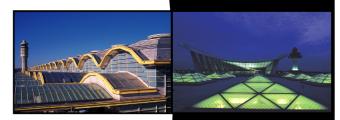
May 2014

Air Traffic Statistics



NIHOMON WASHIN

Prepared by the Office of Corporate Risk and Strategy

Metropolitan Washington Airports Authority

Air Traffic Statistics

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Air Traffic Summary May 2014

Passenger Activity (in Millions)

| | | Current Month | | Year-to-Date | | Last 12 Months | | | | | |
|-----------|---|---------------|--------|--------------|------|----------------|--------|--------|--------|--------|--------|
| | | DCA | IAD | System | DCA | IAD | System | DCA | IAD | System | |
| <u>ta</u> | P | assengers | 1.9 | 2.0 | 3.9 | 8.3 | 8.4 | 16.7 | 20.4 | 21.7 | 42.1 |
| ρ | • | % Change | 2.0% | 0.2% | 1.1% | (0.5%) | (2.7%) | (1.6%) | 0.0% | (1.5%) | (0.8%) |
| cial | Ĕ | Passengers | 1.9 | 1.3 | 3.2 | 8.2 | 5.6 | 13.8 | 20.0 | 14.5 | 34.5 |
| Jer | ۵ | % Change | 2.1% | (2.0%) | 0.4% | (0.5%) | (5.0%) | (2.4%) | 0.1% | (4.1%) | (1.7%) |
| E . | Ŧ | Passengers | < 0.1 | 0.6 | 0.7 | 0.2 | 2.7 | 2.9 | 0.4 | 7.1 | 7.4 |
| ပိ | ᆖ | % Change | (0.2%) | 5.0% | 4.7% | (5.4%) | 2.6% | 2.1% | (4.0%) | 4.0% | 3.6% |

Note: System totals may not sum due to rounding.

U.S. industry average passenger enplanements as reported by Airlines for America (A4A):

| Enplanements | Current Month | Year-to-Date | | |
|---------------|----------------------|--------------|--|--|
| System | 2.8% | 2.0% | | |
| Domestic | 2.4% | 1.6% | | |
| International | 5.5% | 4.4% | | |

Ronald Reagan Washington National Airport

• Domestic commercial passenger activity increased 2.1% in May 2014. Significant activity by carrier follows:

| Airline | Comments |
|------------|---|
| American + | 0.4% decrease in passenger activity |
| US Airways | Increased service to Rochester in September 2013, Greensboro in November |
| | 2013, Ft. Myers in January 2014, and Boston in March 2014 |
| | Reduced service to Buffalo, Norfolk, and Pittsburgh in January 2014 |
| Delta | 7.7% increase in passenger traffic |
| | New service to Madison and Omaha in March 2014 |
| | Increased service to New York La Guardia in October 2013 and Minneapolis in |
| | April 2014 |
| | Reduced service to Atlanta in September 2013 and Memphis in January 2014 |
| United | 2.1% decrease in passenger activity |
| | Reduced a daily departure to Cleveland in September 2013 |
| Southwest | 28.8% increase in passenger activity |
| | New service to Houston Hobby in August 2013 and Kansas City in March 2014 |
| | Discontinued service to Orlando in September 2013 |

- Transborder passenger traffic remained relatively flat, declining only 0.2% as a result of service adjustments to Nassau by American + US Airways.
- The combined American + US Airways, including its regional affiliates, had the largest commercial passenger market share with 57.6%, a decrease compared to 59.1% in May 2013.

Washington Dulles International Airport

Domestic Passenger Activity

Domestic commercial passenger activity declined 2.0% in May 2014. Significant activity by carrier follows:

| Airline | Comments |
|---------|---|
| United | 2.1% decrease in passenger activity |
| | Nine fewer daily departures as a result of service adjustments, including |
| | discontinued service to Clarksburg in July 2013, Honolulu in September 2013, and |
| | Salt Lake City in December 2013 |
| Delta | 7.9% decrease in passenger activity |
| | Discontinued service to New York La Guardia in January 2014 and reduced |
| | service to Minneapolis in January 2014 |
| | Increased service to New York JFK in March 2014 |

International Passenger Activity

• May 2014 international commercial passenger traffic increased 5.0%. Significant activity by carrier follows:

| Airline | Comments |
|----------|--|
| United | 1.7% decrease in passenger activity Discontinued service to San Salvador in April 2014, reduced service to Kuwait in October 2013, and London and Montreal in November 2013 Increased service to Cancun, Guatemala City, and San Jose (Costa Rica) in March 2014 |
| Etihad | 34.3% increase in passenger activity due to aircraft upgauging |
| Brussels | New service to Brussels began in June 2013 |

• United Airlines, including its regional affiliates, had the largest commercial passenger market share of 65.0%, a decrease compared to 66.5% in May 2013.

Cargo Activity

- For the month of May, total cargo increased 3.1% from 2013. Domestic cargo declined 10.1% mainly due to a 14.1% decline in Dulles's largest domestic cargo carrier, FedEx, resulting from reductions in inbound freight as heavier shipments were shifted to ground service. FedEx activity at BWI declined 8.1%.
- International cargo increased 11.5% due to increases on United (13.7%), Etihad (74.2%), Korean Air (87.3%), and Emirates (32.2%), as well as Brussels Airlines, which began operations in June 2013.

Baltimore-Washington International Airport

- Current month commercial passenger activity vs. May 2013 decreased 1.5%.
- BWI passenger activity outpaced activity at Dulles by 91.7k commercial passengers (4.7%) and National by 130.4k passengers (6.8%). International passenger volume increased 0.2% to 77.0k compared to 76.9k in May 2013.
- Southwest had the largest passenger market share with 70.7%, a decrease from 71.4% in May 2013.
- Cargo activity totaled 8.9k metric tonnes, a 5.5% decrease from a year earlier.

Ronald Reagan Washington National Airport SH&E Air Traffic Schedule Activity

May 2014 vs. May 2013

| May 2014: | Departures | Airlines* | Unduplicated Cities |
|--|--------------------------|---------------------|------------------------|
| Domestic Passenger service (daily) information - | | | |
| Mainline Regional Domestic Total | 184 <u>241</u> 425 | 9 <u>9</u> 18 | 85 |
| Transborder/International Passenger service (weekly) information | n - | | |
| Mainline Regional Transborder/International Total | 2 <u>92</u> 94 | 1 <u>4</u> 5 | 5 |

| May 2013: | Departures | Airlines* | Unduplicated Cities |
|--|--------------------------|----------------------|------------------------|
| Domestic Passenger service (daily) information - | | | |
| Mainline Regional Domestic Total | 189 <u>233</u> 422 | 9 <u>10</u> 19 | 84 |
| Transborder/International Passenger service (weekly) information | n - | | |
| Mainline Regional Transborder/International Total | 30 <u>65</u> 95 | 2 <u>3</u> 5 | 5 |

^{*} The following airlines are counted as one airline:

Southwest and AirTran

American and US Airways

Regional carriers flying for multiple mainline carriers

Washington Dulles International Airport

SH&E Air Traffic Schedule Activity May 2014 vs. May 2013

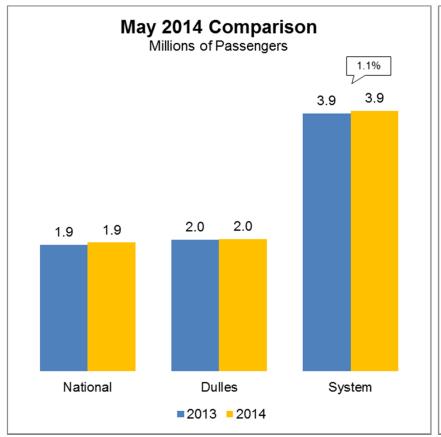
| May 2014: | Departures | Airlines* | Unduplicated Cities |
|--|--------------------------|----------------------|------------------------|
| Domestic Passenger service (daily) information | - | | |
| Mainline Regional Domestic Total | 115 <u>194</u> 309 | 8 <u>11</u> 19 | 78 |
| Transborder/International Passenger service (weekly) information | on - | | |
| Mainline Regional Transborder/International Total | 365 <u>82</u> 447 | 25 <u>4</u> 29 | 44 |

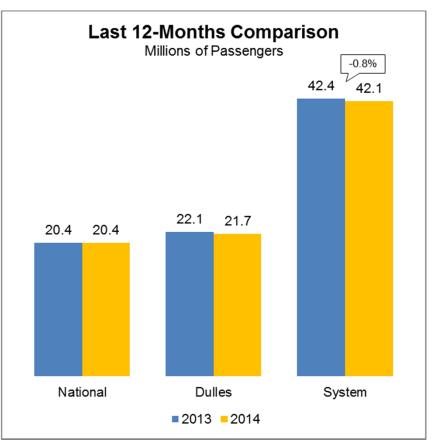
| May 2013: | Departures | Airlines | Unduplicated Cities |
|--|--------------------------|----------------------|------------------------|
| Domestic Passenger service (daily) information - | | | |
| Mainline Regional Domestic Total | 119 <u>201</u> 320 | 8 <u>12</u> 20 | 83 |
| Transborder/International Passenger service (weekly) information | n - | | |
| Mainline Regional Transborder/International Total | 377 <u>88</u> 465 | 24 <u>5</u> 30 | 44 |

^{*} The following airlines are counted as one airline: Pacific Wings and Sun Air International

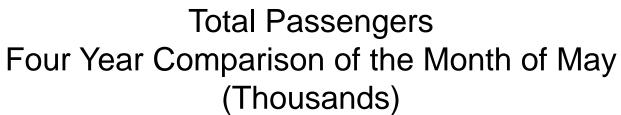
Regional carriers flying for multiple mainline carriers

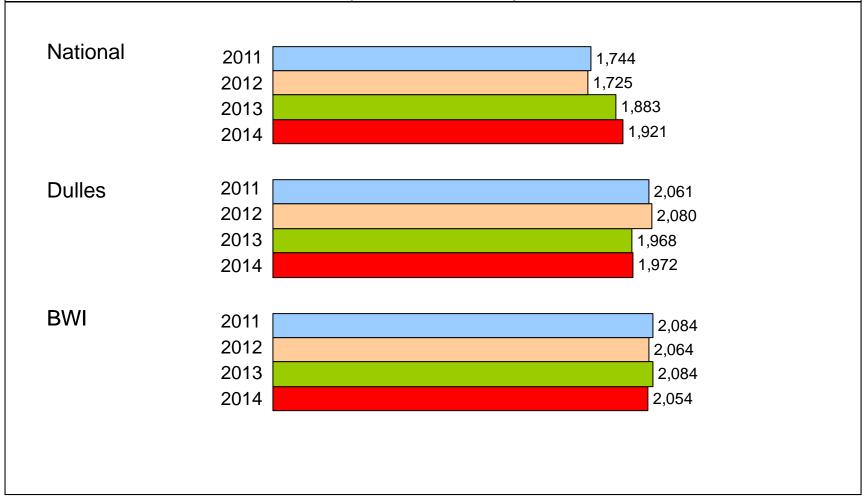
Passenger Trends





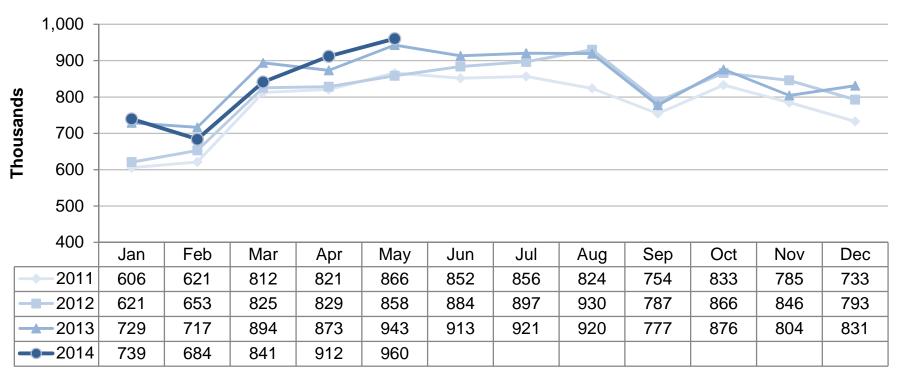
^{*} System totals may not sum due to rounding.





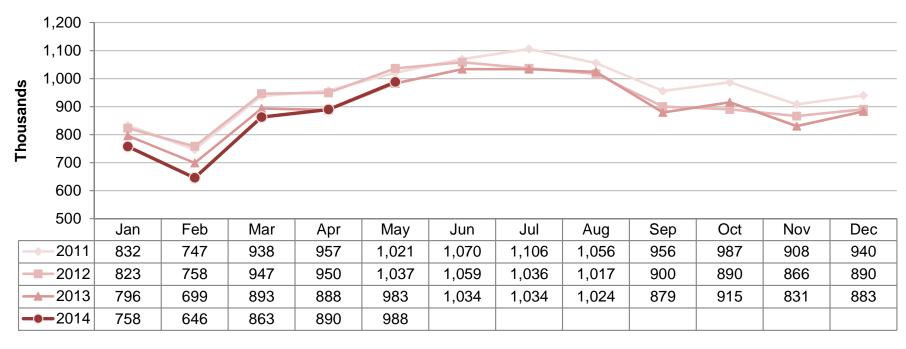
Ronald Reagan Washington National Airport

Total Commercial Passenger Enplanements Calendar Years 2011 - 2014



Dulles International Airport

Total Commercial Passenger Enplanements Calendar Years 2011 - 2014



Commercial Passenger Market Share and Percent Change of Top Airlines in the Washington and Baltimore Region

| May 2014 | | | | May 2013 | | |
|---|-------------------|------------|--------------|---|------------|-----------------|
| Top Airlines* | Percent Change | Passengers | Market Share | Top Airlines* | Passengers | Market Share |
| American + US Airways | -0.6% | | 57.6% | American + US Airways | 1,111,592 | 59.1% |
| 2. Delta | 7.7% | 299,678 | 15.6% | 2. Delta | 278,146 | 14.8% |
| 3. United | -2.1% | 180,696 | 9.4% | 3. United | 184,666 | 9.8% |
| 4. JetBlue | 4.9% | 113,901 | 5.9% | 4. JetBlue | 108,572 | 5.8% |
| 4. JetBlue 5. Southwest + Airtran 6. Alaska 7. Frontier | 28.8% | 111,948 | 5.8% | Southwest + Airtran | 86,930 | 4.6% |
| 6. Alaska | 3.3% | | 2.0% | 6. Frontier | 41,980 | 2.2% |
| 7. Frontier | -28.7% | | 1.6% | 7. Alaska | 36,489 | 1.9% |
| 8. Air Canada | 12.9% | -, | 1.2% | 8. Air Canada | 19,833 | 1.1% |
| 9. Sun Country | 59.7% | | 0.5% | 9. Sun Country | 6,452 | 0.3% |
| 10. Virgin America | 29.3% | | 0.4% | 10. Virgin America | 5,639 | 0.3% |
| Total Commercial Passengers | 2.0% | , | 100.0% | Total Commercial Passengers | 1,880,299 | 100.0% |
| | | | | | | |
| | | | | | | |
| | Percent | _ | | | _ | Market |
| Top Airlines* | Change | | Market Share | Top Airlines* | Passengers | Share |
| 1. United | -2.0% | , , , | 65.0% | 1. United | 1,298,944 | 66.5% |
| 2. American + US Airways | -0.7% | , | 5.0% | 2. American + US Airways | 99,021 | 5.1% |
| 3. Delta | -7.9% | -, - | 4.0% | 3. Delta | 85,097 | 4.4% |
| 4. Southwest | 10.7% | , | 2.7% | Southwest | 48,047 | 2.5% |
| 5. Lufthansa | 4.6% | - , - | 2.2% | JetBlue | 45,186 | 2.3% |
| 6. JetBlue 7. British Airways | -7.6% | | 2.1% | 6. Lufthansa | 41,975 | 2.1% |
| 7. British Airways | 1.9% | , | 1.9% | British Airways | 35,845 | 1.8% |
| o. Virgin America | -1.3% | | 1.8% | Virgin America | 34,807 | 1.8% |
| 9. Air France | -5.6% | 27,654 | 1.4% | 9. Air France | 29,283 | 1.5% |
| 10. TACA | 19.6% | 20,238 | 1.0% | 10. TACA | 16,918 | 0.9% |
| 11. All Other Airlines | 14.8% | 250,326 | 12.8% | 11. All Other Airlines | 218,114 | 11.2% |
| Total Commercial Passengers | 0.2% | 1,957,272 | 100.0% | Total Commercial Passengers | 1,953,237 | 100.0% |
| | Percent | | | | | Market |
| Top Airlines* | Change | | Market Share | Top Airlines* | Passengers | Share |
| Southwest + Airtran | -2.4% | | 70.7% | Southwest + Airtran | 1,484,615 | 71.4% |
| American + US Airways | 2.4% | 192,848 | 9.4% | American + US Airways | 188,354 | 9.1% |
| 3. Delta | 0.2% | 190,279 | 9.3% | 3. Delta | 189,822 | 9.1% |
| 4. United + Continental | -12.5% | 93,551 | 4.6% | United + Continental | 106,873 | 5.1% |
| 5. Spirit | 37.6% | 60,352 | 2.9% | Spirit | 43,871 | 2.1% |
| 4. United + Continental 5. Spirit 6. JetBlue 7. Pritich Ainways | 6.4% | 31,215 | 1.5% | 6. JetBlue | 29,330 | 1.4% |
| 7. British Airways | -0.7% | 10,515 | 0.5% | 7. British Airways | 10,587 | 0.5% |
| 8. All Other Airlines | -15.0% | 21,988 | 1.1% | 8. All Other Airlines | 25,883 | 1.2% |
| Total Commercial Passengers | -1.5% | 2,048,995 | 100.0% | Total Commercial Passengers | 2,079,335 | 100.0% |

^{*} Includes affiliated regional carriers

| Commercial Passenger Market Share Summary | | | | | | | |
|---|----------|----------|--------|--|--|--|--|
| Total Passengers | May 2014 | May 2013 | Change | | | | |
| National | 32.4% | 31.8% | 0.6% | | | | |
| Dulles | 33.0% | 33.0% | 0.0% | | | | |
| Baltimore | 34.6% | 35.2% | -0.6% | | | | |
| Domestic Passengers | May 2014 | May 2013 | Change | | | | |
| National | 36.5% | 35.6% | 0.9% | | | | |
| Dulles | 25.3% | 25.8% | -0.4% | | | | |
| Baltimore | 38.2% | 38.6% | -0.4% | | | | |
| International Passengers | May 2014 | May 2013 | Change | | | | |
| National | 4.8% | 5.0% | -0.2% | | | | |
| Dulles | 85.1% | 84.5% | 0.6% | | | | |
| Baltimore | 10.1% | 10.5% | -0.4% | | | | |

Totals may not sum due to rounding.

| Description | Enplaned | Deplaned | Total | Year Ago | % Change |
|-----------------------------------|----------|----------|-----------|-----------|----------|
| Aircraft Operations | | | | | |
| Commercial: | | | | | |
| Air Carrier: | | | | | |
| Domestic | | | 10,365 | 11,045 | - 6.2 |
| International | | | 16 | 34 | - 52.9 |
| Transborder | | | 0 | 136 | - 100.0 |
| Total - Air Carrier | | | 10,381 | 11,215 | - 7.4 |
| Regional: | | | , | , | |
| Domestic | | | 13,179 | 13,043 | 1.0 |
| International | | | 38 | 46 | - 17.4 |
| Transborder | | | 756 | 611 | 23.7 |
| Total - Regional | | | 13,973 | 13,700 | 2.0 |
| Commercial: | | | | | |
| Domestic | | | 23,544 | 24,088 | - 2.3 |
| Transborder | | | 810 | 827 | - 2.1 |
| Total - Commercial | | | 24,354 | 24,915 | - 2.3 |
| Non-Commercial: | | | | | |
| General Aviation | | | 343 | 398 | - 13.8 |
| Military | | | 247 | 283 | - 12.7 |
| Total - Non-Commercial | | | 590 | 681 | - 13.4 |
| Grand Total - Aircraft Operations | | | 24,944 | 25,596 | - 2.5 |
| | | | | | |
| Passengers | | | | | |
| Commercial: | | | | | |
| Air Carrier Domestic: | | | | | |
| Scheduled | 622,054 | 619,451 | 1,241,505 | 1,255,930 | - 1.1 |
| Chartered | 0 | 0 | 0 | 0 | 0.0 |
| Total - Domestic Air Carrier | 622,054 | 619,451 | 1,241,505 | 1,255,930 | - 1.1 |
| Air Carrier International: | | | | | |
| Scheduled | 850 | 859 | 1,709 | 3,023 | - 43.5 |
| Chartered | 0 | 0 | 0 | 0 | 0.0 |
| Total - International Air Carrier | 850 | 859 | 1,709 | 3,023 | - 43.5 |
| Air Carrier Transborder: | | | | | |
| Scheduled | 0 | 0 | 0 | 6,899 | - 100.0 |
| Chartered | 0 | 0 | 0 | 0 | 0.0 |
| Total - Transborder Air Carrier | 0 | 0 | 0 | 6,899 | - 100.0 |
| Total - Air Carrier | 622,904 | 620,310 | 1,243,214 | 1,265,852 | - 1.8 |
| Regional: | | | | | |
| Domestic | 318,545 | 321,784 | 640,329 | 587,558 | 9.0 |
| International | 1,199 | 969 | 2,168 | 2,753 | - 21.2 |
| Transborder | 17,776 | 15,094 | 32,870 | 24,136 | 36.2 |
| Total - Regional | 337,520 | 337,847 | 675,367 | 614,447 | 9.9 |
| Commercial: | | | | | |
| Domestic | 940,599 | 941,235 | 1,881,834 | 1,843,488 | 2.1 |
| Transborder | 19,825 | 16,922 | 36,747 | 36,811 | - 0.2 |
| Total - Commercial | 960,424 | 958,157 | 1,918,581 | 1,880,299 | 2.0 |
| Non-Commercial: | | | | | |
| General Aviation | 783 | 775 | 1,558 | 1,682 | - 7.4 |
| Military | 352 | 340 | 692 | 930 | - 25.6 |
| , | | | 0.050 | 0.010 | 10.0 |
| Total - Non-Commercial | 1,135 | 1,115 | 2,250 | 2,612 | - 13.9 |

| Description | Enplaned | Deplaned | Total | Year Ago | % Change |
|-----------------------------|----------|----------|-------|----------|----------|
| Cargo - Tonnes | | | | | |
| Mail: | | | | | |
| Domestic | 29 | 0 | 30 | 0 | 37,604.6 |
| International | 0 | 0 | 0 | 0 | 0.0 |
| Transborder | 0 | 0 | 0 | 0 | 0.0 |
| Total - Mail: | 29 | 0 | 30 | 0 | 37,604.6 |
| Freight + Express: | | | | | |
| Domestic | 80 | 49 | 130 | 208 | - 37.6 |
| International | 0 | 0 | 0 | 0 | 0.0 |
| Transborder | 0 | 0 | 0 | 0 | 0.0 |
| Total - Freight + Express: | 80 | 49 | 130 | 208 | - 37.6 |
| Mail Plus Freight + Express | | | | | |
| Domestic | 110 | 50 | 159 | 208 | - 23.3 |
| Transborder | 0 | 0 | 0 | 0 | 0.0 |
| Grand Total - Cargo | 110 | 50 | 159 | 208 | - 23.3 |

January 2014 - May 2014

| Description | Enplaned | Deplaned | Total | Year Ago | % Change |
|--|-----------|-----------|-----------|-----------|----------------------|
| Aircraft Operations | | | | | |
| Commercial: | | | | | |
| Air Carrier: | | | | | |
| Domestic | | | 48,563 | 52,177 | - 6.9 |
| International | | | 70 | 90 | - 22.2 |
| Transborder | | | 0 | 971 | - 100.0 |
| Total - Air Carrier | | | 48,633 | 53,238 | - 8.6 |
| Regional: | | | , | • | |
| Domestic | | | 62,011 | 62,673 | - 1.1 |
| International | | | 156 | 191 | - 18.3 |
| Transborder | | | 3,592 | 3,031 | 18.5 |
| Total - Regional | | | 65,759 | 65,895 | - 0.2 |
| Commercial: | | | | | |
| Domestic | | | 110,574 | 114,850 | - 3.7 |
| Transborder | | | 3,818 | 4,283 | - 10.9 |
| Total - Commercial | | | 114,392 | 119,133 | - 4.0 |
| Non-Commercial: | | | | | |
| General Aviation | | | 1,894 | 2,486 | - 23.8 |
| Military | | | 878 | 706 | 24.4 |
| Total - Non-Commercial | | | 2,772 | 3,192 | - 13.2 |
| Grand Total - Aircraft Operations | | | 117,164 | 122,325 | - 4.2 |
| | | | , | , | |
| Passengers | | | | | |
| Commercial: | | | | | |
| Air Carrier Domestic: | | | | | |
| Scheduled | 2,674,367 | 2,700,959 | 5,375,326 | 5,569,550 | - 3.5 |
| Chartered | 0 | 0 | 0 | 0 | 0.0 |
| Total - Domestic Air Carrier | 2,674,367 | 2,700,959 | 5,375,326 | 5,569,550 | - 3.5 |
| Air Carrier International: | | | | | |
| Scheduled | 4,199 | 3,911 | 8,110 | 9,894 | - 18.0 |
| Chartered | 0 | 0 | 0 | 0 | 0.0 |
| Total - International Air Carrier | 4,199 | 3,911 | 8,110 | 9,894 | - 18.0 |
| Air Carrier Transborder: | | | | | |
| Scheduled | 0 | 0 | 0 | 43,950 | - 100.0 |
| Chartered | 0 | 0 | 0 | 0 | 0.0 |
| Total - Transborder Air Carrier | 0 | 0 | 0 | 43,950 | - 100.0 |
| Total - Air Carrier | 2,678,566 | 2,704,870 | 5,383,436 | 5,623,394 | - 4.3 |
| Regional: | | | | | |
| Domestic | 1,382,560 | 1,403,231 | 2,785,791 | 2,628,665 | 6.0 |
| International | 4,748 | 4,635 | 9,383 | 11,874 | - 21.0 |
| Transborder | 71,151 | 66,703 | 137,854 | 98,459 | 40.0 |
| Total - Regional | 1,458,459 | 1,474,569 | 2,933,028 | 2,738,998 | 7.1 |
| Commercial: | | | | | |
| Domestic | 4,056,927 | 4,104,190 | 8,161,117 | 8,198,215 | - 0.5 |
| Transborder | 80,098 | 75,249 | 155,347 | 164,177 | - 5.4 |
| Total - Commercial | 4,137,025 | 4,179,439 | 8,316,464 | 8,362,392 | - 0.5 |
| Non-Commercial: | | | | | |
| General Aviation | 3,737 | 3,663 | 7,400 | 5,867 | 26.1 |
| Military | 1,752 | 1,722 | 3,474 | 3,685 | - 5.7 |
| * | | | | | |
| Total - Non-Commercial Grand Total - Passengers | 5,489 | 5,385 | 10,874 | 9,552 | 13.8 - 0.5 |

January 2014 - May 2014

| Description | Enplaned | Deplaned | Total | Year Ago | % Change |
|-----------------------------|----------|----------|-------|----------|----------|
| Cargo - Tonnes | | | | | |
| Mail: | | | | | |
| Domestic | 119 | 12 | 130 | 1 | 9,288.2 |
| International | 0 | 0 | 0 | 0 | 0.0 |
| Transborder | 0 | 0 | 0 | 0 | 0.0 |
| Total - Mail: | 119 | 12 | 130 | 1 | 9,288.2 |
| Freight + Express: | | | | | |
| Domestic | 445 | 288 | 733 | 849 | - 13.7 |
| International | 0 | 0 | 0 | 0 | 0.0 |
| Transborder | 0 | 0 | 0 | 1 | - 30.0 |
| Total - Freight + Express: | 446 | 288 | 734 | 850 | - 13.7 |
| Mail Plus Freight + Express | | | | | |
| Domestic | 564 | 300 | 864 | 851 | 1.5 |
| Transborder | 0 | 0 | 0 | 1 | - 30.0 |
| Grand Total - Cargo | 564 | 300 | 864 | 851 | 1.5 |

June 2013 - May 2014

| Description | Enplaned | Deplaned | Total | Year Ago | % Ch | nange |
|-----------------------------------|----------------|----------------------|-----------------------|-----------------------|------|--------------|
| Aircraft Operations | | | | | | |
| Commercial: | | | | | | |
| Air Carrier: | | | | | | |
| Domestic | | | 119,586 | 124,948 | _ | 4.3 |
| International | | | 314 | 336 | _ | 6.5 |
| Transborder | | | 137 | 2,531 | _ | 94.6 |
| Total - Air Carrier | | | 120,037 | 127,815 | - | 6.1 |
| Regional: | | | | | | |
| Domestic | | | 151,536 | 147,667 | | 2.6 |
| International | | | 371 | 422 | _ | 12.1 |
| Transborder | | | 8,553 | 8,143 | | 5.0 |
| Total - Regional | | | 160,460 | 156,232 | | 2.7 |
| Commercial: | | | | | | |
| Domestic | | | 271,122 | 272,615 | - | 0.5 |
| Transborder | | | 9,375 | 11,432 | - | 18.0 |
| Total - Commercial | | | 280,497 | 284,047 | - | 1.2 |
| Non-Commercial: | | | | | | |
| General Aviation | | | 4,465 | 6,104 | _ | 26.9 |
| Military | | | 2,525 | 1,317 | | 91.7 |
| Total - Non-Commercial | | | 6,990 | 7,421 | - | 5.8 |
| Grand Total - Aircraft Operations | | | • | 291,468 | | 1.4 |
| Grand Total - Alicran Operations | | | 287,487 | 291,400 | | 1.4 |
| Passengers | | | | | | |
| Commercial: | | | | | | |
| Air Carrier Domestic: | | | | | | |
| Scheduled | 6,627,819 | 6,608,919 | 13,236,738 | 13,627,286 | - | 2.9 |
| Chartered | 0 | 0 | 0 | 0 | | 0.0 |
| Total - Domestic Air Carrier | 6,627,819 | 6,608,919 | 13,236,738 | 13,627,286 | - | 2.9 |
| Air Carrier International: | | | | | | |
| Scheduled | 15,085 | 14,310 | 29,395 | 33,125 | _ | 11.3 |
| Chartered | 0 | 0 | 0 | 0 | | 0.0 |
| Total - International Air Carrier | 15,085 | 14,310 | 29,395 | 33,125 | - | 11.3 |
| Air Carrier Transborder: | | | | | | |
| Scheduled | 3,916 | 3,922 | 7,838 | 119,299 | _ | 93.4 |
| Chartered | 0 | 0 | 0 | 0 | | 0.0 |
| Total - Transborder Air Carrier | 3,916 | 3,922 | 7,838 | 119,299 | _ | 93.4 |
| Total - Air Carrier | 6,646,820 | 6,627,151 | 13,273,971 | 13,779,710 | - | 3.7 |
| Regional: | , , | | | , , | | |
| Domestic | 3,352,046 | 3,364,019 | 6,716,065 | 6,305,786 | | 6.5 |
| International | 11,259 | 11,293 | 22,552 | 26,464 | _ | 14.8 |
| Transborder | 168,940 | 165,215 | 334,155 | 231,397 | | 44.4 |
| Total - Regional | 3,532,245 | 3,540,527 | 7,072,772 | 6,563,647 | | 7.8 |
| | 0,002,210 | 3,340,327 | 7,072,772 | 0,000,017 | | 7.0 |
| Commercial: Domestic | 9,979,865 | 0.072.028 | 10.052.902 | 10 022 072 | | 0.1 |
| Transborder | 199,200 | 9,972,938 194,740 | 19,952,803 393,940 | 19,933,072 410,285 | | 4.0 |
| Total - Commercial | 10,179,065 | 10,167,678 | 20,346,743 | 20,343,357 | - | 0.0 |
| Non-Commercial: | -/ | -, -,, | -,, | -,, | | |
| General Aviation | 0.071 | 0 100 | 10 400 | 10.000 | | 04.0 |
| Military | 8,351 3,675 | 8,132 3,578 | 16,483 7,253 | 13,200 9,535 | | 24.9 23.9 |
| Total - Non-Commercial | 12,026 | 11,710 | 23,736 | 22,735 | - | 4.4 |
| | | | | | | |
| Grand Total - Passengers | 10,191,091 | 10,179,388 | 20,370,479 | 20,366,092 | | 0.0 |

June 2013 - May 2014

| Description | Enplaned | Deplaned | Total | Year Ago | % Change |
|-----------------------------|----------|----------|-------|----------|----------|
| Cargo - Tonnes | | | | | |
| Mail: | | | | | |
| Domestic | 148 | 36 | 185 | 7 | 2,651.3 |
| International | 0 | 0 | 0 | 0 | 0.0 |
| Transborder | 0 | 0 | 0 | 0 | - 100.0 |
| Total - Mail: | 148 | 36 | 185 | 7 | 2,642.1 |
| Freight + Express: | | | | | |
| Domestic | 985 | 744 | 1,729 | 4,462 | - 61.3 |
| International | 0 | 0 | 0 | 0 | 943.5 |
| Transborder | 1 | 1 | 2 | 1 | 36.9 |
| Total - Freight + Express: | 986 | 744 | 1,731 | 4,463 | - 61.2 |
| Mail Plus Freight + Express | | | | | |
| Domestic | 1,133 | 780 | 1,914 | 4,469 | - 57.2 |
| Transborder | 1 | 1 | 2 | 1 | 42.4 |
| Grand Total - Cargo | 1,135 | 781 | 1,915 | 4,470 | - 57.2 |

| Description | Enplaned | Deplaned | Total | Year Ago | % Change |
|-----------------------------------|----------|----------|-----------|-----------|----------|
| Aircraft Operations | | | | | |
| Commercial: | | | | | |
| Air Carrier: | | | | | |
| Domestic | | | 5,916 | 6,426 | - 7.9 |
| International | | | 3,096 | 3,177 | - 2.5 |
| Transborder | | | 0 | 2 | - 100.0 |
| Total - Air Carrier | | | 9,012 | 9,605 | - 6.2 |
| Regional: | | | | | |
| Domestic | | | 12,211 | 12,846 | - 4.9 |
| International | | | 35 | 0 | 100.0 |
| Transborder | | | 861 | 937 | - 8.1 |
| Total - Regional | | | 13,107 | 13,783 | - 4.9 |
| Commercial: | | | | | |
| Domestic | | | 18,127 | 19,272 | - 5.9 |
| International | | | 3,992 | 4,116 | - 3.0 |
| Total - Commercial | | | 22,119 | 23,388 | - 5.4 |
| Non-Commercial: | | | | | |
| General Aviation | | | 3,843 | 3,709 | 3.6 |
| Military | | | 85 | 110 | - 22.7 |
| Total - Non-Commercial | | | 3,928 | 3,819 | 2.9 |
| | | | • | , | |
| Grand Total - Aircraft Operations | | | 26,047 | 27,207 | - 4.3 |
| Passengers | | | | | |
| Commercial: | | | | | |
| Air Carrier Domestic: | | | | | |
| Scheduled | 380,070 | 391,021 | 771,091 | 794,303 | - 2.9 |
| Chartered | 2,010 | 1,801 | 3,811 | 2,826 | 34.9 |
| Total - Domestic Air Carrier | 382,080 | 392,822 | 774,902 | 797,129 | - 2.8 |
| Air Carrier International: | | | | | |
| Scheduled | 321,856 | 288,572 | 610,428 | 580,620 | 5.1 |
| Chartered | 0 | 0 | 0 | 1,047 | - 100.0 |
| Total - International Air Carrier | 321,856 | 288,572 | 610,428 | 581,667 | 4.9 |
| Air Carrier Transborder: | | | | | |
| Scheduled | 0 | 0 | 0 | 0 | 0.0 |
| Chartered | 0 | 0 | 0 | 250 | - 100.0 |
| Total - Transborder Air Carrier | 0 | 0 | 0 | 250 | - 100.0 |
| Total - Air Carrier | 703,936 | 681,394 | 1,385,330 | 1,379,046 | 0.5 |
| Regional: | | | | | |
| Domestic | 264,288 | 269,176 | 533,464 | 538,013 | - 0.8 |
| International | 1,824 | 1,404 | 3,228 | 0 | 100.0 |
| Transborder | 17,931 | 17,319 | 35,250 | 36,178 | - 2.6 |
| Total - Regional | 284,043 | 287,899 | 571,942 | 574,191 | - 0.4 |
| Commercial: | | · | | | |
| Domestic | 646,368 | 661,998 | 1,308,366 | 1,335,142 | - 2.0 |
| International | 341,611 | 307,295 | 648,906 | 618,095 | 5.0 |
| Total - Commercial | 987,979 | 969,293 | 1,957,272 | 1,953,237 | 0.2 |
| Non-Commercial: | | | | | |
| General Aviation | 7,401 | 7,012 | 14,413 | 14,080 | 2.4 |
| Military | 7,401 | 7,012 | 14,413 | 236 | - 62.7 |
| Total - Non-Commercial | 7,445 | 7,056 | 14,501 | 14,316 | 1.3 |
| Grand Total - Passengers | 995,424 | 976,349 | 1,971,773 | 1,967,553 | 0.2 |

| Description | Enplaned | Deplaned | Total | Year Ago | % Change |
|-----------------------------|----------|----------|--------|----------|----------|
| Cargo - Tonnes | | | | | _ |
| Mail: | | | | | |
| Domestic | 230 | 432 | 662 | 489 | 35.3 |
| International | 223 | 47 | 270 | 319 | - 15.3 |
| Total - Mail: | 454 | 479 | 932 | 809 | 15.3 |
| Freight + Express: | | | | | |
| Domestic | 3,764 | 3,119 | 6,883 | 7,900 | - 12.9 |
| International | 6,062 | 8,248 | 14,311 | 12,761 | 12.1 |
| Total - Freight + Express: | 9,826 | 11,367 | 21,193 | 20,661 | 2.6 |
| Mail Plus Freight + Express | | | | | |
| Domestic | 3,994 | 3,550 | 7,545 | 8,390 | - 10.1 |
| International | 6,286 | 8,295 | 14,581 | 13,080 | 11.5 |
| Grand Total - Cargo | 10,280 | 11,846 | 22,126 | 21,470 | 3.1 |

January 2014 - May 2014

| Description | Enplaned | Deplaned | Total | Year Ago | % Change |
|-----------------------------------|-----------|-----------|-----------|---------------------------------------|----------|
| Aircraft Operations | | | | | |
| Commercial: | | | | | |
| Air Carrier: | | | | | |
| Domestic | | | 27,285 | 29,614 | - 7.9 |
| International | | | 14,381 | 14,392 | - 0.1 |
| Transborder | | | 0 | 9 | - 100.0 |
| Total - Air Carrier | | | 41,666 | 44,015 | - 5.3 |
| Regional: | | | • | • | |
| Domestic | | | 55,842 | 59,598 | - 6.3 |
| International | | | 190 | 0 | 100.0 |
| Transborder | | | 3,528 | 4,159 | - 15.2 |
| Total - Regional | | | 59,560 | 63,757 | - 6.6 |
| Commercial: | | | | | |
| Domestic | | | 83,127 | 89,212 | - 6.8 |
| International | | | 18,099 | 18,560 | - 2.5 |
| Total - Commercial | | | 101,226 | 107,772 | - 6.1 |
| Non-Commercial: | | | | | |
| General Aviation | | | 16,347 | 17,394 | - 6.0 |
| Military | | | 257 | 381 | - 32.5 |
| Total - Non-Commercial | | | 16,604 | 17,775 | - 6.6 |
| Grand Total - Aircraft Operations | | | 117,830 | 125,547 | - 6.1 |
| | | | , | 1_0,0 11 | • |
| Passengers | | | | | |
| Commercial: | | | | | |
| Air Carrier Domestic: | | | | | |
| Scheduled | 1,656,484 | 1,693,244 | 3,349,728 | 3,532,892 | - 5.2 |
| Chartered | 2,877 | 2,705 | 5,582 | 9,195 | - 39.3 |
| Total - Domestic Air Carrier | 1,659,361 | 1,695,949 | 3,355,310 | 3,542,087 | - 5.3 |
| Air Carrier International: | | | | | |
| Scheduled | 1,255,767 | 1,271,546 | 2,527,313 | 2,461,256 | 2.7 |
| Chartered | 1,995 | 1,890 | 3,885 | 5,470 | - 29.0 |
| Total - International Air Carrier | 1,257,762 | 1,273,436 | 2,531,198 | 2,466,726 | 2.6 |
| Air Carrier Transborder: | | | | | |
| Scheduled | 0 | 0 | 0 | 0 | 0.0 |
| Chartered | 0 | 0 | 0 | 355 | - 100.0 |
| Total - Transborder Air Carrier | 0 | 0 | 0 | 355 | - 100.0 |
| Total - Air Carrier | 2,917,123 | 2,969,385 | 5,886,508 | 6,009,168 | - 2.0 |
| Regional: | | | | | |
| Domestic | 1,147,404 | 1,143,048 | 2,290,452 | 2,401,961 | - 4.6 |
| International | 6,577 | 3,731 | 10,308 | 0 | 100.0 |
| Transborder | 73,125 | 83,565 | 156,690 | 163,763 | - 4.3 |
| Total - Regional | 1,227,106 | 1,230,344 | 2,457,450 | 2,565,724 | - 4.2 |
| Commercial: | | | | | |
| Domestic | 2,806,765 | 2,838,997 | 5,645,762 | 5,944,048 | - 5.0 |
| International | 1,337,464 | 1,360,732 | 2,698,196 | 2,630,844 | 2.6 |
| Total - Commercial | 4,144,229 | 4,199,729 | 8,343,958 | 8,574,892 | - 2.7 |
| Non-Commercial: | | | | | |
| General Aviation | 31,326 | 30,668 | 61,994 | 63,519 | - 2.4 |
| Military | 158 | 158 | 316 | 677 | - 53.3 |
| Total Non-Commonatel | 31,484 | 30,826 | 62,310 | 64,196 | - 2.9 |
| Total - Non-Commercial | 31,404 | 30,020 | | · · · · · · · · · · · · · · · · · · · | |

January 2014 - May 2014

| Description | Enplaned | Deplaned | Total | Year Ago | % Change |
|-----------------------------|----------|----------|---------|----------|----------|
| Cargo - Tonnes | | | | | |
| Mail: | | | | | |
| Domestic | 1,028 | 2,040 | 3,067 | 2,165 | 41.7 |
| International | 1,035 | 289 | 1,324 | 717 | 84.6 |
| Total - Mail: | 2,062 | 2,329 | 4,392 | 2,882 | 52.4 |
| Freight + Express: | | | | | |
| Domestic | 17,832 | 14,671 | 32,503 | 39,506 | - 17.7 |
| International | 29,559 | 42,023 | 71,582 | 62,628 | 14.3 |
| Total - Freight + Express: | 47,391 | 56,694 | 104,085 | 102,134 | 1.9 |
| Mail Plus Freight + Express | | | | | |
| Domestic | 18,860 | 16,710 | 35,570 | 41,671 | - 14.6 |
| International | 30,594 | 42,313 | 72,906 | 63,345 | 15.1 |
| Grand Total - Cargo | 49,454 | 59,023 | 108,476 | 105,016 | 3.3 |

June 2013 - May 2014

| Description | Enplaned | Deplaned | Total | Year Ago | % Ch | nange |
|-----------------------------------|---------------|---------------|----------------|----------------|------|-----------|
| Aircraft Operations | | | | | | |
| Commercial: | | | | | | |
| Air Carrier: | | | | | | |
| Domestic | | | 71,648 | 75,221 | _ | 4. |
| International | | | 35,817 | 34,635 | | 3. |
| Transborder | | | 4 | 12 | _ | 66. |
| Total - Air Carrier | | | 107,469 | 109,868 | - | 2. |
| Regional: | | | - , | , | | |
| Domestic | | | 141,367 | 142,824 | _ | 1. |
| International | | | 293 | 0 | | 100. |
| Transborder | | | 9,924 | 11,016 | _ | 9. |
| Total - Regional | | | 151,584 | 153,840 | _ | 1. |
| Commercial: | | | 101,001 | 100,010 | - | |
| Domestic | | | 213,015 | 218,045 | _ | 2. |
| International | | | 46,038 | 45,663 | _ | 0. |
| Total - Commercial | | | 259,053 | 263,708 | _ | 1. |
| | | | 200,000 | 200,700 | | |
| Non-Commercial: | | | | | | |
| General Aviation | | | 40,171 | 41,541 | - | 3. |
| Military | | | 860 | 804 | | 7. |
| Total - Non-Commercial | | | 41,031 | 42,345 | - | 3. |
| Grand Total - Aircraft Operations | | | 300,084 | 306,053 | - | 2. |
| _ | | | | | | |
| Passengers | | | | | | |
| Commercial: | | | | | | |
| Air Carrier Domestic: | | | | | | |
| Scheduled | 4,334,874 | 4,388,061 | 8,722,935 | 9,127,800 | - | 4. |
| Chartered | 7,632 | 7,424 | 15,056 | 21,019 | - | 28. |
| Total - Domestic Air Carrier | 4,342,506 | 4,395,485 | 8,737,991 | 9,148,819 | - | 4. |
| Air Carrier International: | | | | | | |
| Scheduled | 3,273,044 | 3,316,999 | 6,590,043 | 6,334,344 | | 4. |
| Chartered | 5,014 | 5,082 | 10,096 | 12,988 | - | 22. |
| Total - International Air Carrier | 3,278,058 | 3,322,081 | 6,600,139 | 6,347,332 | | 4. |
| Air Carrier Transborder: | | | | | | |
| Scheduled | 0 | 0 | 0 | 0 | | 0. |
| Chartered | 50 | 257 | 307 | 600 | - | 48. |
| Total - Transborder Air Carrier | 50 | 257 | 307 | 600 | - | 48. |
| Total - Air Carrier | 7,620,614 | 7,717,823 | 15,338,437 | 15,496,751 | - | 1.0 |
| Regional: | | | | | | |
| Domestic | 2,906,179 | 2,869,620 | 5,775,799 | 5,978,888 | _ | 3. |
| International | 8,898 | 6,186 | 15,084 | 0 | | 100. |
| Transborder | 208,975 | 227,097 | 436,072 | 430,181 | | 1. |
| Total - Regional | 3,124,052 | 3,102,903 | 6,226,955 | 6,409,069 | _ | 2. |
| Commercial: | , , | 2,202,000 | | | | |
| Domestic | 7,248,685 | 7,265,105 | 14,513,790 | 15,127,707 | _ | 4. |
| International | 3,495,981 | 3,555,621 | 7,051,602 | 6,778,113 | | 4. |
| Total - Commercial | 10,744,666 | 10,820,726 | 21,565,392 | 21,905,820 | - | 1. |
| Non-Commercial: | | | | | | |
| General Aviation | 74,342 | 72 710 | 1 / Q 0 0 1 | 149 460 | | Λ |
| Military | 74,342 402 | 73,719 390 | 148,061 792 | 148,460 914 | - | 0. 13. |
| Total - Non-Commercial | 74,744 | 74,109 | 148,853 | 149,374 | _ | 0. |
| | , 1,111 | 7 1,100 | ,000 | , | | ٠. |

June 2013 - May 2014

| Description | Enplaned | Deplaned | Total | Year Ago | % Change |
|------------------------------|----------|----------|---------|----------|----------|
| Cargo - Tonnes | | | | | |
| Mail: | | | | | |
| Domestic | 2,309 | 4,524 | 6,833 | 4,631 | 47.6 |
| International | 5,974 | 4,348 | 10,322 | 2,791 | 269.8 |
| Total - Mail: | 8,283 | 8,873 | 17,156 | 7,422 | 131.1 |
| Freight + Express: | | | | | |
| Domestic | 43,689 | 36,895 | 80,584 | 100,751 | - 20.0 |
| International | 60,807 | 98,275 | 159,082 | 152,248 | 4.5 |
| Total - Freight + Express: | 104,496 | 135,170 | 239,666 | 253,000 | - 5.3 |
| Mail Plus Freight + Express: | | | | | |
| Domestic | 45,998 | 41,419 | 87,417 | 105,382 | - 17.0 |
| International | 66,781 | 102,623 | 169,404 | 155,039 | 9.3 |
| Grand Total - Cargo | 112,779 | 144,042 | 256,821 | 260,422 | - 1.4 |