4,425,678	24,407,472

### International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1992	1,189,895	-	-	1,189,895
1993	1,191,106	-	-	1,191,106
1994	1,199,655	316	-	1,199,971
1995	1,289,871	-	-	1,289,871
1996	1,316,303	103	45,624	1,362,030
1997	1,203,894	49	98,254	1,302,197
1998	1,160,032	-	81,108	1,241,140
1999	1,268,455	-	66,408	1,334,863
2000	1,270,208	579	75,408	1,346,195
2001	1,141,368	234	3,009	1,144,611
2002	1,070,420	413	46,271	1,117,104
2003	945,521	-	102,003	1,047,524
2004	1,017,152	-	244,441	1,261,593
2005	1,286,730	114	184,285	1,471,129

### Domestic and International Totals

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1992	19,036,427	-	709,420	19,745,847
1993	19,006,329	-	798,237	19,804,566
1994	19,893,446	4,127	832,894	20,730,467
1995	19,719,697	3,041	876,656	20,599,394
1996	19,681,978	434	1,016,724	20,699,136
1997	20,393,764	1,073	1,212,611	21,607,448
1998	21,532,953	271	1,278,711	22,811,935
1999	22,355,765	377	1,570,781	23,926,923
2000	23,113,794	5,356	2,240,884	25,360,034
2001	20,311,448	1,511	2,206,915	22,519,874
2002	18,876,101	1,101	3,109,477	21,986,679
2003	18,940,987	1,326	3,540,457	22,482,770
2004	20,253,324	1,242	4,198,637	24,453,203
2005	21,268,305	333	4,609,963	25,878,601

## 2.2.1 REGION

# Commercial Passenger Traffic

Annual Totals 1992-2005

### Domestic

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1992	47,922,101	104,009	4,155,668	52,181,778
1993	47,802,003	420,018	4,543,344	52,765,365
1994	51,779,775	459,021	4,571,448	56,810,244
1995	50,057,668	669,116	4,676,796	55,403,580
1996	52,111,011	595,449	4,862,067	57,568,527
1997	53,950,508	409,264	5,184,093	59,543,865
1998	54,736,848	495,287	5,410,034	60,642,169
1999	56,032,074	360,072	5,616,330	62,008,476
2000	57,832,841	173,621	5,955,750	63,962,212
2001	52,674,441	149,263	5,396,285	58,219,989
2002	50,480,447	16,666	6,823,149	57,320,262
2003	51,882,967	142,850	7,628,168	59,653,985
2004	56,674,487	179,980	9,460,820	66,315,287
2005	59,123,455	165,703	10,921,620	70,210,778

### International

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1992	19,327,236	281,993	-	19,609,229
1993	19,398,006	247,457	-	19,645,463
1994	20,568,257	191,319	-	20,759,576
1995	21,932,393	215,758	51,473	22,199,624
1996	23,067,569	207,113	128,887	23,403,569
1997	24,073,245	131,922	161,704	24,366,871
1998	25,418,984	224,743	161,008	25,804,735
1999	26,847,848	249,368	152,348	27,249,564
2000	27,855,577	296,412	262,398	28,414,387
2001	24,221,318	238,835	290,275	24,750,428
2002	23,267,860	169,139	389,405	23,826,404
2003	23,361,974	134,971	518,843	24,015,788
2004	26,660,578	141,743	804,424	27,606,745
2005	28,647,559	174,152	799,378	29,621,089

### Domestic and International Totals

YEAR	SCHEDULED	CHARTER	COMMUTER	TOTAL
1992	67,249,337	386,002	4,155,668	71,791,007
1993	67,200,009	667,475	4,543,344	72,410,828
1994	72,348,032	650,340	4,571,448	77,569,820
1995	71,990,061	884,874	4,728,269	77,603,204
1996	75,178,580	802,562	4,990,954	80,972,096
1997	78,023,753	541,186	5,345,797	83,910,736
1998	80,155,832	720,030	5,571,042	86,446,904
1999	82,879,922	609,440	5,768,678	89,258,040
2000	85,688,418	470,033	6,218,148	92,376,599
2001	76,895,759	388,098	5,686,560	82,970,417
2002	73,748,307	185,805	7,212,554	81,146,666
2003	75,244,941	277,821	8,147,011	83,669,773
2004	83,335,065	321,723	10,265,244	93,922,032
2005	87,771,014	339,855	11,720,998	99,831,867

## 2.2.2 JFK

Monthly Totals 2005

# Commercial Passenger Traffic

Domestic					TOTAL REVENUE	% CHANGE	Non-Revenue
	MONTH	SCHEDULED	CHARTER	COMMUTER	PASSENGERS	2004-2005	Passengers
Jan	1,517,641	5,388	122,787	1,645,816	17.4%	43,692	
Feb	1,415,210	5,833	114,848	1,535,891	10.6%	39,285	
Mar	1,796,031	2,991	150,274	1,949,296	20.1%	46,846	
Apr	1,736,683	217	154,477	1,891,377	10.3%	48,484	
May	1,711,006	636	176,763	1,888,405	14.0%	51,627	
Jun	1,750,019	838	170,234	1,921,091	10.4%	52,258	
Jul	1,991,797	0	181,675	2,173,472	11.5%	59,221	
Aug	1,969,195	2,460	181,153	2,152,808	6.8%	57,468	
Sep	1,469,719	6219	156,230	1,632,168	7.2%	51,444	
Oct	1,498,361	2,546	167,882	1,668,789	-1.5%	54,827	
Nov	1,664,599	3,512	152,532	1,820,643	8.2%	53,395	
Dec	1,671,060	1,842	142,884	1,815,786	7.0%	48,878	
<b>Total 2005</b>	<b>20,191,321</b>	<b>32,482</b>	<b>1,871,739</b>	<b>22,095,542</b>	<b>10.0%</b>	<b>607,425</b>	
<b>% Change</b>							
<b>2004 to 2005</b>	<b>7.9%</b>	<b>20.2%</b>	<b>39.0%</b>	<b>10.0%</b>		<b>8.6%</b>	

International					TOTAL REVENUE	% CHANGE	Non-Revenue
	MONTH	SCHEDULED	CHARTER	COMMUTER	PASSENGERS	2004-2005	Passengers
Jan	1,380,688	6,443	9,024	1,396,155	10.5%	26,666	
Feb	1,178,420	35,233	9,008	1,222,661	8.9%	22,518	
Mar	1,510,563	18,326	10,617	1,539,506	14.6%	26,181	
Apr	1,459,916	21,318	9,499	1,490,733	6.2%	27,397	
May	1,589,809	11,529	10,624	1,611,962	17.0%	31,913	
Jun	1,682,143	1,368	11,106	1,694,617	6.9%	23,990	
Jul	1,941,893	13,856	16,830	1,972,579	8.0%	29,357	
Aug	1,922,034	16,565	16,934	1,955,533	3.4%	30,234	
Sep	1,564,153	18,156	15,061	1,597,370	5.5%	27,975	
Oct	1,433,221	8,801	15,034	1,457,056	6.5%	29,513	
Nov	1,341,991	14,881	12,561	1,369,433	4.9%	26,544	
Dec	1,455,392	8,239	13,719	1,477,350	-0.6%	27,301	
<b>Total 2005</b>	<b>18,460,223</b>	<b>174,715</b>	<b>150,017</b>	<b>18,784,955</b>	<b>7.4%</b>	<b>329,589</b>	
<b>% Change</b>							
<b>2004 to 2005</b>	<b>7.4%</b>	<b>-9.6%</b>	<b>50.1%</b>	<b>7.4%</b>		<b>-6.1%</b>	

Domestic and International Totals					TOTAL REVENUE	% CHANGE	Non-Revenue
	MONTH	SCHEDULED	CHARTER	COMMUTER	PASSENGERS	2004-2005	Passengers
Jan	2,898,329	11,831	131,811	3,041,971	14.1%	70,358	
Feb	2,593,630	41,066	123,856	2,758,552	9.9%	61,803	
Mar	3,306,594	21,317	160,891	3,488,802	17.6%	73,027	
Apr	3,196,599	21,535	163,976	3,382,110	8.5%	75,881	
May	3,300,815	12,165	187,387	3,500,367	15.4%	83,540	
Jun	3,432,162	2,206	181,340	3,615,708	8.7%	76,248	
Jul	3,933,690	13,856	198,505	4,146,051	9.8%	88,578	
Aug	3,891,229	19,025	198,087	4,108,341	5.2%	87,702	
Sep	3,033,872	24,375	171,291	3,229,538	6.4%	79,419	
Oct	2,931,582	11,347	182,916	3,125,845	2.1%	84,340	
Nov	3,006,590	18,393	165,093	3,190,076	6.7%	79,939	
Dec	3,126,452	10,081	156,603	3,293,136	3.5%	76,179	
<b>Total 2005</b>	<b>38,651,544</b>	<b>207,197</b>	<b>2,021,756</b>	<b>40,880,497</b>	<b>8.8%</b>	<b>937,014</b>	
<b>% Change</b>							
<b>2004 to 2005</b>	<b>7.6%</b>	<b>-6.0%</b>	<b>39.8%</b>	<b>8.8%</b>		<b>2.9%</b>	

## 2.2.2 EWR

Monthly Totals 2005

# Commercial Passenger Traffic

Domestic					TOTAL REVENUE	% CHANGE	Non-Revenue
	MONTH	SCHEDULED	CHARTER	COMMUTER	PASSENGERS	2004-2005	Passengers
Jan	1,333,602	378	306,562	1,640,542	2.7%	49,180	
Feb	1,306,938	758	303,100	1,610,796	-1.9%	47,706	
Mar	1,683,258	776	379,017	2,063,051	4.0%	58,095	
Apr	1,616,727	1,406	376,443	1,994,576	-2.1%	55,081	
May	1,586,799	169	397,994	1,984,962	5.7%	61,259	
Jun	1,599,282	0	410,712	2,009,994	-3.3%	68,675	
Jul	1,705,598	1,169	419,697	2,126,464	-1.5%	70,218	
Aug	1,712,893	690	445,441	2,159,024	1.2%	67,794	
Sep	1,459,668	2,750	407,134	1,869,552	10.4%	57,072	
Oct	1,627,779	780	410,683	2,039,242	3.1%	64,303	
Nov	1,711,048	2,498	388,973	2,102,519	8.6%	57,981	
Dec	1,727,403	1,192	378,447	2,107,042	9.9%	59,811	
<b>Total 2005</b>	<b>19,070,995</b>	<b>12,566</b>	<b>4,624,203</b>	<b>23,707,764</b>	<b>2.9%</b>	<b>717,175</b>	
<b>% Change</b>							
<b>2004 to 2005</b>	<b>1.3%</b>	<b>-72.3%</b>	<b>11.2%</b>	<b>2.9%</b>		<b>-6.2%</b>	

International					TOTAL REVENUE	% CHANGE	Non-Revenue
	MONTH	SCHEDULED	CHARTER	COMMUTER	PASSENGERS	2004-2005	Passengers
Jan	654,244	1,771	32,594	688,609	9.9%	15,764	
Feb	559,571	7,762	26,847	594,180	4.6%	14,927	
Mar	729,326	2,690	36,527	768,543	9.4%	17,025	
Apr	724,722	753	34,221	759,696	5.2%	16,964	
May	753,246	1,534	32,587	787,367	6.1%	20,482	
Jun	809,889	0	36,329	846,218	1.8%	21,171	
Jul	935,088	635	55,374	991,097	7.7%	21,510	
Aug	906,648	44	59,739	966,431	5.4%	21,387	
Sep	750,973	2,105	41,337	794,415	9.9%	19,155	
Oct	724,553	2,088	37,904	764,545	4.0%	21,187	
Nov	644,836	700	30,781	676,317	0.6%	16,775	
Dec	686,943	579	40,836	728,358	4.5%	16,738	
<b>Total 2005</b>	<b>8,880,039</b>	<b>20,661</b>	<b>465,076</b>	<b>9,365,776</b>	<b>5.7%</b>	<b>223,085</b>	
<b>% Change</b>							
<b>2004 to 2005</b>	<b>6.9%</b>	<b>-76.4%</b>	<b>1.1%</b>	<b>5.7%</b>		<b>-1.5%</b>	

Domestic and International Totals					TOTAL REVENUE	% CHANGE	Non-Revenue
	MONTH	SCHEDULED	CHARTER	COMMUTER	PASSENGERS	2004-2005	Passengers
Jan	1,987,846	2,149	339,156	2,329,151	4.8%	64,944	
Feb	1,866,509	8,520	329,947	2,204,976	-0.2%	62,633	
Mar	2,412,584	3,466	415,544	2,831,594	5.4%	75,120	
Apr	2,341,449	2,159	410,664	2,754,272	-0.2%	72,045	
May	2,340,045	1,703	430,581	2,772,329	5.8%	81,741	
Jun	2,409,171	0	447,041	2,856,212	-1.8%	89,846	
Jul	2,640,686	1,804	475,071	3,117,561	1.2%	91,728	
Aug	2,619,541	734	505,180	3,125,455	2.4%	89,181	
Sep	2,210,641	4,855	448,471	2,663,967	10.3%	76,227	
Oct	2,352,332	2,868	448,587	2,803,787	3.3%	85,490	
Nov	2,355,884	3,198	419,754	2,778,836	6.5%	74,756	
Dec	2,414,346	1,771	419,283	2,835,400	8.4%	76,549	
<b>Total 2005</b>	<b>27,951,034</b>	<b>33,227</b>	<b>5,089,279</b>	<b>33,073,540</b>	<b>3.7%</b>	<b>940,260</b>	
<b>% Change</b>							
<b>2004 to 2005</b>	<b>3.0%</b>	<b>-75.0%</b>	<b>10.2%</b>	<b>3.7%</b>		<b>-5.1%</b>	

## 2.2.2 LGA

Monthly Totals 2005

# Commercial Passenger Traffic

Domestic	MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE	% CHANGE	Non-Revenue
					PASSENGERS	2004-2005	Passengers
	Jan	1,454,796	0	282,769	1,737,565	12.9%	48,548
	Feb	1,435,210	43	300,103	1,735,356	5.3%	40,187
	Mar	1,740,176	136	376,556	2,116,868	11.9%	46,728
	Apr	1,756,080	675	398,938	2,155,693	5.1%	50,200
	May	1,819,475	577	406,851	2,226,903	13.0%	57,724
	Jun	1,777,432	1,285	392,860	2,171,577	6.4%	56,928
	Jul	1,799,034	581	399,204	2,198,819	8.4%	64,311
	Aug	1,784,794	355	393,296	2,178,445	3.9%	56,660
	Sep	1,562,954	642	358,881	1,922,477	6.8%	55,096
	Oct	1,561,796	393	363,958	1,926,147	-5.5%	51,990
	Nov	1,642,535	83	372,949	2,015,567	-0.8%	53,423
	Dec	1,642,742	0	379,313	2,022,055	-1.4%	54,953
	<b>Total 2005</b>	<b>19,977,024</b>	<b>4,770</b>	<b>4,425,678</b>	<b>24,407,472</b>	<b>5.2%</b>	<b>636,748</b>
	<b>% Change</b>						
	<b>2004 to 2005</b>	<b>3.9%</b>	<b>-22.6%</b>	<b>11.9%</b>	<b>5.2%</b>		<b>-13.7%</b>

International	MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE	% CHANGE	Non-Revenue
					PASSENGERS	2004-2005	Passengers
	Jan	96,742	-	10,792	107,534	58.5%	4,315
	Feb	100,736	-	11,711	112,447	48.6%	581
	Mar	115,494	-	15,263	130,757	48.3%	415
	Apr	105,200	-	17,114	122,314	25.0%	5,761
	May	117,897	-	19,003	136,900	31.8%	6,630
	Jun	118,382	-	17,492	135,874	23.9%	6,286
	Jul	124,432	-	15,182	139,614	15.5%	587
	Aug	122,138	-	15,585	137,723	4.1%	6,755
	Sep	99,201	66	20,445	119,712	9.3%	6,152
	Oct	95,183	-	20,784	115,967	-8.1%	6,625
	Nov	101,371	-	12,101	113,472	-4.9%	7,030
	Dec	89,954	48	8,813	98,815	-10.4%	3,512
	<b>Total 2005</b>	<b>1,286,730</b>	<b>114</b>	<b>184,285</b>	<b>1,471,129</b>	<b>16.6%</b>	<b>54,649</b>
	<b>% Change</b>						
	<b>2004 to 2005</b>	<b>26.5%</b>	<b>#DIV/0!</b>	<b>-24.6%</b>	<b>16.6%</b>		<b>-4.2%</b>

Domestic and International Totals	MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE	% CHANGE	Non-Revenue
					PASSENGERS	2004-2005	Passengers
	Jan	1,551,538	0	293,561	1,845,099	14.8%	52,863
	Feb	1,535,946	43	311,814	1,847,803	7.2%	40,768
	Mar	1,855,670	136	391,819	2,247,625	13.5%	47,143
	Apr	1,861,280	675	416,052	2,278,007	6.0%	55,961
	May	1,937,372	577	425,854	2,363,803	13.9%	64,354
	Jun	1,895,814	1,285	410,352	2,307,451	7.3%	63,214
	Jul	1,923,466	581	414,386	2,338,433	8.8%	64,898
	Aug	1,906,932	355	408,881	2,316,168	3.9%	63,415
	Sep	1,662,155	708	379,326	2,042,189	6.9%	61,248
	Oct	1,656,979	393	384,742	2,042,114	-5.7%	58,615
	Nov	1,743,906	83	385,050	2,129,039	-1.0%	60,453
	Dec	1,732,696	48	388,126	2,120,870	-1.9%	58,465
	<b>Total 2005</b>	<b>21,263,754</b>	<b>4,884</b>	<b>4,609,963</b>	<b>25,878,601</b>	<b>5.8%</b>	<b>691,397</b>
	<b>% Change</b>						
	<b>2004 to 2005</b>	<b>5.0%</b>	<b>-20.7%</b>	<b>9.8%</b>	<b>5.8%</b>		<b>-13.0%</b>

## 2.2.2 REGION

Monthly Totals 2005

# Commercial Passenger Traffic

Domestic	MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE	% CHANGE	Non-Revenue
					PASSENGERS	2004-2005	Passengers
	Jan	4,306,039	5,766	712,118	5,023,923	10.7%	141,420
	Feb	4,157,358	6,634	718,051	4,882,043	4.3%	127,178
	Mar	5,219,465	3,903	905,847	6,129,215	11.5%	151,669
	Apr	5,109,490	2,298	929,858	6,041,646	4.1%	153,765
	May	5,117,280	1,382	981,608	6,100,270	10.8%	170,610
	Jun	5,126,733	2,123	973,806	6,102,662	4.2%	177,861
	Jul	5,496,429	1,750	1,000,576	6,498,755	5.9%	193,750
	Aug	5,466,882	3,505	1,019,890	6,490,277	3.9%	181,922
	Sep	4,492,341	9,611	922,245	5,424,197	8.1%	163,612
	Oct	4,687,936	3,719	942,523	5,634,178	-1.4%	171,120
	Nov	5,018,182	6,093	914,454	5,938,729	5.1%	164,799
	Dec	5,041,205	3,034	900,644	5,944,883	4.9%	163,642
	<b>Total 2005</b>	<b>59,239,340</b>	<b>49,818</b>	<b>10,921,620</b>	<b>70,210,778</b>	<b>5.9%</b>	<b>1,961,348</b>
	<b>% Change</b>						
	<b>2004 to 2005</b>	<b>4.3%</b>	<b>-36.6%</b>	<b>15.4%</b>	<b>5.9%</b>		<b>-4.9%</b>

International	MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE	% CHANGE	Non-Revenue
					PASSENGERS	2004-2005	Passengers
	Jan	2,131,674	8,214	52,410	2,192,298	12.0%	46,745
	Feb	1,838,727	42,995	47,566	1,929,288	9.2%	38,026
	Mar	2,355,383	21,016	62,407	2,438,806	14.3%	43,621
	Apr	2,289,838	22,071	60,834	2,372,743	6.7%	50,122
	May	2,460,952	13,063	62,214	2,536,229	14.1%	59,025
	Jun	2,610,414	1,368	64,927	2,676,709	6.0%	51,447
	Jul	3,001,413	14,491	87,386	3,103,290	8.2%	51,454
	Aug	2,950,820	16,609	92,258	3,059,687	4.0%	58,376
	Sep	2,414,327	20,327	76,843	2,511,497	7.0%	53,282
	Oct	2,252,957	10,889	73,722	2,337,568	4.9%	57,325
	Nov	2,088,198	15,581	55,443	2,159,222	2.9%	50,349
	Dec	2,232,289	8,866	63,368	2,304,523	0.5%	47,551
	<b>Total 2005</b>	<b>28,626,992</b>	<b>195,490</b>	<b>799,378</b>	<b>29,621,860</b>	<b>7.3%</b>	<b>607,323</b>
	<b>% Change</b>						
	<b>2004 to 2005</b>	<b>7.9%</b>	<b>-30.3%</b>	<b>-0.6%</b>	<b>7.3%</b>		<b>-4.3%</b>

Domestic and International Totals	MONTH	SCHEDULED	CHARTER	COMMUTER	TOTAL REVENUE	% CHANGE	Non-Revenue
					PASSENGERS	2004-2005	Passengers
	Jan	6,437,713	13,980	764,528	7,216,221	11.1%	188,165
	Feb	5,996,085	49,629	765,617	6,811,331	5.7%	165,204
	Mar	7,574,848	24,919	968,254	8,568,021	12.2%	195,290
	Apr	7,399,328	24,369	990,692	8,414,389	4.8%	203,887
	May	7,578,232	14,445	1,043,822	8,636,499	11.7%	229,635
	Jun	7,737,147	3,491	1,038,733	8,779,371	4.7%	229,308
	Jul	8,497,842	16,241	1,087,962	9,602,045	6.6%	245,204
	Aug	8,417,702	20,114	1,112,148	9,549,964	4.0%	240,298
	Sep	6,906,668	29,938	999,088	7,935,694	7.8%	216,894
	Oct	6,940,893	14,608	1,016,245	7,971,746	0.4%	228,445
	Nov	7,106,380	21,674	969,897	8,097,951	4.5%	215,148
	Dec	7,273,494	11,900	964,012	8,249,406	3.6%	211,193
	<b>Total 2005</b>	<b>87,866,332</b>	<b>245,308</b>	<b>11,720,998</b>	<b>99,832,638</b>	<b>6.3%</b>	<b>2,568,671</b>
	<b>% Change</b>						
	<b>2004 to 2005</b>	<b>5.5%</b>	<b>-31.7%</b>	<b>14.2%</b>	<b>6.3%</b>		<b>-4.7%</b>

### 2.3.1

## Passenger Traffic in Helicopters

*Annual Totals 1992-2005*

YEAR	JFK*	DOWNTOWN	TOTAL
1992	22,760	17,023	39,783
1993	25,456	16,269	41,725
1994	177	15,944	16,121
1995	-	18,756	18,756
1996	-	27,741	27,741
1997	-	39,609	39,609
1998	-	61,520	61,520
1999	-	75,342	75,342
2000	-	68,289	68,289
2001	-	17,351	17,351
2002	-	6,845	6,845
2003	-	47,124	47,124
2004	-	104,158	104,158
2005	-	113,752	113,752

\* Scheduled Only

**Note:** No passenger activity for scheduled helicopters at JFK, EWR or LGA W. 30th Heliport was returned to NYS DOT, May 1996

### 2.3.2

## Passenger Traffic in Helicopters

### Monthly Totals 2005 and 2004

2005	MONTH	DOWNTOWN	TOTAL
	Jan	7,444	7,444
	Feb	8,681	8,681
	Mar	13,333	13,333
	Apr	11,271	11,271
	May	11,140	11,140
	Jun	6,999	6,999
	Jul	6,122	6,122
	Aug	8,798	8,798
	Sep	7,405	7,405
	Oct	8,528	8,528
	Nov	11,080	11,080
	Dec	12,951	12,951
	<b>Annual Total for 2005</b>	<b>113,752</b>	<b>113,752</b>

2004	MONTH	DOWNTOWN	TOTAL
	Jan	4,356	4,356
	Feb	6,678	6,678
	Mar	7,664	7,664
	Apr	10,890	10,890
	May	7,615	7,615
	Jun	8,862	8,862
	Jul	7,565	7,565
	Aug	7,377	7,377
	Sep	5,947	5,947
	Oct	9,295	9,295
	Nov	12,767	12,767
	Dec	15,142	15,142
	<b>Annual Total for 2004</b>	<b>104,158</b>	<b>104,158</b>

**Note:** No passenger activity for scheduled helicopters at JFK, EWR or LGA

## 2.4.1 JFK

Annual Totals 1992-2005

## Passenger Traffic By Market

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
1992	11,215,147	1,442,292	24,452	2,076,763	537,802	1,108,477	10,277,514	1,078,465	27,760,912
1993	10,480,399	1,301,414	22,690	2,267,171	476,532	1,239,032	9,875,250	1,134,361	26,796,849
1994	11,516,300	1,392,934	9,265	2,246,828	405,171	1,358,781	10,764,635	1,125,455	28,819,369
1995	11,813,773	1,499,600	52,066	2,360,298	364,620	1,497,024	11,577,982	1,212,216	30,377,579
1996	12,200,744	1,501,511	137,089	2,256,961	384,284	1,501,744	11,801,458	1,371,705	31,155,496
1997	12,349,531	1,562,096	130,302	2,241,480	428,324	1,649,237	11,534,390	1,462,071	31,357,431
1998	11,827,827	1,386,740	175,903	2,382,744	378,601	1,733,559	11,704,201	1,469,520	31,059,095
1999	12,051,043	1,452,804	167,360	2,669,806	419,918	1,434,742	12,011,032	1,501,726	31,708,431
2000	12,727,995	1,431,885	167,411	2,708,292	438,079	1,378,514	12,388,578	1,587,110	32,827,864
2001	12,261,412	1,100,068	169,857	2,602,377	371,549	1,209,070	10,155,565	1,480,154	29,350,052
2002	13,609,127	993,751	133,172	2,608,719	434,347	1,126,384	9,430,305	1,603,407	29,939,212
2003	15,145,675	1,291,183	115,142	2,775,936	438,529	1,142,993	9,293,648	1,533,383	31,736,489
2004	18,537,406	1,551,016	156,538	3,044,875	480,985	1,352,007	10,622,734	1,829,896	37,575,457
2005	20,371,485	1,724,057	212,745	3,111,743	490,462	1,474,630	11,509,398	1,985,977	40,880,497

## 2.4.1 EWR

Annual Totals 1992-2005

## Passenger Traffic By Market

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
1992	20,528,460	439,927	282,494	650,966	177,636	638	2,089,309	114,818	24,284,248
1993	21,865,770	504,322	356,796	650,251	176,881	142	2,117,877	137,374	25,809,413
1994	23,818,146	552,368	451,741	578,760	230,484	2,279	2,213,866	172,340	28,019,984
1995	22,069,117	711,567	518,786	553,243	230,306	15,316	2,328,796	199,100	26,626,231
1996	23,813,992	715,174	565,738	651,345	275,480	103,779	2,855,100	136,856	29,117,464
1997	24,670,114	656,873	628,296	608,601	290,047	261,454	3,645,959	184,513	30,945,857
1998	25,248,909	607,898	685,200	529,551	348,693	469,355	4,518,340	167,928	32,575,874
1999	25,243,147	669,422	687,053	545,081	411,947	626,900	5,124,745	314,391	33,622,686
2000	25,020,657	767,836	906,028	607,095	411,782	643,674	5,538,997	292,632	34,188,701
2001	22,791,615	691,631	944,161	700,676	389,292	585,733	4,663,542	333,841	31,100,491
2002	21,148,358	699,451	806,382	747,662	397,219	488,012	4,598,621	335,070	29,220,775
2003	21,043,705	738,176	827,594	846,422	398,655	480,792	4,830,348	284,822	29,450,514
2004	22,224,861	810,394	988,004	995,348	430,669	504,577	5,548,387	391,132	31,893,372
2005	22,944,821	762,943	885,954	997,402	451,567	527,249	5,968,564	535,040	33,073,540

## 2.4.1 LGA

## Passenger Traffic By Market

Annual Totals 1992-2005

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
1992	18,555,952	-	1,115,331	74,257	-	307	-	-	19,745,847
1993	18,613,460	-	1,078,161	112,910	-	35	-	-	19,804,566
1994	19,530,496	-	1,056,818	143,153	-	-	-	-	20,730,467
1995	19,309,523	-	1,152,677	137,194	-	-	-	-	20,599,394
1996	19,337,106	-	1,237,665	124,042	-	-	323	-	20,699,136
1997	20,305,251	-	1,203,927	98,270	-	-	-	-	21,607,448
1998	21,570,795	-	1,161,343	79,797	-	-	-	-	22,811,935
1999	22,592,060	-	1,229,098	105,765	-	-	-	-	23,926,923
2000	24,013,839	-	1,212,513	133,533	-	-	149	-	25,360,034
2001	21,375,263	-	965,454	179,157	-	-	-	-	22,519,874
2002	20,869,575	-	940,971	176,133	-	-	-	-	21,986,679
2003	21,435,178	68	845,935	201,589	-	-	-	-	22,482,770
2004	23,191,610	-	1,059,906	201,687	-	-	-	-	24,453,203
2005	24,407,472	-	1,269,264	201,865	-	-	-	-	25,878,601

## 2.4.1 REGION

## Passenger Traffic By Market

Annual Totals 1992-2005

YEAR	DOMESTIC	PUERTO RICO	CANADA	BERMUDA & CARIBBEAN	MEXICO	LATIN AMERICA	TRANS ATLANTIC	TRANS PACIFIC	TOTAL
1992	50,299,559	1,882,219	1,422,277	2,801,986	715,438	1,109,422	12,366,823	1,193,283	71,791,007
1993	50,959,629	1,805,736	1,457,647	3,030,332	653,413	1,239,209	11,993,127	1,271,735	72,410,828
1994	54,864,942	1,945,302	1,517,824	2,968,741	635,655	1,361,060	12,978,501	1,297,795	77,569,820
1995	53,192,413	2,211,167	1,723,529	3,050,735	594,926	1,512,340	13,906,778	1,411,316	77,603,204
1996	55,351,842	2,216,685	1,940,492	3,032,348	659,764	1,605,523	14,656,881	1,508,561	80,972,096
1997	57,324,896	2,218,969	1,962,525	2,948,351	718,371	1,910,691	15,180,349	1,646,584	83,910,736
1998	58,647,531	1,994,638	2,022,446	2,992,092	727,294	2,202,914	16,222,541	1,637,448	86,446,904
1999	59,886,250	2,122,226	2,083,511	3,320,652	831,865	2,061,642	17,135,777	1,816,117	89,258,040
2000	61,762,491	2,199,721	2,285,952	3,448,920	849,861	2,022,188	17,927,724	1,879,742	92,376,599
2001	56,428,290	1,791,699	2,079,472	3,482,210	760,841	1,794,803	14,819,107	1,813,995	82,970,417
2002	55,627,060	1,693,202	1,880,525	3,532,514	831,566	1,614,396	14,028,926	1,938,477	81,146,666
2003	57,624,558	2,029,427	1,788,671	3,823,947	837,184	1,623,785	14,123,996	1,818,205	83,669,773
2004	63,953,877	2,361,410	2,204,448	4,241,910	911,654	1,856,584	16,171,121	2,221,028	93,922,032
2005	67,723,778	2,487,000	2,367,963	4,311,010	942,029	2,001,879	17,477,962	2,521,017	99,832,638

## 2.5.1 JFK

Top 20 Carriers

## 2005 Revenue Passenger Traffic by Airline

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	JETBLUE AIRWAYS	9,850,842	203,009	10,053,851	24.6%
2	AMERICAN	4,124,164	4,000,659	8,124,823	44.5%
3	DELTA	1,804,220	1,822,784	3,627,004	53.3%
4	DELTA SONG AIRLINES	2,532,034	-	2,532,034	59.5%
5	BRITISH AIRWAYS	-	1,278,834	1,278,834	62.7%
6	UNITED	795,083	387,303	1,182,386	65.6%
7	COMAIR, INC.	982,252	-	982,252	68.0%
8	AIR FRANCE	-	745,449	745,449	69.8%
9	AMERICA WEST	708,913	-	708,913	71.5%
10	LUFTHANSA	-	615,131	615,131	73.0%
11	VIRGIN ATLANTIC	-	573,321	573,321	74.4%
12	AER LINGUS	-	535,744	535,744	75.7%
13	EL AL	-	531,150	531,150	77.0%
14	AMERICAN EAGLE	364,531	150,017	514,548	78.3%
15	NORTHWEST	202,596	187,524	390,120	79.2%
16	KLM	-	366,752	366,752	80.1%
17	ALITALIA	-	352,181	352,181	81.0%
18	KOREAN	-	334,902	334,902	81.8%
19	IBERIA	-	316,400	316,400	82.6%
20	CATHAY PACIFIC	-	302,624	302,624	83.3%
<b>@TOP 20</b>		<b>21,364,635</b>	<b>12,703,784</b>	<b>34,068,419</b>	
<b>TOTAL AIRPORT</b>		<b>22,095,542</b>	<b>18,784,955</b>	<b>40,880,497</b>	

## 2.5.1 EWR

Top 20 Carriers

## 2005 Revenue Passenger Traffic by Airline

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	CONTINENTAL	11,582,679	5,586,712	17,169,391	51.9%
2	CONTINENTAL EXPRESS/EXP. JET	3,817,720	-	4,239,340	64.7%
3	AMERICAN	1,862,248	125	1,862,373	70.4%
4	DELTA	1,207,989	-	1,207,989	74.0%
5	UNITED	1,165,632	-	1,165,632	77.5%
6	NORTHWEST	719,836	362	720,198	79.7%
7	AMERICA WEST	501,409	-	501,409	81.2%
8	US AIRWAYS	454,377	-	454,377	82.6%
9	VIRGIN ATLANTIC	-	368,668	368,668	83.7%
10	BRITISH AIRWAYS	-	363,838	363,838	84.8%
11	AIRTRAN AIRWAYS	341,441	-	341,441	85.9%
12	USA 3000 AIRLINES	214,288	-	308,894	86.8%
13	JETBLUE AIRWAYS	296,111	-	296,111	87.7%
14	SAS	-	295,155	295,155	88.6%
15	ALITALIA	-	-	262,776	89.4%
16	ATA AIRLINES	259,239	494	259,733	90.2%
17	LUFTHANSA	-	252,547	252,547	90.9%
18	AIR INDIA	-	246,299	246,299	91.7%
19	AIR CANADA	-	233,524	233,524	92.4%
20	EL AL	-	-	187,238	92.9%
<b>@TOP 20</b>		<b>22,422,969</b>	<b>7,347,724</b>	<b>30,736,933</b>	
<b>TOTAL AIRPORT</b>		<b>23,707,764</b>	<b>9,365,776</b>	<b>33,073,540</b>	

## 2.5.1 LGA

Top 20 Carriers

## 2005 Revenue Passenger Traffic by Airline

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	AMERICAN	4,995,737	142,948	5,138,685	19.9%
2	US AIRWAYS	2,536,705	100,953	2,637,658	30.0%
3	DELTA	1,946,876	90,792	2,037,668	37.9%
4	UNITED	1,591,712	-	1,591,712	44.1%
5	NORTHWEST	1,490,113	-	1,490,113	49.8%
6	DELTA SONG AIRLINES	1,469,063	-	1,469,063	55.5%
7	DELTA SHUTTLE	1,231,303	-	1,231,303	60.3%
8	SPIRIT AIRLINES	1,185,666	-	1,185,666	64.8%
9	USAIR EXP-CHAUTAUQUA	1,118,388	-	1,118,388	69.2%
10	AMERICAN EAGLE	902,079	111,963	1,014,042	73.1%
11	COMAIR, INC.	919,070	57,782	976,852	76.9%
12	AIRTRAN AIRWAYS	892,549	-	892,549	80.3%
13	AIR CANADA	-	845,501	845,501	83.6%
14	CONTINENTAL	800,538	-	800,538	86.7%
15	ATA AIRLINES	703,706	-	703,706	89.4%
16	JETBLUE AIRWAYS	679,472	-	679,472	92.0%
17	USAIR EXP-PIEDMONT	451,753	-	451,753	93.8%
18	US AIR EXP:COLGAN AIR	312,119	-	312,119	95.0%
19	MIDWEST AIRLINES, INC.	289,978	-	289,978	96.1%
20	FRONTIER AIRLINES	168,157	-	168,157	96.7%
<b>@TOP 20</b>		<b>23,684,984</b>	<b>1,349,939</b>	<b>25,034,923</b>	
<b>TOTAL AIRPORT</b>		<b>24,407,472</b>	<b>1,471,129</b>	<b>25,878,601</b>	

## 2.5.1 Region

Top 20 Carriers

## 2005 Revenue Passenger Traffic by Airline

RANK	AIRLINE	DOMESTIC PASSENGERS	INTERNATIONAL PASSENGERS	TOTAL PASSENGERS	CUMULATIVE %
1	CONTINENTAL	12,437,412	5,586,712	18,024,124	18.1%
2	AMERICAN	10,982,149	4,143,732	15,125,881	33.2%
3	JETBLUE AIRWAYS	10,826,425	203,009	11,029,434	44.3%
4	DELTA	4,959,085	1,913,576	6,872,661	51.1%
5	CONTINENTAL EXPRESS/EXP. JET	3,936,166	421,620	4,357,786	55.5%
6	DELTA SONG AIRLINES	4,141,735	-	4,141,735	59.7%
7	UNITED	3,552,427	387,303	3,939,730	63.6%
8	US AIRWAYS	2,991,082	100,953	3,092,035	66.7%
9	NORTHWEST	2,412,545	187,886	2,600,431	69.3%
10	COMAIR, INC.	1,973,481	57,782	2,031,263	71.3%
11	AMERICAN EAGLE	1,411,329	261,980	1,673,309	73.0%
12	BRITISH AIRWAYS	-	1,642,672	1,642,672	74.7%
13	AIRTRAN AIRWAYS	1,233,990	-	1,233,990	75.9%
14	DELTA SHUTTLE	1,231,303	-	1,231,303	77.1%
15	AMERICA WEST	1,210,322	-	1,210,322	78.3%
16	SPIRIT AIRLINES	1,185,862	-	1,185,862	79.5%
17	AIR CANADA	-	1,140,006	1,140,006	80.7%
18	USAIR EXP-CHAUTAUQUA	1,134,832	-	1,134,832	81.8%
19	ATA AIRLINES	962,945	4,406	967,351	82.8%
20	VIRGIN ATLANTIC	-	941,989	941,989	83.7%
<b>@TOP 20</b>		<b>66,583,090</b>	<b>16,993,626</b>	<b>83,576,716</b>	
<b>TOTAL AIRPORT</b>		<b>70,210,778</b>	<b>29,621,860</b>	<b>99,832,638</b>	

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

## 2.6.1 JFK

## Passenger Traffic by Terminal

2005 Passengers	DOMESTIC		INTERNATIONAL		TOTAL
	TERMINAL BUILDING	Inbound	Outbound	Inbound	
Terminal 1	-	-	1,491,978	1,491,466	2,983,444
Terminal 2	1,735,566	1,660,771	-	13,065	3,409,402
Terminal 3	1,109,149	1,080,107	1,048,037	1,036,235	4,273,528
Terminal 4	237,849	237,889	3,352,983	3,229,018	7,057,739
Terminal 5 (Closed)	-	-	-	-	-
Terminal 6	4,930,382	4,920,460	-	101,171	9,952,013
Terminal 7	855,211	839,267	1,328,793	1,312,903	4,336,174
Terminal 8	-	-	2,114,817	2,103,422	4,218,239
Terminal 9	2,260,433	2,228,262	75,110	74,907	4,638,712
Unknown Terminal	98	98	5,428	5,622	11,246
<b>Total</b>	<b>11,128,688</b>	<b>10,966,854</b>	<b>9,417,146</b>	<b>9,367,809</b>	<b>40,880,497</b>

## 2.6.1 EWR

2005 Passengers	DOMESTIC		INTERNATIONAL		TOTAL
	TERMINAL BUILDING	Inbound	Outbound	Inbound	
Terminal A	3,460,739	3,772,610	137,744	139,408	7,510,501
Terminal B	1,283,488	1,264,725	1,555,444	1,525,432	5,629,089
Terminal C	7,093,177	6,832,419	3,030,626	2,977,122	19,933,344
Unknown Terminal	351	255	-	-	606
<b>Total</b>	<b>11,837,404</b>	<b>11,869,754</b>	<b>4,723,814</b>	<b>4,641,962</b>	<b>33,072,934</b>

## 2.6.1 LGA

2005 Passengers	DOMESTIC		INTERNATIONAL		TOTAL
	TERMINAL BUILDING	Inbound	Outbound	Inbound	
Central Terminal Building	6,238,372	6,271,051	645,394	576,208	13,731,025
Delta Terminal	2,960,274	2,997,291	69,664	78,910	6,106,139
Marine Terminal	610,089	624,527	-	-	1,234,616
US Airways Terminal	2,348,783	2,357,085	50,104	50,849	4,806,821
<b>Total</b>	<b>12,157,518</b>	<b>12,249,954</b>	<b>765,162</b>	<b>705,967</b>	<b>25,878,601</b>

**Note:** It is difficult to accurately reflect traffic at passenger terminals having airline tenants whose service to a market group is split between two terminals. Problem cases are JFK's Delta terminals 2 & 3, and, to a lesser extent, American's Terminals 8 & 9.

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

## 2.7.1 JFK

## Top 50 Domestic Passenger Origin/Destination City Markets

Annual Total for 2005

Rank	City	Total Domestic O&D	Percent Pure Domestic O&D	Percent O&D Initiated at NYNJ Airport	Top Airline		2nd Ranked	
					Percent of O&D	Airline	Percent of O&D	Airline
Kennedy International Airport								
1	Los Angeles, CA, US	2,069,740	82.6%	39.4%	AA	49.0%	DL	28.9%
2	Orlando, Florida, US	1,550,580	94.3%	69.7%	B6	62.8%	DL	36.1%
3	Fort Lauderdale, FL, US	1,500,340	97.3%	64.9%	B6	68.0%	DL	31.9%
4	San Juan, Puerto Rico (US)	1,435,890	84.8%	58.2%	AA	59.5%	B6	27.8%
5	San Francisco, CA, US	1,254,860	81.2%	40.0%	AA	42.2%	UA	29.1%
6	Las Vegas, Nevada, US	978,680	97.5%	81.3%	B6	46.0%	HP	33.7%
7	West Palm Beach/Palm B, FL, US	926,130	98.8%	66.8%	B6	79.1%	DL	20.8%
8	Tampa, Florida, US	869,500	94.1%	56.5%	B6	65.9%	DL	33.5%
9	Miami, Florida, US	751,960	48.0%	34.5%	AA	98.0%	DL	1.8%
10	Long Beach, California, US	695,850	99.8%	46.4%	B6	99.2%	AA	0.6%
11	Fort Myers, Florida, US	619,290	98.7%	69.3%	B6	76.8%	DL	22.7%
12	Oakland, California, US	558,020	99.8%	43.9%	B6	95.2%	DL	1.6%
13	Buffalo, New York, US	510,640	99.0%	52.4%	B6	99.7%	UA	0.2%
14	San Diego, California, US	480,480	91.9%	49.4%	AA	46.0%	B6	45.3%
15	Seattle/Tacoma, WA, US	456,730	86.8%	42.1%	DL	44.7%	B6	26.4%
16	Washington, DC, US	332,990	54.5%	25.1%	UA	29.2%	DL	23.0%
17	Rochester, New York, US	325,970	99.0%	44.3%	B6	99.7%	UA	0.2%
18	Phoenix, Arizona, US	316,890	95.3%	54.2%	HP	60.7%	B6	27.9%
19	Salt Lake City, Utah, US	293,640	86.3%	46.6%	DL	71.1%	B6	26.5%
20	Boston, Massachusetts, US	274,530	44.4%	21.8%	AA	43.8%	DL	32.6%
21	Atlanta, Georgia, US	260,080	56.5%	30.6%	DL	96.6%	UA	1.2%
22	Minneapolis/St Pau, MN, US	255,640	92.8%	37.4%	NW	50.3%	SY	45.1%
23	Denver, Colorado, US	230,870	94.7%	54.5%	B6	73.2%	DL	19.9%
24	Burbank, California, US	225,020	99.7%	40.3%	B6	96.5%	HP	0.9%
25	New Orleans, Louisiana, US	207,430	97.0%	58.3%	B6	89.2%	DL	7.0%
26	San Jose, California, US	200,560	98.3%	45.4%	B6	75.0%	AA	17.9%
27	Dallas/Fort Worth, TX, US	183,270	60.4%	27.1%	AA	92.6%	DL	5.3%
28	Ontario/San Berndn, CA, US	172,350	99.4%	40.6%	B6	85.6%	DL	5.2%
29	Raleigh/Durham, NC, US	137,830	49.3%	25.6%	AA	65.0%	DL	32.0%
30	Syracuse, New York, US	137,070	98.3%	44.7%	B6	99.9%	DL	0.1%
31	Burlington, Vermont, US	131,130	97.3%	48.2%	B6	99.0%	DL	0.9%
32	Aguadilla, Puerto Rico (US)	121,570	100.0%	70.5%	B6	97.4%	XG	2.6%
33	Sacramento, California, US	120,210	97.4%	36.1%	B6	72.6%	DL	7.5%
34	Charlotte Amalie, VI (US)	104,950	94.3%	80.9%	AA	99.1%	DL	0.8%
35	Detroit, Michigan, US	99,700	51.1%	23.9%	DL	45.5%	NW	45.2%
36	Jacksonville, Florida, US	95,380	80.4%	48.2%	DL	95.3%	DH	1.3%
37	Portland, Oregon, US	93,290	94.0%	39.2%	B6	55.3%	DL	20.1%
38	Cincinnati, Ohio, US	77,730	44.4%	19.8%	DL	97.7%	NW	2.0%
39	Honolulu, Oahu, Hawaii, US	72,540	82.2%	64.5%	AA	42.3%	UA	31.0%
40	St Louis, Missouri, US	51,960	45.4%	20.5%	DL	62.3%	AA	32.6%
41	Pittsburgh, PA, US	51,580	46.7%	22.5%	DL	71.1%	DH	21.0%
42	Houston, Texas, US	49,460	68.6%	29.6%	CO	68.3%	DL	15.2%
43	Melbourne, Florida, US	47,870	94.8%	57.6%	DL	99.9%	OH	0.1%
44	Chicago, Illinois, US	46,140	55.8%	25.1%	DL	53.9%	UA	16.2%
45	Ponce, Puerto Rico (US)	45,190	100.0%	61.1%	B6	100.0%	#REF!	0.0%
46	Norfolk/Va B/Pt/Ch, VA, US	41,070	41.0%	21.9%	DL	90.8%	DH	4.9%
47	Savannah, Georgia, US	39,430	88.7%	58.8%	DL	92.1%	DH	5.1%
48	Pensacola, Florida, US	36,070	86.7%	42.5%	DL	99.0%	AA	0.9%
49	Charleston, South Carolina, US	35,110	82.8%	47.8%	DL	87.5%	DH	10.3%
50	Greensboro/High Point, NC, US	34,850	70.2%	33.4%	DL	87.3%	DH	9.4%
<b>Total for top 50 Markets</b>		<b>19,608,060</b>	<b>104.2%</b>	<b>Percent Top 50 Markets are of Total</b>				
<b>Kennedy Total</b>		<b>18,822,020</b>	<b>86.7%</b>	<b>Percent Domestic O&amp;D originating at the base</b>	<b>Percent O&amp;D</b>	<b>Percent O&amp;D by Top Airline</b>	<b>Percent O&amp;D by 2nd Ranked</b>	

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

## 2.7.1 EWR

## Top 50 Domestic Passenger Origin/Destination City Markets

Annual Total for 2005

Rank	City	Total Domestic O&D	Percent Pure Domestic O&D	Percent O&D Initiated at NYNJ Airport	Top Airline		2nd Ranked	
					Percent of O&D	Airline	Percent of O&D	Airline
<b>Newark Liberty International Airport</b>								
1	Chicago, Illinois, US	1,289,460	90.5%	51.9%	CO	38.8%	UA	27.1%
2	Orlando, Florida, US	1,170,160	87.6%	70.7%	CO	73.6%	DL	13.6%
3	Atlanta, Georgia, US	1,154,660	88.8%	47.5%	DL	47.3%	CO	35.7%
4	Los Angeles, CA, US	1,004,650	86.3%	48.2%	CO	54.2%	AA	24.9%
5	Las Vegas, Nevada, US	826,480	87.8%	78.2%	CO	76.3%	HP	18.1%
6	San Francisco, CA, US	745,930	84.0%	51.5%	CO	65.5%	UA	26.4%
7	Fort Lauderdale, FL, US	726,290	90.3%	62.6%	CO	81.5%	B6	13.4%
8	Houston, Texas, US	704,900	60.4%	30.0%	CO	89.8%	FL	2.4%
9	Miami, Florida, US	687,300	69.3%	52.5%	CO	48.6%	AA	48.6%
10	San Juan, Puerto Rico (US)	598,740	83.9%	63.1%	CO	55.7%	AA	39.1%
11	Phoenix, Arizona, US	557,910	90.5%	58.1%	CO	59.8%	HP	34.9%
12	Dallas/Fort Worth, TX, US	547,120	85.9%	46.7%	AA	51.3%	CO	37.3%
13	West Palm Beach/Palm B, FL, US	532,000	94.7%	65.5%	CO	90.1%	B6	6.4%
14	Tampa, Florida, US	517,400	85.7%	54.5%	CO	85.7%	B6	7.2%
15	Washington, DC, US	463,460	71.0%	40.0%	CO	67.3%	XX	13.0%
16	Boston, Massachusetts, US	451,200	71.0%	41.1%	CO	89.9%	AA	10.0%
17	Denver, Colorado, US	402,150	87.3%	52.6%	CO	58.5%	UA	31.3%
18	Seattle/Tacoma, WA, US	392,190	85.9%	41.7%	CO	57.8%	AS	32.8%
19	Minneapolis/St Pau, MN, US	339,880	77.7%	41.8%	NW	48.2%	CO	38.8%
20	Charlotte, North Carolina, US	313,940	69.5%	38.4%	US	52.7%	CO	34.3%
21	San Diego, California, US	313,780	86.8%	55.4%	CO	80.8%	AA	4.9%
22	Detroit, Michigan, US	300,960	68.3%	36.0%	NW	54.9%	CO	41.6%
23	Cleveland, Ohio, US	299,260	63.0%	32.3%	CO	97.5%	UA	1.1%
24	Fort Myers, Florida, US	256,350	93.7%	71.0%	CO	86.0%	B6	7.3%
25	Raleigh/Durham, NC, US	254,380	82.7%	45.7%	CO	62.5%	AA	29.4%
26	Pittsburgh, PA, US	214,650	76.7%	40.4%	CO	55.5%	US	35.6%
27	St Louis, Missouri, US	200,170	86.1%	49.5%	CO	46.9%	AA	41.5%
28	Santa Ana, California, US	196,770	94.9%	54.3%	CO	81.5%	UA	5.0%
29	Jacksonville, Florida, US	183,770	89.2%	56.7%	CO	81.8%	DL	6.5%
30	Honolulu, Oahu, Hawaii, US	177,420	89.1%	72.5%	CO	69.4%	AA	10.5%
31	Portland, Oregon, US	175,130	81.7%	39.5%	CO	76.2%	UA	6.6%
32	Cincinnati, Ohio, US	173,450	86.3%	46.1%	DL	54.4%	CO	43.3%
33	New Orleans, Louisiana, US	160,240	85.7%	63.4%	CO	85.3%	DL	4.9%
34	Columbus, Ohio, US	159,150	84.3%	45.0%	CO	92.3%	DH	2.4%
35	Salt Lake City, Utah, US	151,120	85.7%	56.9%	DL	58.3%	CO	31.7%
36	Milwaukee, Wisconsin, US	148,800	93.3%	50.1%	YX	52.6%	CO	41.1%
37	Austin, Texas, US	147,200	87.2%	44.8%	CO	76.6%	AA	14.2%
38	Kansas City, Missouri, US	137,740	85.0%	46.3%	CO	74.4%	FL	5.3%
39	Indianapolis, Indiana, US	129,470	79.7%	43.0%	CO	81.4%	FL	3.6%
40	Buffalo, New York, US	128,800	77.1%	44.7%	CO	98.5%	UA	0.6%
41	Nashville, Tennessee, US	127,020	83.7%	51.2%	CO	82.0%	DH	5.2%
42	San Antonio, Texas, US	120,110	87.3%	53.7%	CO	76.8%	AA	13.2%
43	Memphis, Tennessee, US	105,020	88.9%	49.8%	CO	44.3%	NW	40.5%
44	Sarasota/Bradenton, FL, US	98,400	96.1%	69.4%	CO	86.8%	DL	7.2%
45	Greensboro/High Point, NC, US	93,060	80.6%	45.1%	CO	84.5%	DH	7.4%
46	Savannah, Georgia, US	89,600	87.6%	64.7%	CO	76.7%	DL	6.2%
47	Rochester, New York, US	82,520	68.0%	36.8%	CO	98.1%	UA	0.6%
48	Norfolk/Va B/Pt/Ch, VA, US	81,690	63.2%	38.1%	CO	91.7%	UA	3.8%
49	Aguadilla, Puerto Rico (US)	81,000	98.6%	69.3%	CO	100.0%	NW	0.0%
50	Charleston, South Carolina, US	78,230	84.8%	57.7%	CO	76.9%	US	8.0%
<b>Total for top 50 Markets</b>		<b>18,291,080</b>	<b>87.1%</b>	<b>52.2%</b>	<b>Percent Top 50 Markets are of Total</b>			
<b>Newark Liberty Total</b>		<b>21,007,840</b>	<b>83.9%</b>	<b>52.2%</b>	<b>Percent Pure Domestic O&amp;D</b>	<b>Percent O&amp;D originating at the base</b>	<b>Percent O&amp;D by Top Airline</b>	<b>Percent O&amp;D by 2nd Ranked</b>

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

## 2.7.1 LGA

## Top 50 Domestic Passenger Origin/Destination City Markets

Annual Total for 2005

Rank	City	Total Domestic O&D	Percent Pure Domestic O&D	Percent O&D Initiated at NYNJ Airport	Top Airline		2nd Ranked		
						Percent of O&D		Percent of O&D	
<b>LaGuardia</b>									
1	Fort Lauderdale, FL, US	2,009,700	98.2%	58.7%	B6	32.3%	NK	27.2%	
2	Chicago, Illinois, US	1,895,070	94.4%	42.8%	AA	45.5%	UA	32.4%	
3	Atlanta, Georgia, US	1,528,850	94.1%	43.4%	DL	65.8%	FL	23.9%	
4	Washington, DC, US	1,330,970	96.2%	49.0%	DL	42.3%	US	37.3%	
5	Boston, Massachusetts, US	1,258,810	96.8%	44.1%	DL	50.8%	US	38.5%	
6	Orlando, Florida, US	1,113,400	97.8%	70.2%	DL	42.5%	AA	26.2%	
7	Dallas/Fort Worth, TX, US	878,630	92.1%	38.1%	AA	79.7%	TZ	9.0%	
8	Miami, Florida, US	839,830	75.1%	48.0%	AA	96.6%	DL	1.7%	
9	Detroit, Michigan, US	814,630	94.6%	41.5%	NW	64.1%	NK	24.5%	
10	Houston, Texas, US	595,400	84.7%	37.3%	CO	75.1%	AA	13.5%	
11	West Palm Beach/Palm B, FL, US	591,190	99.3%	61.6%	DL	71.9%	AA	19.8%	
12	Denver, Colorado, US	510,230	97.4%	42.7%	UA	56.9%	F9	24.5%	
13	Charlotte, North Carolina, US	493,100	88.3%	41.0%	US	70.6%	AA	11.8%	
14	Tampa, Florida, US	486,110	98.4%	54.7%	DL	49.4%	AA	41.7%	
15	Raleigh/Durham, NC, US	377,060	97.9%	43.5%	AA	43.6%	US	28.4%	
16	Minneapolis/St Pau, MN, US	348,470	91.9%	38.0%	NW	77.7%	TZ	11.0%	
17	St Louis, Missouri, US	289,070	98.6%	44.6%	AA	82.7%	US	4.3%	
18	Cleveland, Ohio, US	270,280	97.3%	42.1%	CO	79.3%	AA	18.7%	
19	Indianapolis, Indiana, US	270,150	99.3%	43.7%	US	54.6%	NW	21.0%	
20	Kansas City, Missouri, US	254,050	99.0%	39.8%	AA	45.1%	YX	41.5%	
21	Columbus, Ohio, US	252,150	98.2%	45.3%	US	35.3%	AA	34.0%	
22	Milwaukee, Wisconsin, US	212,550	99.7%	41.2%	YX	71.0%	XX	17.0%	
23	New Orleans, Louisiana, US	212,270	98.5%	62.6%	AA	41.0%	US	24.8%	
24	Buffalo, New York, US	190,360	97.9%	45.4%	US	84.8%	AA	9.6%	
25	Cincinnati, Ohio, US	190,180	97.0%	39.7%	DL	92.1%	NW	2.2%	
26	Pittsburgh, PA, US	187,140	96.9%	41.9%	US	82.6%	UA	15.4%	
27	Nashville, Tennessee, US	181,290	98.7%	43.3%	AA	85.8%	US	5.0%	
28	Greensboro/High Point, NC, US	180,430	98.8%	43.9%	US	62.8%	DL	35.1%	
29	Jacksonville, Florida, US	174,690	99.0%	49.9%	DL	76.5%	US	10.7%	
30	Richmond Intl, Richmnd, VA, US	167,150	98.7%	46.3%	US	70.0%	DL	28.6%	
31	Myrtle Beach, SC, US	163,840	99.9%	73.4%	NK	83.2%	US	9.7%	
32	Akron/Canton, Ohio, US	154,160	100.0%	37.4%	FL	97.4%	DL	1.5%	
33	Los Angeles, CA, US	148,440	93.2%	43.1%	AA	23.9%	UA	20.9%	
34	Las Vegas, Nevada, US	146,820	96.2%	77.7%	AA	27.0%	DL	16.6%	
35	Charleston, South Carolina, US	145,640	98.8%	61.3%	DL	59.8%	US	34.7%	
36	Austin, Texas, US	143,510	98.9%	40.3%	AA	62.2%	CO	18.2%	
37	Memphis, Tennessee, US	141,050	97.7%	44.0%	NW	74.2%	FL	8.6%	
38	Newport News/Wmsbg, VA, US	137,900	100.0%	45.0%	FL	98.4%	US	1.6%	
39	Phoenix, Arizona, US	132,580	99.0%	55.1%	AA	29.2%	DL	15.6%	
40	Savannah, Georgia, US	113,150	99.1%	60.4%	DL	68.7%	US	19.4%	
41	San Francisco, CA, US	110,400	92.8%	43.2%	UA	31.9%	AA	18.1%	
42	Birmingham, Alabama, US	93,400	98.8%	37.7%	DL	82.5%	WN	6.0%	
43	Portland, Maine, US	92,620	97.9%	52.8%	US	57.2%	DL	33.8%	
44	Portland, Oregon, US	184,980	98.6%	45.8%	UA	39.1%	AA	20.0%	
45	Columbia, South Carolina, US	91,090	99.1%	47.2%	DL	85.0%	US	11.6%	
46	Louisville, Kentucky, US	84,940	99.1%	41.8%	US	75.4%	UA	10.6%	
47	San Diego, California, US	79,030	98.2%	45.4%	AA	35.6%	UA	25.7%	
48	San Antonio, Texas, US	78,110	99.0%	49.9%	AA	48.6%	CO	19.8%	
49	Dayton, Ohio, US	77,340	99.4%	40.2%	US	71.0%	UA	17.3%	
50	Greenville/Sprtnbg, SC, US	77,140	98.2%	43.3%	US	51.3%	DL	37.5%	
<b>Total for top 50 Markets</b>		<b>20,499,350</b>	<b>88.1%</b>	<b>Percent Top 50 Markets are of Total</b>					
<b>Newark Liberty Total</b>		<b>23,265,350</b>	<b>95.4%</b>	<b>47.9%</b>	<b>58.5%</b>	<b>22.9%</b>			
			<b>Percent Pure Domestic O&amp;D</b>	<b>Percent O&amp;D originating at the base</b>	<b>Percent O&amp;D by Top Airline</b>	<b>Percent O&amp;D by 2nd Ranked Airline</b>			

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

## 2.7.1 Region

## Top 50 Domestic Passenger Origin/Destination City Markets

Annual Total for 2005

Rank	City	Total Domestic O&D	Percent Pure Domestic O&D	Percent O&D Initiated at NYNJ Airport	Top Airline		2nd Ranked		
					Percent of O&D	Airline	Percent of O&D	Airline	
<b>Region</b>									
1	Fort Lauderdale, FL, US	4,236,330	96.5%	61.6%	B6	41.7%	DL	21.5%	
2	Orlando, Florida, US	3,834,140	93.3%	70.1%	DL	31.1%	B6	28.0%	
3	Chicago, Illinois, US	3,230,670	92.3%	46.2%	AA	36.1%	UA	30.1%	
4	Los Angeles, CA, US	3,222,830	84.2%	42.3%	AA	40.3%	DL	19.5%	
5	Atlanta, Georgia, US	2,943,590	88.7%	43.9%	DL	61.2%	FL	18.3%	
6	Miami, Florida, US	2,279,090	64.4%	44.9%	AA	82.6%	CO	14.7%	
7	Washington, DC, US	2,127,420	84.2%	43.3%	DL	30.1%	US	23.3%	
8	San Francisco, CA, US	2,111,190	82.8%	44.2%	UA	28.3%	AA	26.8%	
9	San Juan, Puerto Rico (US)	2,085,610	84.8%	60.0%	AA	52.5%	B6	19.7%	
10	West Palm Beach/Palm B, FL, US	2,049,320	97.9%	64.9%	B6	39.0%	DL	30.5%	
11	Boston, Massachusetts, US	1,984,540	83.7%	40.3%	DL	36.7%	US	24.4%	
12	Las Vegas, Nevada, US	1,951,980	93.3%	79.7%	CO	32.8%	HP	24.6%	
13	Tampa, Florida, US	1,873,010	92.9%	55.5%	B6	32.6%	DL	29.0%	
14	Dallas/Fort Worth, TX, US	1,609,020	86.4%	39.8%	AA	71.5%	CO	13.2%	
15	Houston, Texas, US	1,349,760	71.4%	33.2%	CO	82.5%	AA	7.3%	
16	Detroit, Michigan, US	1,215,290	84.5%	38.7%	NW	60.2%	NK	16.4%	
17	Denver, Colorado, US	1,143,250	93.3%	48.5%	UA	36.7%	CO	20.9%	
18	Phoenix, Arizona, US	1,007,380	93.1%	56.5%	HP	38.4%	CO	34.2%	
19	Minneapolis/St Pau, MN, US	943,990	87.0%	39.2%	NW	59.7%	CO	14.1%	
20	Seattle/Tacoma, WA, US	922,890	87.2%	41.7%	CO	24.8%	DL	23.7%	
21	Fort Myers, Florida, US	918,880	97.3%	69.5%	B6	53.8%	CO	24.1%	
22	San Diego, California, US	873,290	90.6%	51.2%	AA	30.3%	CO	29.5%	
23	Charlotte, North Carolina, US	836,520	80.0%	39.5%	US	61.4%	CO	12.9%	
24	Buffalo, New York, US	829,800	95.4%	49.6%	B6	61.4%	US	19.5%	
25	Raleigh/Durham, NC, US	769,270	84.2%	41.0%	AA	42.8%	CO	20.7%	
26	Long Beach, California, US	705,220	99.8%	46.4%	B6	97.9%	AA	1.7%	
27	Oakland, California, US	629,950	99.7%	43.2%	B6	84.3%	UA	4.9%	
28	Cleveland, Ohio, US	598,780	78.1%	36.4%	CO	86.6%	AA	10.1%	
29	New Orleans, Louisiana, US	579,940	94.4%	61.3%	B6	31.9%	CO	24.9%	
30	St Louis, Missouri, US	541,200	88.9%	44.1%	AA	62.6%	CO	17.7%	
31	Salt Lake City, Utah, US	508,890	87.7%	50.7%	DL	63.9%	B6	15.3%	
32	Rochester, New York, US	485,330	93.6%	43.6%	B6	66.9%	CO	16.7%	
33	Jacksonville, Florida, US	453,840	91.2%	52.3%	DL	52.1%	CO	33.2%	
34	Pittsburgh, PA, US	453,370	81.6%	38.9%	US	51.0%	CO	26.4%	
35	Columbus, Ohio, US	442,470	90.3%	43.5%	CO	33.4%	US	20.7%	
36	Cincinnati, Ohio, US	441,360	83.5%	38.7%	DL	78.3%	CO	17.1%	
37	Indianapolis, Indiana, US	427,030	90.2%	41.9%	US	35.1%	CO	25.0%	
38	Kansas City, Missouri, US	402,520	92.9%	41.4%	AA	30.3%	YX	27.2%	
39	Milwaukee, Wisconsin, US	364,760	96.8%	44.7%	YX	62.8%	CO	17.0%	
40	Portland, Oregon, US	360,910	89.1%	38.5%	CO	38.0%	UA	14.7%	
41	Nashville, Tennessee, US	340,620	89.4%	44.7%	AA	46.4%	CO	30.9%	
42	Austin, Texas, US	319,790	91.6%	42.0%	CO	43.8%	AA	37.3%	
43	San Jose, California, US	317,530	97.5%	44.6%	B6	47.4%	AA	21.5%	
44	Greensboro/High Point, NC, US	308,340	90.1%	43.1%	US	37.9%	DL	31.0%	
45	Honolulu, Oahu, Hawaii, US	290,130	88.1%	69.4%	CO	43.7%	AA	20.5%	
46	Syracuse, New York, US	261,000	89.6%	43.0%	B6	52.5%	US	27.4%	
47	Charleston, South Carolina, US	258,980	92.4%	58.4%	DL	46.6%	CO	23.3%	
48	Santa Ana, California, US	258,530	95.4%	50.5%	CO	62.6%	AA	13.9%	
49	Memphis, Tennessee, US	252,090	93.2%	46.1%	NW	58.8%	CO	18.7%	
50	Richmond Intl, Richmnd, VA, US	242,990	90.1%	44.9%	US	48.5%	CO	28.9%	
<b>Total for top 50 Markets</b>		<b>56,594,630</b>	<b>87.4%</b>	<b>Percent Top 50 Markets are of Total</b>					
<b>Regional Total</b>		<b>64,755,110</b>	<b>88.9%</b>	<b>Percent Pure Domestic O&amp;D</b>	<b>50.2%</b>	<b>Percent O&amp;D originating at the base</b>	<b>48.5%</b>	<b>Percent O&amp;D by Top Airline</b>	<b>22.0%</b>
							<b>Percent O&amp;D by 2nd Ranked Airline</b>		

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

## 2.7.2 JFK

## Top 50 International Passenger City Markets in 2005

	Top 50 City Markets	Foreign Flag Airlines		USA Flag Airlines		Total
		Enplaned /Deplaned	Load Factor*	Enplaned /Deplaned	Load Factor*	Enplaned /Deplaned
1	London, United Kingdom	1,777,485	77.5	1,032,940	77.5	2,810,425
2	Paris, France	742,217	88.2	452,946	82.3	1,195,163
3	Tokyo, Japan	359,058	79.8	437,508	81.0	796,566
4	Frankfurt, Germany	582,094	78.7	112,931	80.6	695,025
5	Santiago, Dominican Republic			691,519	68.9	691,519
6	Santo Domingo, Dominican Republic			682,249	69.9	682,249
7	Tel Aviv, Israel	561,564	86.7			561,564
8	Amsterdam, Netherlands	368,912	89.9	116,498	78.8	485,410
9	Incheon, South Korea	428,238	71.9	11,389	0.0	439,627
10	Madrid, Spain	338,443	82.6	85,972	80.8	424,415
11	Rome, Italy	168,031	81.6	208,428	87.9	376,459
12	Dublin, Ireland	342,271	89.8	862	61.0	343,133
13	Mexico, Mexico	241,658	69.4	99,619	75.1	341,277
14	Sao Paulo, Brazil	183,231	77.9	102,184	83.1	285,415
15	Milan, Italy	175,223	83.8	101,780	81.8	277,003
16	Hong Kong, Hong Kong	254,480	83.9	16,125	0.0	270,605
17	Istanbul, Turkey	165,342	80.2	96,631	80.1	261,973
18	Athens, Greece	150,680	77.6	108,263	83.1	258,943
19	Zurich, Switzerland	139,449	91.7	117,834	79.9	257,283
20	Moscow, Russia	111,859	75.5	118,630	80.7	230,489
21	Brussels, Belgium	3,340		226,107	75.9	229,447
22	Montego, Jamaica	77,369	76.6	145,522	73.0	222,891
23	Shannon, Ireland	193,099	85.9	4,572	77.8	197,671
24	Nassau, Bahamas			194,886	69.3	194,886
25	Kingston, Jamaica	144,552	74.1	40,892	81.0	185,444
26	Port of Spain, Trinidad & Tobago	95,090	65.0	82,130	84.4	177,220
27	Vienna, Austria	176,719	84.6			176,719
28	Dubai, United Arab Emirates	173,597	81.8	35		173,632
29	Buenos, Argentina	50,805	73.2	111,892	73.1	162,697
30	Bermuda, Bermuda			155,234	63.1	155,234
31	Munich, Germany	154,800	88.5	49	77.4	154,849
32	Helsinki, Finland	143,878				143,878
33	Cancun, Mexico	735	42.3	141,463	75.2	142,198
34	Guayaquil, Ecuador	129,265	80.9	4,002		133,267
35	Beijing, China	132,171	82.9			132,171
36	Bridget, Barbados	50,395	60.8	81,156	77.3	131,551
37	Port Au Prince, Haiti			130,511	66.4	130,511
38	Vancouver, Canada, British Columbia	124,949	62.8	199		125,148
39	Taipei, Taiwan	123,869	88.5	1,143		125,012
40	Manchester, United Kingdom	124,950	79.1	-	72.1	124,950
41	Warsaw, Poland	121,966	89.6	1,121	75.6	123,087
42	Cairo, Egypt	120,758	79.5			120,758
43	Venice, Italy			114,498	85.7	114,498
44	Aruba, Aruba			114,423	73.7	114,423
45	Johannesburg, South Africa	111,294	72.9			111,294
46	Prague, Czech Republic	110,299	84.0			110,299
47	San Salvador, El Salvador	109,279		-	44.6	109,279
48	Barcelona, Spain	2,387		105,906	81.6	108,293
49	Geneva, Switzerland	107,746	80.0			107,746
50	Punta Cana, Dominican Republic			105,016	74.7	105,016
	<b>@Kennedy Top 50 T100 markets</b>	<b>9,673,547</b>		<b>6,355,065</b>		<b>16,028,612</b>
	<b>@Bottom 51 to 179 T100 markets</b>	<b>1,741,898</b>		<b>823,039</b>		<b>2,564,937</b>
	<b>@Kennedy International Total of All T100 markets</b>	<b>11,415,445</b>		<b>7,178,104</b>		<b>18,593,549</b>

## 2.7.2 EWR

## Top 50 International Passenger City Markets in 2005

Top 50 City Markets		Foreign Flag Airlines		USA Flag Airlines		Total
		Enplaned /Deplaned	Load Factor*	Enplaned /Deplaned	Load Factor*	Enplaned /Deplaned
1	London, United Kingdom	710,101	77.44	318,136	81.6	<b>1,028,237</b>
2	Paris, France	219,472	80.3	272,617	82.4	<b>492,089</b>
3	Tel Aviv, Israel	144,076	84.49	303,169	86.0	<b>447,245</b>
4	Toronto, Canada, Ontario	198,273	60.81	215,326	64.9	<b>413,599</b>
5	Frankfurt, Germany	206,439	82.21	137,581	81.2	<b>344,020</b>
6	Amsterdam, Netherlands	147,132	88.36	192,297	74.5	<b>339,429</b>
7	Rome, Italy	140,609	79.02	142,778	87.0	<b>283,387</b>
8	Lisbon, Portuga	155,794	84.73	95,656	85.6	<b>251,450</b>
9	Stockholm , Sweden	173,604	76.85	52,454	78.2	<b>226,058</b>
10	Cancun, Mexico			219,187	77.8	<b>219,187</b>
11	Milan, Italy	113,177	74.35	97,292	81.9	<b>210,469</b>
12	Montreal, Canada, Quebec	77,506	61.26	118,121	71.5	<b>195,627</b>
13	Manchester, United Kingdom			179,607	84.6	<b>179,607</b>
14	Birmingham, United Kingdom			170,996	77.6	<b>170,996</b>
15	Copenhagen, Denmark	157,710	84.96			<b>157,710</b>
16	Tokyo, Japan			153,291	76.9	<b>153,291</b>
17	Mexico, Mexico			147,618	75.6	<b>147,618</b>
18	Madrid, Spain			147,236	84.1	<b>147,236</b>
19	Hong Kong, Hong Kong			141,721	81.4	<b>141,721</b>
20	Dublin, Ireland			138,105	92.9	<b>138,105</b>
21	Mumbai, India	136,801				<b>136,801</b>
22	Brussels, Belgium			132,970	78.8	<b>132,970</b>
23	Zurich, Switzerland	29,970	78.35	100,560	79.7	<b>130,530</b>
24	Santo Domingo, Dominican Republic			124,408	85.6	<b>124,408</b>
25	Aruba, Aruba			124,070	82.9	<b>124,070</b>
26	Glasgow, United Kingdom			120,578	80.9	<b>120,578</b>
27	Bermuda, Bermuda			118,312	67.1	<b>118,312</b>
28	Montego, Jamaica	59,433	69.88	57,527		<b>116,960</b>
29	Edinburgh, United Kingdom			113,880	83.9	<b>113,880</b>
30	Halifax, Canada, Nova Scotia	-	86.03	101,039	73.7	<b>101,039</b>
31	Shannon, Ireland			99,975	89.8	<b>99,975</b>
32	Taipei, Taiwan	98,726		169	0.0	<b>98,895</b>
33	Santiago, Dominican Republic			96,915	86.3	<b>96,915</b>
34	San Jose, Costa Rica			94,613		<b>94,613</b>
35	Geneva, Switzerland	20	41.94	94,134	77.8	<b>94,154</b>
36	Sao Paulo, Brazil			93,945	75.2	<b>93,945</b>
37	Singapore, Singapore	86,856	65.73			<b>86,856</b>
38	Punta Cana, Dominican Republic			84,572		<b>84,572</b>
39	Nassau, Bahamas			81,110		<b>81,110</b>
40	Warsaw, Poland	72,642	90.28			<b>72,642</b>
41	Lima, Peru			71,293	73.8	<b>71,293</b>
42	Beijing, China			69,043	66.4	<b>69,043</b>
43	Oslo, Norway			67,794	79.7	<b>67,794</b>
44	St Martin, Netherlands Antiles	45	74.51	67,539	71.8	<b>67,584</b>
45	Quebec, Canada, Quebec	40	64.29	61,173	71.9	<b>61,213</b>
46	Ottawa, Canada, Ontario			58,880	62.5	<b>58,880</b>
47	Ahmedabad, India	56,446				<b>56,446</b>
48	Bogota, Colombi			56,399	68.7	<b>56,399</b>
49	Belfast, United Kingdom			55,256	79.3	<b>55,256</b>
50	Bristol, United Kingdom			54,181	75.5	<b>54,181</b>
<b>@Newark Liberty Top 50 T100 markets</b>		<b>2,984,872</b>		<b>5,443,523</b>		<b>8,428,395</b>
<b>@Bottom 51 to 116 T100 markets</b>		<b>147,816</b>		<b>582,472</b>		<b>730,288</b>
<b>@Newark Liberty Total of All T100 markets</b>		<b>3,132,688</b>		<b>6,025,995</b>		<b>9,158,683</b>

Source: United States DOT T-100 onboard traffic data. Unlike the domestic 2.7.1 exhibits based on domestic origin & destination data, this exhibit uses enplaned and deplaned traffic data. International Origin destination data is restricted and has other I

## 2.7.2 LGA

## Top 50 International Passenger City Markets in 2005

Top 50 City Markets		Foreign Flag Airlines		USA Flag Airlines		Total
		Enplaned /Deplaned	Load Factor*	Enplaned /Deplaned	Load Factor*	Enplaned /Deplaned
1	Toronto, Canada, Ontario	624,988	69.91	245,303	61.6	<b>870,291</b>
2	Montreal, Canada, Quebec	257,860	61.41	63,017	60.8	<b>320,877</b>
3	Nassau, Bahamas			171,060	67.8	<b>171,060</b>
4	Ottawa, Canada, Ontario	63,132	69.47	88	52.3	<b>63,220</b>
5	Kingston, Jamaica			18,612		<b>18,612</b>
6	Bermuda, Bermuda	113	94.57	12,607	38.2	<b>12,720</b>
7	Cancun, Mexico			12,417		<b>12,417</b>
8	Aruba, Aruba			7,285	57.8	<b>7,285</b>
9	Freeport, Bahamas			6,708	56.0	<b>6,708</b>
10	Buenos, Argentina			5,492		<b>5,492</b>
11	Shanghai, China			4,550		<b>4,550</b>
12	Montego, Jamaica			3,732		<b>3,732</b>
13	Santo Domingo, Dominican Republic			2,193		<b>2,193</b>
14	Cozumel, Mexico			1,125		<b>1,125</b>
15	Montevideo, Uruguay			1,011		<b>1,011</b>
16	Bridgetown, Barbados			940		<b>940</b>
17	San Sal, Bahamas			691		<b>691</b>
18	Belize, Belize			668		<b>668</b>
19	Tegucig, Honduras			645		<b>645</b>
20	Vancouver, Canada, British Columbia	36	60.27	595		<b>631</b>
21	Punta Cana, Dominican Republic			611		<b>611</b>
22	Medellin, Colombia			560		<b>560</b>
23	Guatemala City, Guatemala			547		<b>547</b>
24	Calgary, Canada, Alberta			463		<b>463</b>
25	Managua, Nicaragua			317		<b>317</b>
<b>@LaGuardia Top 25 T100 markets</b>		<b>946,129</b>		<b>561,237</b>		<b>1,507,366</b>
<b>@Bottom 26 to 48 T100 markets</b>		<b>141</b>		<b>1,696</b>		<b>1,837</b>
<b>@LaGuardia Total of All T100 markets</b>		<b>946,270</b>		<b>562,933</b>		<b>1,509,203</b>

**Source: United States DOT T-100** onboard traffic data. Unlike the domestic 2.7.1 exhibits based on domestic origin & destination data, this exhibit uses enplaned and deplaned traffic data. International Origin destination data is restricted and has other I

## 2.7.2 Region

## Top 50 International Passenger City Markets in 2005

Top 50 City Markets		Foreign Flag Airlines		USA Flag Airlines		Total	
		Enplaned /Deplaned	Load Factor*	Enplaned /Deplaned	Load Factor*	Enplaned /Deplaned	Load Factor*
1	London, United Kingdom	2,487,586	77.5%	1,351,076	78.5%	<b>3,838,662</b>	77.8%
2	Paris, France	961,689	85.2%	725,563	82.4%	<b>1,687,252</b>	84.0%
3	Toronto, Canada, Ontario	823,261	67.5%	506,843	63.6%	<b>1,330,104</b>	66.0%
4	Frankfurt, Germany	788,533	79.5%	250,512	80.9%	<b>1,039,045</b>	79.9%
5	Tel Aviv, Israel	705,640	86.1%	303,169	86.0%	<b>1,008,809</b>	86.1%
6	Tokyo, Japan	359,058	79.8%	590,799	79.9%	<b>949,857</b>	79.8%
7	Amsterdam, Netherlands	516,044	89.4%	308,795	76.1%	<b>824,839</b>	84.4%
8	Santo Domingo, Dominican Republic			808,850	72.0%	<b>808,850</b>	72.0%
9	Santiago, Dominican Republic			788,434	70.6%	<b>788,434</b>	70.6%
10	Rome, Italy	308,640	80.4%	351,206	87.5%	<b>659,846</b>	84.2%
11	Montreal, Canada, Quebec	335,366	61.4%	264,427	69.4%	<b>599,793</b>	64.9%
12	Madrid, Spain	338,443	82.6%	233,208	82.9%	<b>571,651</b>	82.7%
13	Mexico City, Mexico	241,658	69.4%	247,469	75.4%	<b>489,127</b>	72.5%
14	Milan, Italy	288,400	79.8%	199,072	81.9%	<b>487,472</b>	80.6%
15	Dublin, Ireland	342,271	89.8%	138,967	92.4%	<b>481,238</b>	90.5%
16	Nassau, Bahamas			447,056	71.3%	<b>447,056</b>	71.3%
17	Incheon, South Korea	428,238	71.9%	11,389		<b>439,627</b>	70.0%
18	Hong Kong, Hong Kong	254,480	83.9%	157,846	81.4%	<b>412,326</b>	82.9%
19	Zurich, Switzerland	169,419	89.0%	218,394	79.8%	<b>387,813</b>	83.8%
20	Sao Paulo, Brazil	183,231	77.9%	196,129	79.8%	<b>379,360</b>	78.9%
21	Cancun, Mexico	735		373,067	76.8%	<b>373,802</b>	76.7%
22	Brussels, Belgium	3,340	73.8%	359,077	77.0%	<b>362,417</b>	76.9%
23	Montego, Jamaica	136,802	73.4%	206,781	73.5%	<b>343,583</b>	73.4%
24	Manchesterter, United Kingdom	124,950	79.1%	179,607	84.5%	<b>304,557</b>	82.3%
25	Shannon, Ireland	193,099	85.9%	104,547	89.0%	<b>297,646</b>	87.0%
26	Bermuda, Bermuda	113	94.6%	286,153	62.8%	<b>286,266</b>	62.8%
27	Istanbul, Turkey	165,342	80.2%	96,631	80.1%	<b>261,973</b>	80.1%
28	Athens, Greece	150,680	77.6%	108,263		<b>258,943</b>	79.9%
29	Lisbon, Portugal	155,794	84.7%	96,583	84.4%	<b>252,377</b>	84.6%
30	Aruba, Aruba			245,778	77.4%	<b>245,778</b>	77.4%
31	Mumbai, India	197,867		34,354		<b>232,221</b>	0.0%
32	Moscow, Russia	111,859		118,638	80.7%	<b>230,497</b>	78.2%
33	Stockholm , Sweden	173,604	76.9%	52,454	78.2%	<b>226,058</b>	77.2%
34	Taipei, Taiwan	222,595	88.5%	1,312		<b>223,907</b>	88.0%
35	Kingston, Jamaica	148,121	74.1%	75,437	76.6%	<b>223,558</b>	74.9%
36	Geneva, Switzerland	107,766	79.9%	94,134	77.8%	<b>201,900</b>	78.9%
37	Beijing, China	132,171	82.9%	69,043	66.4%	<b>201,214</b>	77.2%
38	Port of Spain, Trinidad & Tobago	95,090	65.0%	105,656		<b>200,746</b>	72.8%
39	Warsaw, Poland	194,608	89.9%	1,121		<b>195,729</b>	89.8%
40	Punta Cana, Dominican Republic			190,199	76.5%	<b>190,199</b>	76.5%
41	San Jose, Costa Rica	73,630	75.4%	114,398	80.1%	<b>188,028</b>	78.2%
42	Guayaquil, Ecuador	129,265	80.9%	54,678	61.7%	<b>183,943</b>	75.2%
43	Vienna, Austria	176,719	84.6%			<b>176,719</b>	84.6%
44	Dubai, United Arab Emirates	173,597	81.8%	35		<b>173,632</b>	81.8%
45	Munich, Germany	172,471	84.7%	49	77.4%	<b>172,520</b>	84.7%
46	Birmingham, United Kingdom			171,086	77.6%	<b>171,086</b>	77.6%
47	Buenos Aires, Argentina	50,805		117,793	73.0%	<b>168,598</b>	73.0%
48	Prague, Czech Republic	162,344				<b>162,344</b>	83.9%
49	Lima, Peru	82,083	83.4%	77,268	73.8%	<b>159,351</b>	78.8%
50	Copenhagen, Denmark	157,710	85.0%			<b>157,710</b>	85.0%
<b>@Region's Top 50 T100 markets</b>		<b>13,025,117</b>		<b>11,433,346</b>		<b>24,458,463</b>	
<b>@Region's Bottom 51 to 206 T100 markets</b>		<b>2,469,286</b>		<b>2,333,686</b>		<b>4,802,972</b>	
<b>@Region's Total of All T100 markets</b>		<b>15,494,403</b>		<b>13,767,032</b>		<b>29,261,435</b>	

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

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

# Passenger Demographics

	JFK	EWR	LGA	REGION
<b>Unweighted Base Size</b>	3,395	1,642	1,659	6,696
<b>Passenger Type</b>				
Departing	71.5%	86.8%	69.3%	74.8%
Connecting	28.5%	13.2%	30.7%	25.2%
<b>Type of Flight</b>				
Domestic	51.9%	93.2%	68.5%	68.8%
International	48.1%	6.8%	31.5%	31.2%
<b>First Trip Through This Terminal</b>	47.6%	27.4%	26.2%	34.8%
<b>First Trip Through This Airport</b>	20.2%	17.2%	17.9%	18.6%
<b>Trip Origin</b>				
Home	33.5%	37.1%	43.4%	37.9%
Hotel	18.6%	29.0%	15.2%	20.2%
Staying with Friends/Relatives	14.9%	15.2%	13.3%	14.4%
Another Airport	19.4%	4.2%	16.6%	14.3%
Work	10.3%	11.6%	9.2%	10.2%
Other	3.4%	2.9%	2.5%	2.9%
<b>Trip Origin Location</b>				
<b>New York</b>	<b>61.5%</b>	<b>81.9%</b>	<b>19.8%</b>	<b>52.5%</b>
<b>NYC</b>	<b>45.4%</b>	<b>66.3%</b>	<b>14.4%</b>	<b>40.2%</b>
<b>Manhattan</b>	<b>29.7%</b>	<b>48.4%</b>	<b>11.4%</b>	<b>28.4%</b>
Manhattan - below 14th St.	4.5%	7.8%	1.7%	4.4%
Manhattan - 14th - 96th St.	21.8%	37.8%	8.6%	21.5%
Manhattan - above 96th St.	3.4%	2.8%	1.1%	2.4%
Bronx	1.6%	2.8%	0.4%	1.5%
Brooklyn	6.0%	6.9%	0.8%	4.4%
Queens	7.5%	8.0%	0.3%	5.1%
Staten Island	0.5%	0.2%	1.5%	0.8%
Westchester	2.0%	3.7%	0.4%	1.9%
Long Island	8.7%	7.3%	0.5%	5.5%
Rockland	0.3%	0.4%	0.9%	0.5%
Upstate NY	3.7%	3.4%	3.0%	3.4%
Other NY State	1.4%	0.9%	0.7%	1.0%
New Jersey	4.8%	4.4%	48.9%	20.0%
Connecticut	4.6%	5.9%	1.7%	3.9%
Pennsylvania	1.7%	0.6%	3.8%	2.1%
Other US	14.9%	5.7%	16.3%	12.9%
Outside US	12.6%	1.6%	9.6%	8.6%
<b>Trip Purpose</b>				
Leisure/Vacation/Visiting	62.8%	52.5%	54.4%	57.1%
Business Only	20.3%	35.0%	30.8%	27.9%
Both Business/Non-Business	5.3%	4.2%	4.7%	4.8%
School related	5.2%	2.9%	3.1%	3.8%
Illness/Bereavement	1.8%	2.1%	1.7%	1.8%
Moving/Relocation	1.8%	1.2%	1.8%	1.6%
Other	2.9%	2.0%	3.5%	2.9%
<b>Leisure Only (Net)</b>	<b>74%</b>	<b>61%</b>	<b>64%</b>	<b>67%</b>
<b>Any Business (Net)</b>	<b>26%</b>	<b>39%</b>	<b>36%</b>	<b>33%</b>
<b>Check-in Location</b>				
Main counter	58.5%	28.4%	37.6%	42.4%
Self check-in kiosk	26.1%	50.6%	27.5%	34.2%
Printed Boarding Pass at Home	7.5%	8.1%	21.2%	12.1%
Curbside	7.9%	12.9%	13.7%	11.3%
<b>Avg. Dwell Time: Local (Minutes)</b>	125	95	111	111
<b>Avg. Dwell Time: Connectors (Minutes)</b>	179	96	155	158
<b>Accompanied By Wellwisher</b>	10.9%	5.7%	11.4%	9.7%

Source: PANYNJ Spring 2006 Terminal By Terminal Customer Satisfaction Study

## Profile of Departing Passengers

	JFK	EWR	LGA	REGION
<b>Food-Beverage Purchase</b>				
<b>Bought Food/Beverage</b>	<b>64.9%</b>	<b>56.8%</b>	<b>58.6%</b>	<b>60.5%</b>
Pre-security	20.0%	11.0%	10.7%	14.3%
Post security	47.2%	46.9%	49.0%	47.7%
<b>Food-Beverage Purchase Motivation</b>				
Spurious purchase	47.7%	44.6%	49.2%	47.4%
Planned purchase in advance	34.9%	42.2%	36.1%	37.1%
Bought an item to consume on plane	21.3%	17.5%	18.6%	19.4%
Avg. \$ Spent	\$12.14	\$8.65	\$11.51	\$11.02
Unweighted Base Size	1939	849	906	3694
<b>Retail Item Purchase</b>				
<b>Bought Retail Item</b>	<b>27.4%</b>	<b>23.8%</b>	<b>22.0%</b>	<b>24.6%</b>
Pre-security	7.6%	4.5%	4.1%	5.5%
Post security	20.6%	19.6%	18.1%	19.4%
<b>Retail Purchase Motivation</b>				
Spurious purchase	22.4%	14.2%	15.7%	52.3%
Planned purchase in advance	16.4%	11.0%	12.7%	40.1%
Bought something forgot to pack	3.6%	1.3%	3.1%	8.0%
Avg. \$ Spent	\$31.40	\$13.86	\$23.33	\$24.31
Unweighted Base Size	786	293	294	1373
<b>Avg. Number of Bags Checked</b>	<b>1.5</b>	<b>0.9</b>	<b>1.2</b>	<b>1.2</b>
<b>Avg. Number of Carry-on Bags</b>	<b>1.5</b>	<b>1.4</b>	<b>1.4</b>	<b>1.4</b>
<b>Avg. Travel Party Size</b>	<b>1.8</b>	<b>1.6</b>	<b>1.7</b>	<b>1.7</b>
<b>Kids under 18 in party</b>	<b>17%</b>	<b>13%</b>	<b>15%</b>	<b>15%</b>
<b>Carrying WiFi enabled laptop</b>	<b>23.5%</b>	<b>26.8%</b>	<b>26.8%</b>	<b>25.6%</b>
<b>Requested Special Assistance</b>	<b>1.6%</b>	<b>0.5%</b>	<b>2.0%</b>	<b>1.4%</b>
Wheelchair	1.1%	0.1%	1.2%	0.9%
Motorized Golf Cart	0.3%	0.3%	0.7%	0.4%
<b>Used US-VISIT Exit Kiosk</b>			15.1%	
Unwt'd Non US Resident on Int'l Flight			208	
<b>Trips Through LGA</b>	<b>1.0</b>	<b>4.2</b>	<b>0.6</b>	<b>1.7</b>
<b>Trips Through JFK</b>	<b>2.7</b>	<b>1.3</b>	<b>0.4</b>	<b>1.5</b>
<b>Trips Through EWR</b>	<b>0.4</b>	<b>0.7</b>	<b>4.0</b>	<b>1.7</b>
<b>Trips Through Philadelphia Airport</b>	<b>0.1</b>	<b>0.3</b>	<b>0.3</b>	<b>0.2</b>
<b>Trips Through CT Airports</b>	<b>0.1</b>	<b>0.1</b>	<b>0.2</b>	<b>0.1</b>
<b>Trips Through All Other Airports</b>	<b>2.2</b>	<b>3.2</b>	<b>2.5</b>	<b>2.6</b>
<b>Residency</b>				
United States	71.7%	88.7%	82.1%	79.9%
Other North America	4.3%	5.1%	4.3%	4.5%
South America	1.4%	1.3%	1.1%	1.2%
Europe	13.3%	2.2%	7.4%	8.3%
Middle East	1.1%	0.2%	0.7%	0.7%
Africa	0.5%	0.2%	0.1%	0.3%
Asia	4.7%	1.4%	2.9%	3.2%
Oceania	1.6%	0.6%	0.5%	0.9%
Other	1.5%	0.3%	0.8%	1.0%

Source: PANYNJ Spring 2006 Terminal By Terminal Customer Satisfaction Study

## Profile of Departing Passengers

	JFK	EWR	LGA	REGION
<b>Gender</b>				
Male	49.0%	51.0%	55.0%	51.6%
Female	51.0%	49.0%	45.0%	48.4%
<b>Age</b>				
18-24	19.7%	15.1%	14.4%	16.6%
25-34	30.0%	28.3%	23.3%	27.2%
35-44	20.7%	24.9%	21.3%	22.0%
45-54	14.7%	17.6%	19.7%	17.2%
55-64	10.0%	10.8%	14.8%	11.9%
65-74	3.7%	2.4%	4.6%	3.7%
75+	1.1%	0.7%	1.9%	1.3%
Mean age	37.7	38.6	41.6	39.3
Unweighted Base Size	1019	209	438	1666
<b>Annual Household Income</b>				
Under \$25,000	12.1%	8.7%	9.6%	10.2%
\$25,000 - \$29,999	4.9%	3.5%	2.8%	3.8%
\$30,000 - \$39,999	6.5%	5.4%	4.8%	5.6%
\$40,000 - \$49,999	7.8%	6.8%	6.3%	7.0%
\$50,000 - \$59,999	8.0%	8.1%	7.6%	7.9%
\$60,000 - \$69,999	6.9%	6.6%	6.4%	6.6%
\$70,000 - \$79,999	5.6%	6.2%	5.9%	5.9%
\$80,000 - \$89,999	5.8%	6.4%	7.3%	6.5%
\$90,000 - \$99,999	5.7%	6.6%	5.6%	5.9%
\$100,000 - \$124,999	10.1%	10.8%	13.7%	11.5%
\$125,000 - \$149,999	5.8%	6.6%	8.6%	7.0%
\$150,000 - \$174,999	5.7%	5.5%	6.4%	5.9%
\$175,000 - \$199,999	3.8%	3.9%	2.8%	3.5%
\$200,000 - \$249,999	4.1%	4.6%	3.6%	4.1%
\$250,000 or more	7.1%	10.4%	8.5%	8.6%
Mean income (in \$000's)	\$94.9	\$105.9	\$103.3	\$101.0
Unweighted Base Size	722	165	305	1192

Source: PANYNJ Spring 2006 plus B15 Terminal By Terminal Customer Satisfaction Study

## 3.1.1

Top 50 Domestic  
Airport Comparisons

Domestic Revenue Cargo in Short Tons (Mail plus Freight)

2005	RANK	AIRPORT	CARGO IN SHORT TONS	% Change 2004-2005
	1	MEMPHIS, TENNESSEE (MEM)	3,598,501	1.2%
	2	ANCHORAGE, ALASKA	2,553,937	13.4%
	3	LOS ANGELES, CALIFORNIA	1,938,430	1.3%
	4	LOUISVILLE, KENTUCKY	1,815,155	4.3%
	5	MIAMI, FLORIDA	1,754,633	-1.4%
	6	NEW YORK, (JFK)	1,660,717	-2.6%
	7	CHICAGO, ILLINOIS	1,546,153	4.8%
	8	INDIANAPOLIS, INDIANA	985,457	5.7%
	9	NEWARK (EWR), NEW JERSEY	949,933	-3.5%
	10	ATLANTA, GEORGIA	767,897	-10.8%
	11	DALLAS/FT WORTH AIRPORT, TEXAS	741,805	-0.1%
	12	OAKLAND, CALIFORNIA	672,844	0.0%
	13	SAN FRANCISCO, CALIFORNIA	590,557	4.9%
	14	PHILADELPHIA, PENNSYLVANIA	547,611	-4.2%
	15	ONTARIO, CALIFORNIA	521,859	-4.9%
	16	HONOLULU, HAWAII	457,046	2.4%
	17	HOUSTON, TEXAS	387,790	-3.3%
	18	BOSTON, MASSACHUSETTS	356,120	-2.8%
	19	TOLEDO, OHIO	352,336	0.0%
	20	SEATTLE, WASHINGTON	338,591	-2.6%
	21	DAYTON, OHIO	332,302	-0.6%
	22	DENVER, COLORADO	309,848	-2.4%
	23	WASHINGTON, DISTRICT OF COLUMBIA	303,012	-2.5%
	24	PHOENIX, ARIZONA	302,197	0.0%
	25	MINNEAPOLIS/ST PAUL, MINNESOTA	282,422	-5.8%
	26	PORTLAND, OREGON	261,473	3.7%
	27	BALTIMORE/WASHINGTON, MARYLAND	261,198	3.7%
	28	CINCINNATI, OHIO (HEBRON, KENTUCKY)	251,602	-39.1%
	29	ORLANDO, FLORIDA	225,912	0.7%
	30	VANCOUVER	223,677	-4.4%
	31	DETROIT, MICHIGAN	220,721	-0.4%
	32	FORTH WORTH, TEXAS	220,133	28.0%
	33	SALT LAKE CITY, UTAH	191,705	-9.4%
	34	SAN DIEGO, CALIFORNIA	170,642	23.3%
	35	HARTFORD/SPRINGFIELD, CONNECTICUT	168,570	1.5%
	36	FT LAUDERDALE/HOLLYWOOD, FLORIDA	159,209	-2.3%
	37	CHARLOTTE, NO CAROLINA	158,899	-3.0%
	38	MONTREAL	145,534	5.2%
	39	WINNIPEG	138,843	6.5%
	40	KANSAS CITY, MISSOURI	134,982	-3.5%
	41	CALGARY	125,000	0.8%
	42	SAN ANTONIO, TEXAS	119,484	-0.2%
	43	MONTREAL	117,784	3.7%
	44	FT WAYNE, INDIANA	116,939	-41.2%
	45	COLUMBIA, SO CAROLINA	113,264	-4.2%
	46	COLUMBUS, OHIO	112,887	15.3%
	47	RALEIGH-DURHAM, NO CAROLINA	109,768	1.3%
	48	AUSTIN, TEXAS	109,662	-5.0%
	49	ST LOUIS, MISSOURI	101,241	-3.5%
	50	MILWAUKEE, WISCONSIN	100,958	8.9%
	93	NEW YORK (LGA)	23,856	-10.3%

3.1.2

Top 50 Worldwide Airport Comparisons

Worldwide Revenue Cargo in Short Tons (Mail plus Freight)

2005	RANK	AIRPORT	CARGO IN SHORT TONS	% Change 2004-2005
	1	MEMPHIS, TN (MEM)	3 598 500	1.2
	2	HONG KONG, CHINA (HKG)	3 433 349	9.9
	3	ANCHORAGE, AK (ANC)*	2 553 937	13.4
	4	TOKYO (NRT)	2 291 073	-3.5
	5	SEOUL (ICN)	2 150 140	0.8
	6	PARIS (CDG)	2 010 361	7.2
	7	FRANKFURT (FRA)	1 962 927	6.7
	8	LOS ANGELES, CA (LAX)	1 938 430	1.3
	9	SHANGHAI (PVG)	1 856 655	13.1
	10	SINGAPORE (SIN)	1 854 610	3.3
	11	LOUISVILLE, KY (SDF)	1 815 155	4.3
	12	MIAMI, FL (MIA)	1 754 633	-1.4
	13	TAIPEI (TPE)	1 705 318	0.3
	<b>14</b>	<b>NEW YORK, NY (JFK)</b>	<b>1 660 717</b>	<b>-2.6</b>
	15	CHICAGO, IL (ORD)	1 546 153	4.8
	16	AMSTERDAM (AMS)	1 495 919	2.0
	17	LONDON (LHR)	1 389 589	-1.6
	18	DUBAI (DXB)	1 314 906	12.5
	19	BANGKOK (BKK)	1 140 836	7.8
	20	INDIANAPOLIS, IN (IND)	985 457	5.7
	<b>21</b>	<b>NEWARK, NJ (EWR)</b>	<b>949 933</b>	<b>-3.5</b>
	22	OSAKA (KIX)	869 474	-2.1
	23	TOKYO (HND)	799 073	3.2
	24	BEIJING (PEK)	782 066	17.0
	25	ATLANTA, GA (ATL)	767 897	-10.8
	26	GUANGZHOU (CAN)	750 555	18.7
	27	LUXEMBOURG (LUX)	742 766	4.2
	28	DALLAS/FT WORTH AIRPORT, TX (DFW)	741 805	-0.1
	29	OAKLAND, CA (OAK)	672 844	0.0
	30	BRUSSELS (BRU)	660 854	5.2
	31	KUALA LUMPUR (KUL)	656,653	0.2
	32	COLOGNE (CGN)	643,605	4.6
	33	SAN FRANCISCO (SFO)	590,557	4.9
	34	SANTAFE DE BOGOTA DC (BOG)	561,259	5.0
	35	PHILADELPHIA (PHL)	547,611	-4.2
	36	ONTARIO, CALIFORNIA (ONT)	521,859	-4.9
	37	SAO PAULO (GRU)	497,071	10.6
	38	SHENZHEN (SZX)	466,476	10.2
	39	HONOLULU (HNL)	457,046	2.4
	40	MUMBAI (BOM)	434,919	8.7
	41	MANILA (MNL)	412,161	-3.3
	42	TORONTO (YYZ)	410,000	38.7
	43	NEW DELHI (DEL)	388,608	13.0
	44	HOUSTON (IAH)	387,790	-3.3
	45	MILAN (MXP)	384,753	6.5
	46	MEXICO CITY (MEX)	380,487	2.3
	47	MADRID (MAD)	365,442	-3.4
	48	SHANGHAI (SHA)	359,595	22.3
	49	BOSTON (BOS)	356,120	-2.8
	50	COPENHAGEN (CPH)	355,087	5.8
	<b>259</b>	<b>NEW YORK (LGA)</b>	<b>23,856</b>	<b>-10.3</b>

### 3.2.1

## Revenue Freight In Short Tons

Annual Totals 1992-2005

#### Domestic

YEAR	EWR	JFK	LGA	REGION
1992	494,608	481,480	53,365	1,029,453
1993	567,793	450,298	44,580	1,062,671
1994	694,495	435,908	38,505	1,168,908
1995	778,652	393,602	28,746	1,201,000
1996	798,395	388,390	26,433	1,213,218
1997	845,939	421,293	25,620	1,292,852
1998	844,719	390,742	22,878	1,258,339
1999	842,637	449,739	21,639	1,314,015
2000	824,598	457,539	19,299	1,301,436
2001	705,963	390,430	15,765	1,112,158
2002	728,039	426,711	11,321	1,166,071
2003	738,065	460,798	11,989	1,210,853
2004	739,005	472,242	13,817	1,225,064
2005	718,357	428,076	15,689	1,162,121

#### International

YEAR	EWR	JFK	LGA	REGION
1992	82,395	902,362	1840	986,597
1993	131,528	963,605	1,908	1,097,041
1994	178,204	1,064,024	1,870	1,244,098
1995	179,767	1,244,075	1,738	1,425,580
1996	177,511	1,279,160	1,257	1,457,928
1997	223,606	1,280,991	1,032	1,505,629
1998	229,923	1,235,391	921	1,466,235
1999	242,023	1,303,082	753	1,545,858
2000	245,781	1,406,883	890	1,653,555
2001	212,741	1,131,068	709	1,344,518
2002	181,733	1,259,840	388	1,441,961
2003	237,530	1,279,245	343.55	1,517,118
2004	256,251	1,318,206	278.86	1,574,735
2005	239,108	1,316,112	317.41	1,555,537

#### Domestic and International

YEAR	EWR	JFK	LGA	REGION
1992	577,003	1,383,842	55,205	2,016,050
1993	699,321	1,413,903	46,488	2,159,712
1994	872,699	1,499,932	40,375	2,413,006
1995	958,419	1,637,677	30,484	2,626,580
1996	975,906	1,667,550	27,690	2,671,146
1997	1,069,545	1,702,285	26,652	2,798,482
1998	1,074,642	1,626,133	23,799	2,724,574
1999	1,084,660	1,752,821	22,392	2,859,873
2000	1,070,380	1,864,422	20,190	2,954,991
2001	918,705	1,521,498	16,474	2,456,676
2002	909,772	1,686,551	11,709	2,608,031
2003	975,595	1,740,043	12,333	2,727,971
2004	995,256	1,790,448	14,096	2,799,800
2005	957,465	1,744,188	16,006	2,717,658

### 3.2.2

## Revenue Freight In Short Tons

Monthly Totals 2005

#### Domestic

MONTH	EWR	JFK	LGA	REGION	REGIONAL 2004-2005
Jan	59,182	37,837	1,003	98,022	6.4%
Feb	55,643	33,446	1,064	90,153	-0.8%
Mar	64,953	40,484	1,238	106,675	-0.2%
Apr	59,926	36,315	1,317	97,558	-4.4%
May	56,973	35,205	1,428	93,605	-8.0%
Jun	60,818	36,737	1,342	98,897	-3.1%
Jul	54,424	37,672	1,152	93,248	-7.6%
Aug	58,184	33,992	1,387	93,563	-7.3%
Sep	59,974	37,318	1,388	98,679	-5.8%
Oct	58,061	34,952	1,327	94,340	-14.2%
Nov	61,980	33,334	1,514	96,827	-6.8%
Dec	68,239	30,786	1,530	100,555	-7.6%
<b>Total 2005</b>	<b>718,357</b>	<b>428,078</b>	<b>15,690</b>	<b>1,162,122</b>	<b>-5.1%</b>
<b>% Change 2004 to 2005</b>	<b>-2.8%</b>	<b>-9.4%</b>	<b>13.5%</b>	<b>-5.1%</b>	

#### International

MONTH	EWR	JFK	LGA	REGION	REGIONAL 2004-2005
Jan	17,723	103,598	14	121,334	5.2%
Feb	18,637	100,222	11	118,870	-3.2%
Mar	20,677	118,171	28	138,876	-0.5%
Apr	18,850	111,234	18	130,101	0.9%
May	17,343	105,326	23	122,693	-6.5%
Jun	17,831	106,436	30	124,297	-5.6%
Jul	20,324	109,490	27	129,842	-4.7%
Aug	19,592	109,044	21	128,657	-1.1%
Sep	21,561	109,302	39	130,901	-1.2%
Oct	23,351	119,009	49	142,408	2.9%
Nov	21,232	110,454	31	131,717	0.1%
Dec	21,988	113,825	26	135,840	-0.4%
<b>Total 2005</b>	<b>239,109</b>	<b>1,316,111</b>	<b>317</b>	<b>1,555,536</b>	<b>-1.2%</b>
<b>% Change 2004 to 2005</b>	<b>-6.7%</b>	<b>-0.2%</b>	<b>14.0%</b>	<b>-1.2%</b>	

#### Domestic and International

MONTH	EWR	JFK	LGA	REGION	REGIONAL CHANGE 2004-2005
Jan	76,905	141,434	1,017	219,356	5.7%
Feb	74,280	133,668	1,075	209,023	-2.2%
Mar	85,631	158,655	1,265	245,551	-0.4%
Apr	78,775	147,549	1,334	227,659	-1.5%
May	74,316	140,531	1,451	216,298	-7.1%
Jun	78,649	143,173	1,372	223,194	-4.5%
Jul	74,749	147,162	1,179	223,090	-6.0%
Aug	77,776	143,036	1,408	222,220	-3.8%
Sep	81,534	146,619	1,427	229,580	-3.2%
Oct	81,412	153,961	1,376	236,748	-4.7%
Nov	83,211	143,788	1,545	228,544	-2.9%
Dec	90,227	144,611	1,556	236,394	-3.6%
<b>Total 2005</b>	<b>957,465</b>	<b>1,744,187</b>	<b>16,005</b>	<b>2,717,657</b>	<b>-2.9%</b>
<b>% Change 2004 to 2005</b>	<b>-3.8%</b>	<b>-2.6%</b>	<b>13.5%</b>	<b>-2.9%</b>	

### 3.3.1 REGION

## Revenue Freight In Short Tons

US Customs Data: Annual Totals 1995-2005 by International Market

#### Imports

YEAR	Asia	Europe	South America	Africa	Central America	Australia & Oceania	North America	Region
1995	304,449	339,385	28,563	8,521	19,447	1,586	1,130	703,080
1996	316,435	338,606	24,273	7,748	18,841	1,748	2,079	709,730
1997	350,209	372,257	23,819	10,407	19,546	2,272	3,075	781,586
1998	348,511	405,082	33,430	11,321	18,600	2,892	4,453	824,289
1999	422,569	437,886	35,232	14,007	18,751	3,330	4,899	936,675
2000	475,694	456,109	38,470	16,217	16,740	3,214	6,191	1,012,636
2001	367,859	391,803	32,305	13,266	14,302	3,418	5,399	828,353
2002	466,645	371,513	32,880	19,730	13,419	4,413	4,488	913,089
2003	445,035	365,555	33,257	19,820	12,783	3,334	4,772	884,556
2004	497,369	364,663	33,023	20,061	13,617	3,801	4,673	937,207
2005	499,237	334,217	33,075	13,412	13,054	2,479	4,358	899,831

#### Exports

YEAR	Asia	Europe	South America	Africa	Central America	Australia & Oceania	North America	Region
1995	218,411	250,138	28,117	9,469	5,459	12,233	4,450	528,277
1996	220,679	245,421	24,454	9,002	5,620	10,294	5,375	520,846
1997	229,854	260,106	30,247	10,077	6,331	12,488	5,491	554,594
1998	203,572	276,455	30,632	11,205	6,483	12,209	2,696	543,253
1999	221,762	272,032	25,739	11,070	8,910	13,290	3,918	556,721
2000	244,829	282,011	24,342	10,253	10,098	13,359	3,574	588,466
2001	187,151	236,183	16,421	10,150	8,797	10,467	2,497	471,666
2002	184,702	212,863	11,745	8,313	7,631	10,055	5,223	440,541
2003	199,501	208,335	11,931	8,865	7,399	10,996	4,538	451,565
2004	240,701	236,257	13,961	10,981	7,917	12,890	638	523,344
2005	246,945	252,635	14,275	13,806	8,691	13,397	629	550,378

#### Total

YEAR	Asia	Europe	South America	Africa	Central America	Australia & Oceania	North America	Region
1995	522,860	589,523	56,680	17,990	24,906	13,819	5,580	1,231,357
1996	537,115	584,027	48,726	16,750	24,461	12,042	7,455	1,230,576
1997	580,063	632,363	54,066	20,483	25,878	14,760	8,567	1,336,179
1998	552,084	681,536	64,063	22,526	25,083	15,101	7,149	1,367,542
1999	644,330	709,918	60,972	25,077	27,661	16,621	8,817	1,493,395
2000	720,523	738,120	62,812	26,470	26,838	16,573	9,765	1,601,101
2001	555,010	627,986	48,726	23,416	23,100	13,886	7,896	1,300,019
2002	651,347	584,376	44,625	28,044	21,050	14,469	9,711	1,353,630
2003	644,536	573,890	45,188	28,685	20,181	14,330	9,310	1,336,121
2004	738,070	600,920	46,984	31,042	21,534	16,691	5,311	1,460,552
2005	746,181	586,853	47,351	27,217	21,745	15,876	4,986	1,450,209

Source: Bureau of the Census; Foreign Trade Statistics

### 3.3.2 REGION

## Revenue Freight In Short Tons

Top 10 U.S. Trading Districts by Air 2005

RANK	CUSTOMS DISTRICTS	TOTAL IMPORTS		% OF TOTAL	
		SHORT TONS	\$ IN 000'S	TONS	DOLLARS
1	New York, NY	899,831	\$ 87,729,919	20.6%	24.4%
2	Chicago, IL	636,983	44,356,871	14.6%	12.4%
3	Miami, FL	585,529	9,702,739	13.4%	2.7%
4	Los Angeles, CA	583,843	36,610,229	13.3%	10.2%
5	Anchorage, AK	233,676	26,009,426	5.3%	7.2%
6	Savannah, GA	230,165	18,426,753	5.3%	5.1%
7	San Francisco, CA	200,558	32,630,459	4.6%	9.1%
8	New Orleans, LA	187,395	25,638,019	4.3%	7.1%
9	Dallas/Fort Worth, TX	161,121	19,717,943	3.7%	5.5%
10	Cleveland, OH	145,604	12,254,662	3.3%	3.4%
<b>All Others</b>		<b>513,339</b>	<b>\$ 46,043,235</b>	<b>11.7%</b>	<b>12.8%</b>
<b>Total</b>		<b>4,378,044</b>	<b>\$ 359,120,255</b>	<b>100.0%</b>	<b>100.0%</b>

RANK	CUSTOMS DISTRICTS	TOTAL EXPORTS		% OF TOTAL	
		SHORT TONS	\$ IN 000'S	TONS	DOLLARS
1	New York, NY	550,378	\$ 62,722,529	18.2%	21.4%
2	Chicago, IL	429,806	29,151,666	14.2%	10.0%
3	Los Angeles, CA	357,612	36,618,311	11.8%	12.5%
4	Miami, FL	297,877	17,896,321	9.8%	6.1%
5	Cleveland, OH	180,282	19,962,355	6.0%	6.8%
6	San Francisco, CA	163,553	26,315,701	5.4%	9.0%
7	Savannah, GA	148,727	11,570,234	4.9%	4.0%
8	New Orleans, LA	120,271	13,386,029	4.0%	4.6%
9	Dallas/Fort Worth, TX	115,911	16,097,346	3.8%	5.5%
10	Houston/Galveston, TX	88,944	5,750,468	2.9%	2.0%
<b>All Others</b>		<b>577,973</b>	<b>\$ 53,499,434</b>	<b>19.0%</b>	<b>18.3%</b>
<b>Total</b>		<b>3,031,334</b>	<b>\$ 292,970,394</b>	<b>100.0%</b>	<b>100.0%</b>

RANK	CUSTOMS DISTRICTS	TOTAL IMPORTS AND EXPORTS		% OF TOTAL	
		SHORT TONS	\$ IN 000'S	TONS	DOLLARS
1	New York, NY	1,450,209	\$ 150,452,447	19.6%	23.1%
2	Chicago, IL	1,066,790	73,508,537	14.4%	11.3%
3	Los Angeles, CA	941,454	73,228,540	12.7%	11.3%
4	Miami, FL	883,406	27,599,060	11.9%	4.2%
5	Savannah, GA	378,892	29,996,987	5.1%	4.6%
6	San Francisco, CA	364,111	58,946,159	4.9%	9.0%
7	Cleveland, OH	325,886	32,217,017	4.4%	4.9%
8	New Orleans, LA	307,666	39,024,049	4.2%	6.0%
9	Anchorage, AK	304,303	34,733,618	4.1%	5.3%
10	Dallas/Fort Worth, TX	277,032	35,815,289	3.7%	5.5%
<b>All Others</b>		<b>1,109,630</b>	<b>\$ 96,568,946</b>	<b>15.0%</b>	<b>14.8%</b>
<b>Total</b>		<b>7,409,379</b>	<b>\$ 652,090,649</b>	<b>100.0%</b>	<b>100.0%</b>

Source: Bureau of the Census; Foreign Trade Statistics

### 3.3.3 REGION

Top 10 Air Trade Commodities in the NY/NJ Region 2005

## Revenue Freight In Short Tons

RANK	CUSTOMS DISTRICTS	TOTAL IMPORTS		% OF TOTAL	
		SHORT TONS	\$ IN 000'S	TONS	DOLLARS
1	WOVEN APPAREL	137,380	\$ 4,049,039	15.3%	4.6%
2	MACHINERY	103,258	8,626,540	11.5%	9.8%
3	KNIT APPAREL	89,143	2,097,912	9.9%	2.4%
4	ELECTRICAL MACHINERY	86,403	8,193,566	9.6%	9.3%
5	OPTIC,NT 8544;MED INSTR	42,198	5,339,452	4.7%	6.1%
6	FOOTWEAR	32,837	963,790	3.7%	1.1%
7	FISH AND SEAFOOD	32,264	171,098	3.6%	0.2%
8	PLASTIC	28,344	484,182	3.2%	0.6%
9	LEATHR ART;SADDLRY;BAGS	22,837	931,418	2.5%	1.1%
10	VEGETABLES	19,800	46,444	2.2%	0.1%
<b>All Others</b>		<b>305,367</b>	<b>\$ 56,826,478</b>	<b>33.9%</b>	<b>64.8%</b>
<b>Total</b>		<b>899,831</b>	<b>\$ 87,729,919</b>	<b>100.0%</b>	<b>100.0%</b>

RANK	CUSTOMS DISTRICTS	TOTAL EXPORTS		% OF TOTAL	
		SHORT TONS	\$ IN 000'S	TONS	DOLLARS
1	MACHINERY	93,625	\$ 11,883,277	17.0%	19.0%
2	ELECTRICAL MACHINERY	55,722	10,079,819	10.1%	16.1%
3	OPTIC,NT 8544;MED INSTR	44,385	7,921,588	8.1%	12.6%
4	PLASTIC	30,920	736,584	5.6%	1.2%
5	PAPER,PAPERBOARD	22,663	103,189	4.1%	0.2%
6	PERFUMERY,COSMETIC,ETC	20,872	516,252	3.8%	0.8%
7	FISH AND SEAFOOD	19,820	165,269	3.6%	0.3%
8	BOOK+NEWSPAPR;MANUSCRPT	19,465	531,295	3.5%	0.9%
9	TANNING,DYE,PAINT,PUTTY	17,205	172,739	3.1%	0.3%
10	MISC. CHEMICAL PRODUCTS	16,416	537,067	3.0%	0.9%
<b>All Others</b>		<b>209,285</b>	<b>\$ 30,075,450</b>	<b>38.0%</b>	<b>47.9%</b>
<b>Total</b>		<b>550,378</b>	<b>\$ 62,722,529</b>	<b>100.0%</b>	<b>100.0%</b>

RANK	CUSTOMS DISTRICTS	TOTAL IMPORTS AND EXPORTS		% OF TOTAL	
		SHORT TONS	\$ IN 000'S	TONS	DOLLARS
1	MACHINERY	196,882	\$ 20,509,817	13.6%	13.6%
2	ELECTRICAL MACHINERY	142,125	18,273,385	9.8%	12.1%
3	WOVEN APPAREL	140,908	4,132,703	9.7%	2.7%
4	KNIT APPAREL	92,334	2,162,970	6.4%	1.4%
5	OPTIC,NT 8544;MED INSTR	86,583	13,261,041	6.0%	8.8%
6	PLASTIC	59,265	1,220,766	4.1%	0.8%
7	FISH AND SEAFOOD	52,085	336,367	3.6%	0.2%
8	BOOK+NEWSPAPR;MANUSCRPT	37,994	777,979	2.6%	0.5%
9	PERFUMERY,COSMETIC,ETC	35,243	1,007,645	2.4%	0.7%
10	FOOTWEAR	34,258	1,005,158	2.4%	0.7%
<b>All Others</b>		<b>572,532</b>	<b>\$ 87,764,616</b>	<b>39.4%</b>	<b>58.5%</b>
<b>Total</b>		<b>1,450,209</b>	<b>\$ 150,452,447</b>	<b>100.0%</b>	<b>100.0%</b>

Source: Bureau of the Census; Foreign Trade Statistics

Top 15 Carriers

RANK	AIRLINE	TOTAL FREIGHT (SHORT TONS)	CUMULATIVE %
1	AMERICAN	181,632	10.4%
2	FEDERAL EXPRESS	153,340	19.2%
3	LUFTHANSA CARGO	90,050	24.4%
4	KOREAN	85,643	29.3%
5	CHINA AIRLINES (CAL)	66,926	33.1%
6	ASIANA	64,562	36.8%
7	DELTA	54,551	39.9%
8	KALITTA AIR LLC	53,515	43.0%
9	AIR FRANCE	51,870	46.0%
10	BRITISH AIRWAYS	49,372	48.8%
11	EVA	45,390	51.4%
12	JAPAN AIRLINES	44,467	54.0%
13	DHL /ASTAR AIR CARGO, INC.	43,916	56.5%
14	CATHAY PACIFIC	43,216	59.0%
15	EVERGREEN	35,770	61.0%
TOTAL AIRPORT		1,744,187	

EWR 3.4.1

2005 Revenue Freight by Airline

Top 15 Carriers

RANK	AIRLINE	TOTAL FREIGHT (SHORT TONS)	CUMULATIVE %
1	FEDERAL EXPRESS	510,585	53.3%
2	UNITED PARCEL	152,247	69.2%
3	CONTINENTAL	138,666	83.7%
4	AIRBORNE	25,362	86.4%
5	BRITISH AIRWAYS	17,144	88.1%
6	SAS	15,465	89.8%
7	VIRGIN ATLANTIC	14,163	91.2%
8	AIR TRANSPORT INT'L.(BAX Inc.	13,464	92.7%
9	EVA	7,829	93.5%
10	KITTY HAWK AIR CARGO	7,177	94.2%
11	AIR PORTUGAL(TAP)	5,082	94.7%
12	ALITALIA	4,775	95.2%
13	DHL /ASTAR AIR CARGO, INC.	4,601	95.7%
14	AIR FRANCE	4,587	96.2%
15	ALLCANADA EXPRESS	3,744	96.6%
TOTAL AIRPORT		957,465	

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

## Top 15 Carriers

RANK	AIRLINE	TOTAL FREIGHT (SHORT TONS)	CUMULATIVE %
1	DELTA	11,064	69.1%
2	US AIRWAYS	1,131	76.2%
3	UNITED	977	82.3%
4	CONTINENTAL	771	87.1%
5	ATA AIRLINES	682	91.4%
6	FRONTIER AIRLINES	373	93.7%
7	MIDWEST AIRLINES, INC.	308	95.6%
8	AIR CANADA	189	96.8%
9	NORTHWEST	149	97.7%
10	JETBLUE AIRWAYS	103	98.4%
11	SPIRIT AIRLINES	81	98.9%
12	AMERICAN	61	99.3%
13	USAIR EXP-PIEDMONT	53	99.6%
14	USAIR EXP-PSA	16	99.7%
15	COMAIR, INC.	13	99.8%
	TOTAL AIRPORT	16,006	

## REGION 3.4.1

## 2005 Revenue Freight by Airline

## Top 15 Carriers

RANK	AIRLINE	TOTAL FREIGHT (SHORT TONS)	CUMULATIVE %
1	FEDERAL EXPRESS	663,925	24.4%
2	AMERICAN	183,490	31.2%
3	UNITED PARCEL	177,485	37.7%
4	CONTINENTAL	139,437	42.8%
5	LUFTHANSA CARGO	90,050	46.2%
6	KOREAN	85,643	49.3%
7	DELTA	67,372	51.8%
8	CHINA AIRLINES (CAL)	66,926	54.2%
9	BRITISH AIRWAYS	66,516	56.7%
10	ASIANA	64,562	59.1%
11	AIR FRANCE	56,457	61.2%
12	KALITTA AIR LLC	55,416	63.2%
13	EVA	53,218	65.1%
14	DHL /ASTAR AIR CARGO, INC.	48,517	66.9%
15	JAPAN AIRLINES	44,467	68.6%
	TOTAL AIRPORT	2,717,658	

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

### 3.5.1

## Revenue Mail In Short Tons

Annual Totals 1992-2005

#### Domestic

YEAR	EWR	JFK	LGA	REGION
1992	65,010	62,749	58,280	186,039
1993	68,510	66,014	60,390	194,914
1994	71,466	69,578	60,748	201,792
1995	74,366	72,626	69,478	216,470
1996	67,747	86,398	66,728	220,873
1997	78,756	85,277	64,144	228,177
1998	113,015	101,479	49,428	263,922
1999	115,162	106,419	55,335	276,917
2000	116,675	99,194	56,493	272,363
2001	66,386	88,015	42,476	196,877
2002	31,258	44,004	22,350	97,612
2003	71,533	45,325	17,740	134,599
2004	81,434	39,387	14,269	135,090
2005	66,470	31,060	8,997	106,527

#### International

YEAR	EWR	JFK	LGA	REGION
1992	6,014	43038	1683	50,735
1993	5,906	43929	1,864	51,699
1994	6,015	42,951	1,623	50,589
1995	10,452	44,900	2,241	57,593
1996	12,871	50,348	1,244	64,463
1997	7,460	48,860	1,711	58,031
1998	7,119	43,143	2,564	52,826
1999	5,957	46,819	1,715	54,492
2000	6,339	41,714	1,756	49,810
2001	6,481	38,920	1,295	46,695
2002	7,888	42,295	1,468	51,652
2003	13,058	39,432	1,291	53,781
2004	9,130	49,351	950	59,431
2005	23,579	48,819	1,300	73,698

#### Domestic and International

YEAR	EWR	JFK	LGA	REGION
1992	71,024	105,787	59,963	236,774
1993	74,416	109,943	62,254	246,613
1994	77,481	112,529	62,371	252,381
1995	84,818	117,526	71,719	274,063
1996	80,618	136,746	67,972	285,336
1997	86,216	134,137	65,855	286,208
1998	120,134	144,622	51,992	316,748
1999	121,120	153,238	57,051	331,409
2000	123,015	140,908	58,249	322,173
2001	72,867	126,934	43,771	243,573
2002	39,147	86,299	23,818	149,264
2003	84,591	84,757	19,032	188,380
2004	90,564	88,738	15,219	194,522
2005	90,049	79,880	10,296	180,225

### 3.5.2

Monthly Totals 2005

## Revenue Mail In Short Tons

Domestic	MONTH	EWR	JFK	LGA	REGIONAL CHANGE	
					REGION	2004 to 2005
Jan	7,872	3,565	1,212	12,650	17.0%	
Feb	8,063	2,583	892	11,538	0.6%	
Mar	8,608	2,605	859	12,072	20.7%	
Apr	7,795	2,245	852	10,893	-3.7%	
May	6,260	2,235	650	9,145	-22.5%	
Jun	6,265	2,252	560	9,077	-16.7%	
Jul	6,163	2,114	624	8,902	-12.6%	
Aug	1,781	1,988	546	4,316	-55.8%	
Sep	2,400	2,054	583	5,036	-46.2%	
Oct	2,555	2,653	638	5,847	-47.7%	
Nov	2,804	3,012	706	6,521	-45.0%	
Dec	5,904	3,755	873	10,532	-36.0%	
<b>Total 2005</b>	<b>66,470</b>	<b>31,061</b>	<b>8,995</b>	<b>106,529</b>	<b>-21.1%</b>	
<b>% Change</b>						
<b>2004 to 2005</b>	<b>-18.4%</b>	<b>-21.1%</b>	<b>-37.0%</b>	<b>-21.1%</b>		

International	MONTH	EWR	JFK	LGA	REGIONAL CHANGE	
					REGION	2004 to 2005
Jan	1,193	3,633	77	4,902	2.6%	
Feb	661	3,878	213	4,752	-1.8%	
Mar	795	3,582	209	4,585	-12.2%	
Apr	640	4,804	93	5,537	4.1%	
May	1,329	3,208	82	4,619	-5.8%	
Jun	802	3,463	77	4,342	-6.6%	
Jul	677	3,615	160	4,452	-8.3%	
Aug	1,814	3,798	71	5,683	28.2%	
Sep	2,616	4,245	72	6,932	51.1%	
Oct	2,640	4,385	72	7,097	49.9%	
Nov	2,708	4,684	76	7,468	57.2%	
Dec	7,703	5,525	99	13,327	109.5%	
<b>Total 2005</b>	<b>23,578</b>	<b>48,820</b>	<b>1,301</b>	<b>73,696</b>	<b>24.0%</b>	
<b>% Change</b>						
<b>2004 to 2005</b>	<b>158.2%</b>	<b>-1.1%</b>	<b>36.8%</b>	<b>24.0%</b>		

Domestic and International	MONTH	EWR	JFK	LGA	REGIONAL CHANGE	
					REGION	2004 to 2005
Jan	9,066	7,197	1,289	17,552	12.6%	
Feb	8,724	6,460	1,105	16,289	-0.1%	
Mar	9,403	6,186	1,068	16,657	9.4%	
Apr	8,436	7,049	945	16,429	-1.2%	
May	7,589	5,443	733	13,764	-17.6%	
Jun	7,067	5,715	637	13,418	-13.7%	
Jul	6,840	5,730	783	13,354	-11.2%	
Aug	3,595	5,787	618	10,000	-29.6%	
Sep	5,016	6,299	654	11,969	-14.2%	
Oct	5,195	7,039	710	12,944	-18.7%	
Nov	5,512	7,696	782	13,989	-15.7%	
Dec	13,607	9,280	972	23,858	4.6%	
<b>Total 2005</b>	<b>90,050</b>	<b>79,881</b>	<b>10,296</b>	<b>180,223</b>	<b>-7.4%</b>	
<b>% Change</b>						
<b>2004 to 2005</b>	<b>-0.6%</b>	<b>-10.0%</b>	<b>-32.4%</b>	<b>-7.4%</b>		

## 4.1.1

Annual Totals 1992-2005

# Airport Bus Passengers

Number of Passengers					
	YEAR	EWR	JFK	LGA	REGION
	1992	532,297	955,924	684,252	2,172,473
	1993	587,337	884,008	623,441	2,094,786
	1994	694,422	896,765	663,886	2,255,073
	1995	628,233	910,435	618,711	2,157,379
	1996	696,528	885,308	575,677	2,157,513
	1997	738,577	771,037	494,731	2,004,345
	1998	794,141	539,198	331,162	1,664,501
	1999	758,674	620,274	377,300	1,756,248
	2000	663,591	575,493	444,632	1,683,716
	2001	484,571	499,986	390,853	1,375,410
	2002	308,998	482,691	377,459	1,169,148
	2003	314,272	532,165	386,948	1,233,385
	2004	387,828	571,048	421,746	1,380,622
	2005	374,322	570,468	425,547	1,370,337

<b>1994 through 2001 Routes</b>	<b>JFK</b>	<ol style="list-style-type: none"> <li>1. JFK - Manhattan and return</li> <li>2. JFK - Brooklyn and return</li> <li>3. JFK - Jamaica - LGA</li> </ol>
	<b>EWR</b>	EWR - Manhattan and return
	<b>LGA</b>	<ol style="list-style-type: none"> <li>1. LGA - Manhattan and return</li> <li>2. LGA - Brooklyn and return</li> <li>3. LGA - Jamaica - JFK</li> </ol>

## 4.2.1

*Annual Totals 1992-2005*

## Paid Parked Cars

YEAR	EWR	JFK	LGA*	REGION
1992	4,532,242	4,415,233	2,488,875	11,436,350
1993	4,835,730	4,478,188	2,227,483	11,541,401
1994	5,308,487	4,710,434	2,214,460	12,233,381
1995	4,573,597	5,037,500	2,239,985	11,851,082
1996	5,011,818	4,550,674	2,271,157	11,833,649
1997	5,567,921	4,664,820	2,394,168	12,626,909
1998	5,816,318	4,710,692	2,651,302	13,178,312
1999	5,935,846	4,736,602	2,790,760	13,463,208
2000	5,921,144	4,726,660	2,942,561	13,590,365
2001	5,396,562	4,493,573	2,619,336	12,509,471
2002	4,844,475	4,724,885	2,542,071	12,111,431
2003	4,398,127	4,958,635	2,314,150	11,670,912
2004	4,397,346	5,196,064	2,305,507	11,898,917
2005	4,306,993	4,762,364	2,259,659	11,329,016

### 4.3.1

# Subway and New Jersey Transit

Annual Totals 1992-2005

Ridership	YEAR	JFK	NEWARK LIBERTY			TOTAL
		SUBWAY AirTrain Combined*	NEW JERSEY TRANSIT			
			AIRTRAIN	EXPRESS #300	AIRLINK#302	
	1992	1,078,882	-	624,041	322,756	2,025,679
	1993	1,141,746	-	681,982	306,044	2,129,772
	1994	1,150,770	-	818,586	311,133	2,280,489
	1995	1,152,414	-	683,601	217,330	2,053,345
	1996	1,209,258	-	782,100	247,623	2,238,981
	1997	1,737,245	-	630,938	272,799	2,640,982
	1998	1,564,148	-	576,089	275,954	2,416,191
	1999	1,332,108	-	543,674	296,328	2,172,110
	2000	-	-	521,679	288,081	809,760
	2001	-	127,152	419,286	251,644	798,082
	2002	1,102,702	1,008,821	306,300	-	2,417,823
	2003	1,193,121	1,178,822	300,784	-	2,672,727
	2004	-	1,368,067	293,250	-	1,661,317
	2005	-	1,445,035	272,357	-	1,717,392

#### 1989 -4/15/90

JFK Express data include air passengers, airport employees, Aqueduct Race Track patrons, and commuters to Manhattan; thus, approximately 50% of total ridership shown in the table represents airport-related trips (air passengers and employees).

#### 1990 - 1992

JFK Express ceased operation on April 15, 1990.

Total JFK Express riders from 1/1/90 to 4/15/90 = **228,771**.

From 4/16/90 to 12/31/90: Includes A and C train riders who used the free Long Term Parking Lot Bus = 682,535.

New Jersey Transit Routes: Airlink #302: EWR - Newark and return. Discontinue 12/4/01.

From 1/1/91 to 12/31/91: Includes A and C train riders who used the free Long Term Parking Lot Bus.

From 1/1/92 to 10/31/92: Includes A and C train riders who used the free Long Term Parking Lot Bus = 930,441.

From 11/1/92 to 12/31/92: Includes A train riders only who used the free Long Term Parking Lot Bus = 173,576.

C train service to JFK was terminated in October, 1992.

#### 1997

Express Bus #300: EWR - Manhattan and return. Handled by Olympia Trails as of 4/5/97.

#### 2000-2003

Subway numbers was not reported for 2000 to 2001.

2002 Passenger count for riders who utilize Howard Beach Subway Station Only.

2003 JFK AirTrain began operation on December 17, 2003. Hereafter, AirTrain and JFK Subway numbers will be combined into a continuous time series.

AirTrain: Started operation Oct. 21, 2002. EWR - Penn Station and return. Includes Amtrak riders.

#### 4.4.1

Annual Totals 1992-2005

## Airport Employment

YEAR	EWR	JFK	LGA*	REGION
1990	15,627	46,057	10,472	72,156
1991	15,677	40,284	9,249	65,210
1992	17,032	35,862	9,598	62,492
1993	17,821	35,154	10,272	63,247
1994	18,572	37,365	9,180	65,117
1995	*18,572	*37,365	*9,180	65,117
1996	*18,572	*37,365	*9,180	65,117
1997	*18,572	*37,365	*9,180	65,117
1998	*18,572	*37,365	*9,180	65,117
1999	24,270	37,396	10,034	71,700
2000	*24,270	*37,396	*10,034	71,700
2001	n/a	n/a	n/a	n/a
2002**	20,000	29,500	9,400	58,900
2003	n/a	n/a	n/a	n/a
2004**	18,352	29,519	7,874	55,745
2005*	n/a	n/a	n/a	n/a

**Note\*:** Airport not surveyed for this year.

**Note\*\*:** 2002 and after, the numbers shown are derived from a different method than for the earlier periods. The earlier period figures were based on surveys of employers at the airports. The current method counts any employee having a security badge, as required by the Transportation Security Administration. In the 9/11 aftermath, the great majority of airport employees have security badges, in fact a small portion have more than 1 job at the airport and may have been counted twice. That is not a problem, as a job is a job and the old survey based method would have counted them twice as well.

## 4.6.1

# Economic Impact of the Aviation Industry\*

New York/New Jersey Region

## IMPACT

EWR	JFK	LGA	REGION
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2004

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

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

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

<b>Cargo (Included in operations above)</b>				
Jobs	29,530	46,120	950	76,600
Wages\$	2,581	2,492	57	5,130
Sales\$	5,118	7,404	127	12,649

All Monetary Values are in millions of 2004 dollars

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

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