Aviation Activity Report	City of Philadelphia	Month and Ye
September 2013	Department of Commerce	September 20
Airport	Division of Aviation	-
[x] Philadelphia International	Philadelphia International Airport	
[] Northeast Philadelphia	Philadelphia, PA 19153	
	% Increase	(Decrease)

(b) Commuter (c) General Aviation 1,297 10,373 2,4% 3.7% (d) Military 26 265 -33.3% -16.4% 328,105 -3.9% -2.4% 2.8% -3.7% (d) Military 26 265 -33.3% -16.4% 328,105 -3.9% -2.4% 2.8% -3.9% -2.4% 2.8% -3.9% -2.4% 2.8% -3.9% -2.4% 2.8% -3.9% -2.4% 2.8% -3.9% -3.	[] Northeast Philadelphia	Philadelphia, PA 19153			
New North				% Increase	`
1. Plane Movements	ļ	1	Calendar		Calendar
(a) Air Carrier (b) Commuter (14,152 134,042 9.9% 2.2% (c) General Aviation (1,297 10,373 2.4% 3.3% 1-6.4% Total Plane Movements 34,874 328,105 3.3% 1-6.4% 2.4% (a) Scheduled (1) Deplaned 685,348 6.599,638 2.3% 2.0% (b) Commuter (1) Deplaned 348,180 3.228,504 4.1% 2.1% 2.1% (c) NonScheduled (1) Deplaned 0 83 3 8.7 8.7 8.7 8.7 8.7 8.7 8.7 8.7 8.7		This Month	Year to Date	This Month	Year to Date
(b) Commuter (c) General Aviation (d) Military 26 265 -33.3% -16.4% -3.7% (d) Military 26 265 -33.3% -16.4% -3.7% (d) Military 27 10.373 2.4% -3.7% -2.4% -3.7% (d) Military 28 265 -33.3% -16.4% -3.2% -2.4% -3.2% -2.4% -3.2% -2.4% -3.2% -2.4% -3.2% -2.4% -3.2% -2.4% -3.2% -3.2% -2.4	1. Plane Movements				
(c) General Aviation (d) Military (d) Milita	· /	19,399			-2.1%
(d) Milliary Total Plane Movements	(b) Commuter	14,152	134,042		-2.6%
Total Plane Movements 34,874 328,105 -3.9% -2.4%	(c) General Aviation	1,297	10,373	2.4%	-3.7%
2. Passenger Traffic Domestic (a) Scheduled (1) Deplaned (2) Enplaned (3) Englaned (4) Deplaned (5) Commuter (1) Deplaned (2) Enplaned (348,180) (2) Enplaned (348,180) (3,228,504) (2) Enplaned (348,180) (3,228,504) (2) Enplaned (3,10,28) (2) Enplaned (4) Deplaned (5) Commuter (6) NonScheduled (7) Deplaned (8) Scheduled (1) Deplaned (9) Scheduled (1) Deplaned (1) Deplaned (1) Deplaned (1) Deplaned (2) Enplaned (3) Scheduled (1) Deplaned (1) Deplaned (2) Enplaned (3) Scheduled (1) Deplaned (1) Deplaned (2) Enplaned (3) Scheduled (1) Deplaned (2) Enplaned (3) Scheduled (1) Deplaned (4) Deplaned (5) Scheduled (6) NonScheduled (7) Deplaned (8) Scheduled (1) Deplaned (9) Scheduled (1) Deplaned (1) Deplaned (2) Enplaned (3) Scheduled (1) Deplaned (4) Scheduled (1) Deplaned (5) Scheduled (6) Scheduled (7) Deplaned (8) Scheduled (9) Scheduled (10) Deplaned (10) Scheduled (10) Scheduled (10) Scheduled (10) Deplaned (10) Deplaned (10) Scheduled (10) Deplaned (10) Deplaned (10) Deplaned (10) Scheduled (10)	(d) Military	26	265	-33.3%	-16.4%
Domestic (a) Scheduled (1) Deplaned (697,322		34,874	328,105	-3.9%	-2.4%
(a) Scheduled (1) Deplaned (2) Enplaned (3) Scheduled (1) Deplaned (4) Scheduled (5) Commuter (6) Commuter (7) Deplaned (8) Sayab (8) Commuter (1) Deplaned (9) Emplaned (1) Deplaned (1) Deplaned (1) Deplaned (1) Deplaned (2) Enplaned (2) Enplaned (3) Scheduled (1) Deplaned (2) Enplaned (3) Scheduled (1) Deplaned (4) Scheduled (1) Deplaned (5) Enplaned (6) Scheduled (1) Deplaned (6) Scheduled (1) Deplaned (1) Deplaned (2) Enplaned (3) Scheduled (4) Scheduled (5) Enplaned (6) Scheduled (6) Enplaned (7) Enplaned (8) Enplaned (9) Enplaned (1) Deplaned (1) Deplaned (1) Deplaned (2) Enplaned (3) Enplaned (4) Scheduled (5) Enplaned (6) Enplaned (7) Enplaned (8) Enplaned (9) Enplaned (1) Deplaned (1) Deplaned (1) Deplaned (1) Deplaned (2) Enplaned (3) Enplaned (4) Enplaned (5) Enplaned (6) Enplaned (7) Enplaned (8) Enplaned (9) Enplaned (1) Deplaned (1) Deplaned (1) Deplaned (2) Enplaned (3) Enplaned (4) Enplaned (5) Enplaned (6) Enplaned (7) Enplaned (8) Enplaned (9) Enplaned (1) Deplaned (1) Deplaned (1) Deplaned (2) Enplaned (3) Enplaned (4) Enplaned (5) Enplaned (6) Enplaned (7) Enplaned (8) Enplaned (9) Enplaned (9) Enplaned (1) Deplaned (1) Deplaned (1) Deplaned (2) Enplaned (3) Enplaned (4) Enplaned (5) Enplaned (6) Enplaned (7) Enplaned (8) Enplaned (9) Enplaned (9) Enplaned (1) Deplaned (1) Deplaned (1) Deplaned (2) Enplaned (3) Enplaned (4) Enplaned (4) Enplaned (5) Enplaned (6) Enplaned (7) Enplaned (8) Enplaned (9) Enpla	2. Passenger Traffic				
(1) Deplaned (697.322 6.618.516 3.0% 1.9% (2) Enplaned (695.348 6.599.638 2.3% 2.0% (b) Commuter (1) Deplaned (351,173 3,180,697 -3.8% 2.2% (2) Enplaned (1) Deplaned (2) Enplaned (3,160,697 -2.7% 2.3% (2) Enplaned (3,160,697 -2.7% 2.3% 2.9% (2) Enplaned (3,160,697 -2.7% 2.3% 2.9% (2) Enplaned (3,160,697 -2.7% 2.9% 2.9% (2) Enplaned (3,160,697 -2.7% 2.9% 2.9% (2) Enplaned (3,160,697 -2.7% 2.3% 2.3% 2.0% 2.5% 2.3% 2.0% 2.5% 2.3% 2.0% 2.5% 2.3% 2.0% 2.5% 2.3% 2.0% 2.5% 2.3% 2.0% 2.0% 2.5% 2.3% 2.0% 2.0% 2.0% 2.0% 2.0% 2.0% 2.0% 2.0		1	1	1	
(a) Enplaned (b) Commuter (1) Deplaned 351,173 3,180,697 -3.8% 2.2% (2) Enplaned 348,180 3,228,504 -4.1% 2-2.1% (C) NonScheduled (1) Deplaned 0 83 87.9% (2) Enplaned (1) Deplaned 0 83 87.9% (2) Enplaned (1) Deplaned 165,131 1,746,305 -2.7% 2.3% (2) Enplaned (1) Deplaned 176,207 1,764,408 0.7% 2.9% (2) Enplaned (2) Enplaned (2) Enplaned (3) Englaned (3) Englaned (4) Englaned (4) Englaned (5) Englaned (6) Englaned (6) Englaned (7) Englaned (7	` '	1	1	1	,
(b) Commuter (1) Deplaned (2) Enplaned (351,173 3,180,697 -3.8% -2.2% (2) Enplaned (348,180 3,228,504 -4.1% -2.1% (c) NonScheduled (1) Deplaned (2) Enplaned (3) Enplaned (4) Enplaned (5) Enplaned (6) Enplaned (6) Enplaned (7) Deplaned (8) Enplaned (8) Enplaned (9) Enplaned (10) Deplaned (10) Enplaned (10) Scheduled (11) Deplaned (12) Enplaned (13) Enplaned (14) Enplaned (15,131 1,746,305 -2.7% 2.3% (15) Enplaned (16) Enplaned (16) Enplaned (17) Deplaned (18) Enplaned (19) E					1.9%
(1) Deplaned (2) Enplaned (1) Deplaned (1) Deplaned (2) Enplaned (348,180 3,228,504 -4.1% 2.1% (2.1% (2) Enplaned (348,180 3,228,504 -4.1% 2.1% (2.1% (2) Enplaned (368,180 3,228,504 -4.1% 2.1% (2.2) Enplaned (368,180 3,228,504 -4.1% 2.1% 2.1% (2.2) Enplaned (368,180 3,228,504 3,228,504 -4.1% 2.1% 2.1% (2.2) Enplaned (368,180 3,228,504 3,228,504 -4.1% 2.2% 2.1% 2.3% (2.2) Enplaned (1) Deplaned (165,131 1,746,305 1.2.7% 2.3% (2.2) Enplaned		685,348	6,599,638	2.3%	2.0%
(2) Enplaned (2) Enplaned (2) Enplaned (348,180 3,228,504 -4.1% -2.1% (c) NonScheduled (1) Deplaned 0 83 90.7% (2) Enplaned 0 83 87.9% Sub-Total Domestic Passengers International (d) Scheduled (1) Deplaned 165,131 1,746,305 -2.7% 2.3% (2) Enplaned 176,207 1,764,408 0.7% 2.9% (e) NonScheduled (1) Deplaned 264 1,292 74.1% (2) Enplaned 0 666 0.6% Sub-Total International Passengers 341,602 3,512,671 0.9% 2.6% Total Passenger Traffic 2,423,625 23,140,192 0.1% 0.9% 3. Air Mail (Tons) (a) Domestic (1) Deplaned 1,1,093 10,834 -14.5% -7.3% (b) International (1) Deplaned 143 1,451 8.1% -14.3% Total Air Mail 2,398 20,595 7.2% -3.6% 4. Air Cargo Traffic (Tons) Domestic (a) Scheduled (1) Deplaned 9,453 84,571 0.4% -2.4% (2) Enplaned 9,453 84,571 0.4% -2.4% (1) Deplaned 143 3,301 2.8% 5.4% International (2) Enplaned 9,453 84,571 0.4% -2.4% (1) Deplaned 149 3,301 2.8% 5.4% International (2) Enplaned 346 3,301 2.8% 5.4% International (3) Enplaned 346 3,301 2.8% 5.4% International (3) Enplaned 346 3,301 3.8% 5.4% 5.4% International (4) Deplaned 346 3,301 3.8% 5.4% 5.4% 5.4% 5.4% 5.4% 5.4% 5.4% 5.4	` '	1	1	l	
(c) NonScheduled (1) Deplaned (2) Enplaned (3) Scheduled (1) Deplaned (4) Scheduled (1) Deplaned (5) Enplaned (6) Scheduled (1) Deplaned (1) Deplaned (1) Deplaned (1) Deplaned (2) Enplaned (3) Enplaned (4) Scheduled (5) Enplaned (6) NonScheduled (7) Deplaned (8) Enplaned (9) Enplaned (1) Deplaned (1) Deplaned (1) Deplaned (2) Enplaned (3) Enplaned (4) Enplaned (5) Enplaned (6) Enplaned (7) Enplaned (8) Enplaned (9) Enplaned (1) Deplaned (2) Enplaned (3) Enplaned (4) Enplaned (5) Enplaned (6) Enplaned (7) Enplaned (8) Enplaned (9) Enplaned (1) Deplaned (1) Deplaned (1) Deplaned (1) Deplaned (1) Deplaned (1) Deplaned (2) Enplaned (3) Enplaned (4) Enplaned (5) Enplaned (6) Enplaned (7) Enplaned (8) Enplaned (9) Enplaned (9) Enplaned (10) Enplaned (11) Deplaned (11) Deplaned (12) Enplaned (13) Enplaned (14) Enplaned (15) Enplaned (16) Enplaned (17) Enplaned (18) Enplaned (19)	` ' .				-2.2%
(1) Deplaned (2) Enplaned (3) 83 87.9% Sub-Total Domestic Passengers International (d) Scheduled (1) Deplaned (10) Deplaned		348,180	3,228,504	-4.1%	-2.1%
(2) Enplaned Sub-Total Domestic Passengers 2,082,023 19,627,521 0,3% 0.6% 10,000 10,00	· ,	1	1	l	
Sub-Total Domestic Passengers 2,082,023 19,627,521 0.3% 0.6% International (d) Scheduled (1) Deplaned 165,131 1,746,305 -2.7% 2.3% (2) Enplaned 176,207 1,764,408 0.7% 2.9% (e) NonScheduled (1) Deplaned 264 1,292					-90.7%
International (d) Scheduled (1) Deplaned (2) Enplaned (3) Enplaned (3) Enplaned (4) Enplaned (4) Enplaned (5) Enplaned (5) Enplaned (6) Enplaned (` ' '	-			-87.9%
(d) Scheduled	•	2,082,023	19,627,521	0.3%	0.6%
(1) Deplaned (2) Enplaned (165,131 1,746,305 1,764,408 0.7% 2.9% (2) Enplaned (176,207 1,764,408 0.7% 2.9% (2) Enplaned (1) Deplaned (2) Enplaned (2) Enplaned (2) Enplaned (2) Enplaned (2) Enplaned (2) Enplaned (3,1602 3,512,671 -0.9% 2.6% 2.423,625 23,140,192 0.1% 0.9% 2.6% (2) Enplaned (1) Deplaned (1,093 10,834 -14.5% -7.3% (2) Enplaned (1) Deplaned (1,093 10,834 -14.5% -7.3% (2) Enplaned (1) Deplaned (1,093 10,834 1,451 8.1% -14.3% 1,451 8.1% 1,451 8.1% 1,43% 1,45% 1,43% 1,451 8.1% 1,43% 1,451 8.1% 1,43% 1,451 8.1% 1,45% 1,43% 1,451 8.1% 1,45% 1,43% 1,451 8.1% 1,45% 1,43% 1,451 8.1% 1,45% 1,43% 1,451 8.1% 1,45% 1,		1	1	l	
(2) Enplaned (e) NonScheduled (1) Deplaned 264 1,292 74,1% (2) Enplaned (2) Enplaned 341,602 3,512,671 -0.9% 2.6% 2,423,625 23,140,192 0.1% 0.9% 3. Air Mail (Tons) (2) Enplaned 1,1,55 8,243 41,3% 4.5% (2) Enplaned 1,093 10,834 -14.5% -7.3% (2) Enplaned 1,093 10,834 -14.5% -7.3% (2) Enplaned 1,093 10,834 1,451 8.1% 14,3% 1,451 8.1% 14,3% 1,451 8.1% 14,3% 1,451 8.1% 14,3% 1,451 8.1% 14,3% 1,451 8.1% 14,3% 1,451 8.1% 1,43,398 20,595 7.2% -3.6% (2) Enplaned 9,453 84,571 0,4% -2.4% (2) Enplaned 9,453 84,571 0,4% -2.4% (2) Enplaned 319 2,815 1.0% 5.0% (2) Enplaned 346 3,301 2.8% 5,4% International (c) Scheduled (1) Deplaned 346 3,301 2.8% 5,4% International (c) Scheduled (1) Deplaned 4,947 46,610 6.3% -6.9% (d) NonScheduled (1) Deplaned 0 44 -100.0% -81.0% -86.0% (2) Enplaned 0 44 -100.0% -86.0% -86.0% -70 -70 -70 -70 -70 -70 -70 -70 -70 -70	` '	ı			
(e) NonScheduled (1) Deplaned (2) Enplaned (2) Enplaned Sub-Total International Passengers Total Passenger Traffic 3. Air Mail (Tons) (a) Domestic (1) Deplaned (2) Enplaned (2) Enplaned (2) Enplaned (3) Domestic (1) Deplaned (2) Enplaned (2) Enplaned (3) International (4) Deplaned (5) Enplaned (6) G G G G G G G G G G G G G G G G G G G					2.3%
(1) Deplaned (2) Enplaned (2) Enplaned (3) 0 666 74.1% (2) Enplaned (3) 0 666 74.1% (2) Enplaned (3) 0 666 70.6% (3.6% 3.512,671		176,207	1,764,408	0.7%	2.9%
Carro Carr	` '	1		1	
Sub-Total International Passengers 341,602 3,512,671 -0.9% 2.6% Total Passenger Traffic 2,423,625 23,140,192 0.1% 0.9% 3. Air Mail (Tons) (a) Domestic (1) Deplaned 1,155 8,243 41.3% 4.5% (2) Enplaned 1,093 10,834 -14.5% -7.3% (b) International (1) Deplaned 6 67 -21.1% -21.4% (2) Enplaned 143 1,451 8.1% -14.3% Total Air Mail 2,398 20,595 7.2% -3.6% 4. Air Cargo Traffic (Tons) Domestic (a) Scheduled (1) Deplaned 9,401 91,382 -10.7% -6.6% (2) Enplaned 9,453 84,571 0.4% -2.4% (b) NonScheduled (1) Deplaned 319 2,815 1.0% 5.0% (2) Enplaned 346 3,301 2.8% 5.4% International (c) Scheduled (1) Deplaned 5,712 51,216 0.8% -2.5% (2) Enplaned 4,947 46,610 6.3% -6.9% (d) NonScheduled (1) Deplaned 0 104 -100.0% -81.0% (d) NonScheduled (1) Deplaned 0 44 -100.0% -86.0% Total Air Cargo 30,177 280,043 -2.4% -4.7%					74.1%
Total Passenger Traffic 2,423,625 23,140,192 0.1% 0.9%					-0.6%
3. Air Mail (Tons) (a) Domestic (1) Deplaned (2) Enplaned (1) Deplaned (1) Deplaned (1) Deplaned (1) Deplaned (1) Deplaned (1) Deplaned (2) Enplaned (2) Enplaned (3) Total Air Mail (4) Deplaned (5) Scheduled (6) Scheduled (7) Deplaned (9) Enplaned (1) Deplaned (1) Deplaned (1) Deplaned (2) Enplaned (3) Scheduled (4) Deplaned (5) Enplaned (6) Scheduled (7) Deplaned (8) Scheduled (9) Scheduled (1) Deplaned (1) Deplaned (2) Enplaned (3) Scheduled (1) Deplaned (4) Scheduled (1) Deplaned (5) Scheduled (6) Scheduled (1) Deplaned (6) Scheduled (1) Deplaned (1) Deplaned (1) Deplaned (2) Enplaned (3) Scheduled (1) Deplaned (4) Scheduled (1) Deplaned (5) Scheduled (1) Deplaned (6) Scheduled (1) Deplaned (1) Deplaned (2) Enplaned (3) Scheduled (4) NonScheduled (5) Scheduled (6) NonScheduled (7) Deplaned (8) Scheduled (9) Scheduled (10) Deplaned (11) Deplaned (12) Enplaned (13) Scheduled (14) Scheduled (15) Scheduled (16) Scheduled (17) Deplaned (18) Scheduled (19) Deplaned (19) Scheduled (19) Deplaned (19) Scheduled (19) Deplaned (19) Scheduled (19) S					2.6%
(a) Domestic (1) Deplaned (1) Deplaned (2) Enplaned (3) 1,093 (4) 1,093 (5) International (6) International (7) Deplaned (8) Enplaned (9) Enplaned (10) Enplaned (11) Enplaned (12) Enplaned (13) Enplaned (14) Enplaned (14) Enplaned (15) Enplaned (16) Enplaned (17) Enplaned (18) Enplaned (19) Enpl	_	2,423,625	23,140,192	0.1%	0.9%
(1) Deplaned (2) Enplaned (3) 1,155 8,243 41.3% 4.5% (2) Enplaned (1) Deplaned (6) 67 -21.1% -21.4% (2) Enplaned (1) Deplaned (2) Enplaned (2) Enplaned (3) 1,451 8.1% -14.3% 7 total Air Mail 2,398 20,595 7.2% -3.6% (2) Enplaned (1) Deplaned (1) Deplaned (2) Enplaned (3) 4.57 1 0.4% -2.4% (2) Enplaned (3) 4.57 1 0.4% -2.5% (2) Enplaned (3) 4.57 1 0.5% (3) Enplaned (3) 4.57 1 0.5% (3) Enplaned (4) 4.947 (4) 6.610 (6) 6.3% -2.5% (3) Enplaned (4) Enplaned (5) Enplaned (5) Enplaned (5) Enplaned (6) Enplaned (6) Enplaned (6) Enplaned (6) Enplaned (7) Enp		1	1	1	
(2) Enplaned (b) International (c) Enplaned (c) Enplaned (d) Deplaned (e) Enplaned	\	1 1	1	44.00	4.50/
(b) International (1) Deplaned (2) Enplaned Total Air Mail 4. Air Cargo Traffic (Tons) Domestic (a) Scheduled (1) Deplaned (2) Enplaned (2) Enplaned (3) Scheduled (1) Deplaned (2) Enplaned (3) Scheduled (1) Deplaned (2) Enplaned (3) Scheduled (1) Deplaned (3) Scheduled (1) Deplaned (4) NonScheduled (5) Scheduled (6) NonScheduled (7) Deplaned (8) Enplaned (9) Enplaned (10) Deplaned (11) Deplaned (12) Enplaned (13) Enplaned (13) Enplaned (14) Enplaned (15) Enplaned (16) Enplaned (17) Deplaned (18) Enplaned (19) Enplaned (20) Enplaned (30) Enplaned (40) Enplaned (5) Enplaned (60) Enplaned (70) Enpl					
(1) Deplaned 6 67 -21.1% -21.4% (2) Enplaned 143 1,451 8.1% -14.3% Total Air Mail 2,398 20,595 7.2% -3.6% 4. Air Cargo Traffic (Tons) 5000 5000 5000 5000 5000 6000		1,093	10,834	-14.5%	-1.3%
(2) Enplaned 143 1,451 8.1% -14.3% Total Air Mail 2,398 20,595 7.2% -3.6% 4. Air Cargo Traffic (Tons) Domestic 3.39 20,595 7.2% -3.6% 4. Air Cargo Traffic (Tons) 5.0% 5.0% -10.7% -6.6% Comestic 9,401 91,382 -10.7% -6.6% (2) Enplaned 9,453 84,571 0.4% -2.4% (b) NonScheduled 319 2,815 1.0% 5.0% (2) Enplaned 346 3,301 2.8% 5.4% International 5,712 51,216 0.8% -2.5% (2) Enplaned 4,947 46,610 6.3% -6.9% (d) NonScheduled 0 104 -100.0% -81.0% (d) NonScheduled 0 104 -100.0% -81.0% (2) Enplaned 0 104 -100.0% -86.0% (2) Enplaned 0 44 -100.0% -86.0% Total Air Cargo 30,177 280,043 -2.4% -4.7%		ا		21.40	21.40/
Total Air Mail 2,398 20,595 7.2% -3.6% 4. Air Cargo Traffic (Tons) Domestic (a) Scheduled (b) Poplaned 9,401 91,382 -10.7% -6.6% -6.6% -6.6% -2.4% -2.4% -2.4% -2.4% -2.4% -2.4% -2.4% -2.4% -2.4% -2.4% -2.4% -2.4% -2.4% -2.4% -2.4% -2.4% -2.4% -2.4% -2.5% <t< td=""><td></td><td>-</td><td></td><td></td><td>-21.4%</td></t<>		-			-21.4%
4. Air Cargo Traffic (Tons) Domestic (a) Scheduled (1) Deplaned 9,401 91,382 -10.7% -6.6% (2) Enplaned 9,453 84,571 0.4% -2.4% (b) NonScheduled (1) Deplaned 319 2,815 1.0% 5.0% (2) Enplaned 346 3,301 2.8% 5.4% International (c) Scheduled (1) Deplaned 5,712 51,216 0.8% -2.5% (2) Enplaned 4,947 46,610 6.3% -6.9% (d) NonScheduled (1) Deplaned 0 104 -100.0% -81.0% (2) Enplaned 0 44 -100.0% -86.0% Total Air Cargo 30,177 280,043 -2.4% -4.7%					
Domestic (a) Scheduled (1) Deplaned 9,401 91,382 -10.7% -6.6% (2) Enplaned 9,453 84,571 0.4% -2.4% (b) NonScheduled (1) Deplaned 319 2,815 1.0% 5.0% (2) Enplaned 346 3,301 2.8% 5.4% International (c) Scheduled (1) Deplaned 5,712 51,216 0.8% -2.5% (2) Enplaned 4,947 46,610 6.3% -6.9% (d) NonScheduled (1) Deplaned 0 104 -100.0% -81.0% (2) Enplaned 0 44 -100.0% -86.0% Total Air Cargo 30,177 280,043 -2.4% -4.7% -4.		2,398	20,595	1.2%	-3.0%
(a) Scheduled 9,401 91,382 -10.7% -6.6% (2) Enplaned 9,453 84,571 0.4% -2.4% (b) NonScheduled 319 2,815 1.0% 5.0% (1) Deplaned 346 3,301 2.8% 5.4% International (c) Scheduled 5,712 51,216 0.8% -2.5% (2) Enplaned 4,947 46,610 6.3% -6.9% (d) NonScheduled 0 104 -100.0% -81.0% (2) Enplaned 0 44 -100.0% -86.0% Total Air Cargo 30,177 280,043 -2.4% -4.7%	_ ` ` ` `	į l	1		ı
(1) Deplaned 9,401 91,382 -10.7% -6.6% (2) Enplaned 9,453 84,571 0.4% -2.4% (b) NonScheduled 319 2,815 1.0% 5.0% (2) Enplaned 346 3,301 2.8% 5.4% International 5,712 51,216 0.8% -2.5% (2) Enplaned 4,947 46,610 6.3% -6.9% (d) NonScheduled 0 104 -100.0% -81.0% (1) Deplaned 0 44 -100.0% -86.0% (2) Enplaned 0 44 -100.0% -86.0% (2) Enplaned 0 280,043 -2.4% -4.7%		į l	1	i l	ı
(2) Enplaned 9,453 84,571 0.4% -2.4% (b) NonScheduled 319 2,815 1.0% 5.0% (1) Deplaned 346 3,301 2.8% 5.4% International 5,712 51,216 0.8% -2.5% (2) Enplaned 4,947 46,610 6.3% -6.9% (d) NonScheduled 0 104 -100.0% -81.0% (1) Deplaned 0 44 -100.0% -86.0% (2) Enplaned 0 44 -100.0% -86.0% Total Air Cargo 30,177 280,043 -2.4% -4.7%		0.101	24 202	40.70/	0.00/
(b) NonScheduled (1) Deplaned (2) Enplaned (319 (2) Enplaned (346 (3301 (3301 (386 (3301 (386 (3301 (386 (386 (386 (386 (386 (386 (386 (386	` , .				
(1) Deplaned 319 2,815 1.0% 5.0% (2) Enplaned 346 3,301 2.8% 5.4% International 5.0% 5.4% 5.4% (c) Scheduled 5,712 51,216 0.8% -2.5% (1) Deplaned 4,947 46,610 6.3% -6.9% (d) NonScheduled 0 104 -100.0% -81.0% (1) Deplaned 0 44 -100.0% -86.0% (2) Enplaned 0 44 -100.0% -86.0% Total Air Cargo 30,177 280,043 -2.4% -4.7%		9,453	84,571	0.4%	-2.4%
(2) Enplaned 346 3,301 2.8% 5.4% International (c) Scheduled 5,712 51,216 0.8% -2.5% (1) Deplaned 4,947 46,610 6.3% -6.9% (d) NonScheduled 0 104 -100.0% -81.0% (1) Deplaned 0 44 -100.0% -86.0% (2) Enplaned 0 30,177 280,043 -2.4% -4.7%	` '	1 240	0.045	1.00/	5.00/
International (c) Scheduled (1) Deplaned (2) Enplaned (4) NonScheduled (1) Deplaned (1) Deplaned (2) Enplaned (3) NonScheduled (4) Peplaned (5,712					
(c) Scheduled 5,712 51,216 0.8% -2.5% (1) Deplaned 4,947 46,610 6.3% -6.9% (2) Enplaned 0 104 -100.0% -81.0% (2) Enplaned 0 44 -100.0% -86.0% Total Air Cargo 30,177 280,043 -2.4% -4.7%	` '	340	3,301	2.8%	5.4%
(1) Deplaned 5,712 51,216 0.8% -2.5% (2) Enplaned 4,947 46,610 6.3% -6.9% (d) NonScheduled 0 104 -100.0% -81.0% (1) Deplaned 0 44 -100.0% -86.0% (2) Enplaned 0 44 -100.0% -86.0% Total Air Cargo 30,177 280,043 -2.4% -4.7%		1	1	l	
(2) Enplaned 4,947 46,610 6.3% -6.9% (d) NonScheduled 0 104 -100.0% -81.0% (1) Deplaned 0 44 -100.0% -86.0% (2) Enplaned 0 44 -100.0% -86.0% Total Air Cargo 30,177 280,043 -2.4% -4.7%	` '	[5.740	54.040	0.000	0.50/
(d) NonScheduled 0 104 -100.0% -81.0% (1) Deplaned 0 44 -100.0% -86.0% (2) Enplaned 0 44 -100.0% -86.0% Total Air Cargo 30,177 280,043 -2.4% -4.7%					
(1) Deplaned 0 104 -100.0% -81.0% (2) Enplaned 0 44 -100.0% -86.0% Total Air Cargo 30,177 280,043 -2.4% -4.7%	` ' '	4,947	46,610	6.3%	-6.9%
(2) Enplaned 0 44 -100.0% -86.0% Total Air Cargo 30,177 280,043 -2.4% -4.7%	` '	1	1 404	100.00/	04.00/
Total Air Cargo 30,177 280,043 -2.4% -4.7%					
	` ' .				
The state of the s	-		Z0U,U43	-2.470	-4.170

* Percentage comparisons in excess of 500% are omitted.

Prepared By: Jasmine Deveo - Finance Unit

10/31/2013