<table>
<thead>
<tr>
<th>Activity</th>
<th>This Month</th>
<th>Calendar Year to Date</th>
<th>% Increase (Decrease)</th>
<th>This Month</th>
<th>Calendar Year to Date</th>
<th>% Increase (Decrease)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1. Plane Movements</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(a) Air Carrier</td>
<td>17,042</td>
<td>34,270</td>
<td>-0.3%</td>
<td>-3.6%</td>
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</tr>
<tr>
<td>(b) Commuter</td>
<td>11,701</td>
<td>23,532</td>
<td>1.3%</td>
<td>-0.6%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(c) General Aviation</td>
<td>1,005</td>
<td>1,988</td>
<td>9.2%</td>
<td>3.6%</td>
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</tr>
<tr>
<td>(d) Military</td>
<td>30</td>
<td>52</td>
<td>130.8%</td>
<td>36.8%</td>
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</tr>
<tr>
<td><strong>Total Plane Movements</strong></td>
<td>29,778</td>
<td>59,842</td>
<td>0.7%</td>
<td>-2.2%</td>
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</tr>
<tr>
<td><strong>2. Passenger Traffic</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Domestic</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(a) Scheduled</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(1) Deplaned</td>
<td>642,256</td>
<td>1,301,305</td>
<td>10.3%</td>
<td>9.0%</td>
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<td></td>
</tr>
<tr>
<td>(2) Enplaned</td>
<td>649,619</td>
<td>1,298,637</td>
<td>8.4%</td>
<td>8.5%</td>
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</tr>
<tr>
<td>(b) Commuter</td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>(1) Deplaned</td>
<td>253,121</td>
<td>509,559</td>
<td>-16.7%</td>
<td>-14.8%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(2) Enplaned</td>
<td>254,747</td>
<td>519,193</td>
<td>-15.6%</td>
<td>-14.1%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(c) NonScheduled</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(1) Deplaned</td>
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<td>0</td>
<td>---</td>
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<td></td>
</tr>
<tr>
<td>(2) Enplaned</td>
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<td>---</td>
<td>---</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Sub-Total Domestic Passengers</strong></td>
<td>1,799,743</td>
<td>3,628,694</td>
<td>0.7%</td>
<td>1.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>International</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>(d) Scheduled</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>(1) Deplaned</td>
<td>126,388</td>
<td>279,354</td>
<td>-7.5%</td>
<td>-6.0%</td>
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</tr>
<tr>
<td>(2) Enplaned</td>
<td>125,451</td>
<td>268,786</td>
<td>-6.1%</td>
<td>-5.6%</td>
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<tr>
<td>(e) NonScheduled</td>
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<tr>
<td>(1) Deplaned</td>
<td>234</td>
<td>234</td>
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<td>(2) Enplaned</td>
<td>200</td>
<td>200</td>
<td>---</td>
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<tr>
<td><strong>Sub-Total International Passengers</strong></td>
<td>252,273</td>
<td>548,574</td>
<td>-6.7%</td>
<td>-5.7%</td>
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<tr>
<td><strong>Total Passenger Traffic</strong></td>
<td>2,052,016</td>
<td>4,177,268</td>
<td>-0.3%</td>
<td>0.1%</td>
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<tr>
<td><strong>3. Air Mail (Tons)</strong></td>
<td></td>
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<td></td>
<td></td>
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</tr>
<tr>
<td>(a) Domestic</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(1) Deplaned</td>
<td>718.8</td>
<td>1,574.8</td>
<td>-28.6%</td>
<td>-26.8%</td>
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</tr>
<tr>
<td>(2) Enplaned</td>
<td>997.4</td>
<td>2,018.9</td>
<td>-3.6%</td>
<td>-14.9%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(b) International</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>(1) Deplaned</td>
<td>20.0</td>
<td>55.8</td>
<td>79.4%</td>
<td>138.9%</td>
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</tr>
<tr>
<td>(2) Enplaned</td>
<td>39.3</td>
<td>81.4</td>
<td>-66.0%</td>
<td>-68.9%</td>
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<tr>
<td><strong>Total Air Mail</strong></td>
<td>1,775.5</td>
<td>3,730.9</td>
<td>-18.1%</td>
<td>-22.4%</td>
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<td><strong>4. Air Freight Traffic (Tons)</strong></td>
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</tr>
<tr>
<td>Domestic</td>
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</tr>
<tr>
<td>(a) Scheduled</td>
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</tr>
<tr>
<td>(1) Deplaned</td>
<td>9,503.9</td>
<td>19,316.6</td>
<td>5.6%</td>
<td>5.1%</td>
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<tr>
<td>(2) Enplaned</td>
<td>10,171.5</td>
<td>20,861.1</td>
<td>1.3%</td>
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</tr>
<tr>
<td>(b) NonScheduled</td>
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</tr>
<tr>
<td>(1) Deplaned</td>
<td>412.3</td>
<td>766.2</td>
<td>1.4%</td>
<td>-4.7%</td>
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<tr>
<td>(2) Enplaned</td>
<td>425.8</td>
<td>758.7</td>
<td>13.2%</td>
<td>2.8%</td>
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<tr>
<td>International</td>
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<tr>
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<tr>
<td>(1) Deplaned</td>
<td>5,400.1</td>
<td>10,180.2</td>
<td>3.8%</td>
<td>-1.8%</td>
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<tr>
<td>(2) Enplaned</td>
<td>5,585.9</td>
<td>10,437.8</td>
<td>6.1%</td>
<td>2.5%</td>
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<tr>
<td>(d) NonScheduled</td>
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<tr>
<td>(1) Deplaned</td>
<td>0.0</td>
<td>0.0</td>
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</tr>
<tr>
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<td>0.0</td>
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</tr>
<tr>
<td><strong>Total Air Freight</strong></td>
<td>31,499.5</td>
<td>62,320.6</td>
<td>2.6%</td>
<td>2.5%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* Percentage comparisons in excess of 500% are omitted.

Prepared By: Ernst Jean-Jacques, Jr. - Finance Unit

08/08/2016