



Route	Terminal	Vehicles							Passengers						
		Month Curr Year	Month Prev Year	% To Prev Year	YTD Curr Year	YTD Prev Year	% To Prev YTD	Total Prev Year	Month Curr Year	Month Prev Year	% To Prev Year	YTD Curr Year	YTD Prev Year	% To Prev YTD	Total Prev Year
01	SWB	81,032	81,854	-1.00	514,067	517,507	-0.66	876,434	259,289	259,656	-0.14	1,707,418	1,728,012	-1.19	2,805,380
	TSA	81,749	83,350	-1.92	526,035	531,495	-1.03	899,332	256,791	260,640	-1.48	1,724,883	1,749,323	-1.40	2,839,633
		162,781	165,204	-1.47	1,040,102	1,049,002	-0.85	1,775,766	516,080	520,296	-0.81	3,432,301	3,477,335	-1.30	5,645,013
02	DEP	57,327	57,718	-0.68	359,889	362,984	-0.85	594,687	155,677	158,363	-1.70	1,018,447	1,040,742	-2.14	1,689,679
	HSB	52,972	54,142	-2.16	350,458	352,347	-0.54	578,547	143,979	149,768	-3.87	1,000,290	1,015,478	-1.50	1,650,520
		110,299	111,860	-1.40	710,347	715,331	-0.70	1,173,234	299,656	308,131	-2.75	2,018,737	2,056,220	-1.82	3,340,199
03	HSB	46,818	48,015	-2.49	308,225	311,831	-1.16	543,373	106,603	110,157	-3.23	740,446	752,311	-1.58	1,270,063
	LANG	50,993	50,096	1.79	312,760	315,730	-0.94	548,421	117,016	113,880	2.75	742,618	750,623	-1.07	1,269,300
		97,811	98,111	-0.31	620,985	627,561	-1.05	1,091,794	223,619	224,037	-0.19	1,483,064	1,502,934	-1.32	2,539,363
04	SWB	13,222	13,297	-0.56	80,719	83,163	-2.94	148,169	29,473	28,764	2.46	181,057	185,936	-2.62	318,230
	FULF	13,324	12,927	3.07	78,619	80,364	-2.17	143,290	30,340	28,258	7.37	178,075	179,149	-0.60	308,850
		26,546	26,224	1.23	159,338	163,527	-2.56	291,459	59,813	57,022	4.89	359,132	365,085	-1.63	627,080
05	SWB	9,499	9,985	-4.87	62,265	65,297	-4.64	114,784	18,236	19,143	-4.74	124,262	129,629	-4.14	220,077
	LONG	51	58	-12.07	424	446	-4.93	446	220	246	-10.57	1,575	1,588	-0.82	1,588
	OB	5,677	5,804	-2.19	35,200	37,053	-5.00	64,130	11,693	11,715	-0.19	74,485	76,948	-3.20	128,622
	SAT	1,275	1,372	-7.07	8,153	8,586	-5.04	14,403	2,839	3,045	-6.77	18,391	18,878	-2.58	30,398
	STB	1,963	1,979	-0.81	11,818	12,639	-6.50	21,877	3,621	3,713	-2.48	22,980	24,189	-5.00	40,193
	VB	2,184	2,106	3.70	13,841	13,964	-0.88	25,308	4,062	3,859	5.26	26,520	26,995	-1.76	46,698
		20,649	21,304	-3.07	131,701	137,985	-4.55	240,948	40,671	41,721	-2.52	268,213	278,227	-3.60	467,576
06	CROF	10,616	10,541	0.71	64,987	66,087	-1.66	116,998	22,950	22,561	1.72	140,599	142,609	-1.41	249,701
	VESB	10,891	10,468	4.04	66,326	66,093	0.35	116,805	22,499	21,854	2.95	135,135	138,990	-2.77	240,329
		21,507	21,009	2.37	131,313	132,180	-0.66	233,803	45,449	44,415	2.33	275,734	281,599	-2.08	490,030
07	EARL	7,680	7,957	-3.48	52,266	53,230	-1.81	85,635	14,019	15,089	-7.09	103,440	106,276	-2.67	164,388
	SALB	8,480	8,524	-0.52	52,376	53,397	-1.91	86,030	16,494	16,769	-1.64	109,481	112,533	-2.71	174,633

Comparing September 2012 to 2011 is unfavourably biased for the following reason. September 2012 had 2 fewer days of summer season and 2 more days of shoulder season than did September 2011. This misalignment arises from Labour Day landing differently in the first week of every September. When if September 2011 is re-aligned to correspond equally (Sept 3 thru Oct 2, 2011) with September 2012 in order to enable an apples-to-apples comparison, the YoY traffic volume comparison was 1.4% favourable for both vehicles and passengers.



Route	Terminal	Vehicles							Passengers						
		Month Curr Year	Month Prev Year	% To Prev Year	YTD Curr Year	YTD Prev Year	% To Prev YTD	Total Prev Year	Month Curr Year	Month Prev Year	% To Prev Year	YTD Curr Year	YTD Prev Year	% To Prev YTD	Total Prev Year
		16,160	16,481	-1.95	104,642	106,627	-1.86	171,665	30,513	31,858	-4.22	212,921	218,809	-2.69	339,021
08	HSB	19,619	20,975	-6.46	125,435	128,804	-2.62	241,851	50,952	50,706	0.49	313,841	316,066	-0.70	572,486
	SNUG	20,000	21,071	-5.08	125,976	128,107	-1.66	240,884	51,454	50,801	1.29	313,705	318,185	-1.41	573,151
		39,619	42,046	-5.77	251,411	256,911	-2.14	482,735	102,406	101,507	0.89	627,546	634,251	-1.06	1,145,637
09	TSA	6,148	6,797	-9.55	45,878	46,513	-1.37	71,434	18,534	20,903	-11.33	148,127	148,467	-0.23	218,345
	LONG	2,774	2,836	-2.19	17,276	17,398	-0.70	27,497	7,480	7,622	-1.86	48,986	48,582	0.83	72,880
	OB	1,137	1,269	-10.40	7,468	8,227	-9.23	13,714	2,551	2,718	-6.14	17,799	19,183	-7.21	31,066
	STB	1,971	1,966	0.25	12,606	12,935	-2.54	19,669	6,679	6,605	1.12	44,052	44,852	-1.78	64,460
	VB	1,555	1,433	8.51	9,502	9,705	-2.09	15,684	4,790	4,389	9.14	31,058	31,081	-0.07	47,831
		13,585	14,301	-5.01	92,730	94,778	-2.16	147,998	40,034	42,237	-5.22	290,022	292,165	-0.73	434,582
10	BEAR	684	710	-3.66	3,780	4,198	-9.96	5,826	2,195	2,305	-4.77	11,899	13,591	-12.45	18,131
	MCLB	62	43	44.19	344	301	14.29	919	142	189	-24.87	1,044	1,097	-4.83	3,179
	OF	6	16	-62.50	22	27	-18.52	46	6	21	-71.43	34	44	-22.73	80
	SHWR	4	5	-20.00	17	15	13.33	45	8	7	14.29	26	22	18.18	62
	KLEM	21	15	40.00	84	93	-9.68	223	140	80	75.00	614	295	108.14	1,010
	BECO	11	7	57.14	38	32	18.75	72	25	32	-21.88	91	87	4.60	250
	PR	776	818	-5.13	3,834	4,107	-6.65	4,966	2,927	2,979	-1.75	13,424	14,222	-5.61	16,910
		1,564	1,614	-3.10	8,119	8,773	-7.45	12,097	5,443	5,613	-3.03	27,132	29,358	-7.58	39,622
11	PR	756	624	21.15	4,779	4,617	3.51	6,836	1,818	1,388	30.98	12,546	12,228	2.60	17,420
	SKID	708	713	-0.70	4,547	4,465	1.84	6,594	1,649	1,658	-0.54	12,040	11,988	0.43	17,067
		1,464	1,337	9.50	9,326	9,082	2.69	13,430	3,467	3,046	13.82	24,586	24,216	1.53	34,487
12	BREN	3,841	3,814	0.71	23,433	19,333	21.21	36,594	7,967	7,389	7.82	47,801	39,124	22.18	71,178
	MB	3,571	3,531	1.13	20,755	17,581	18.05	33,197	7,643	7,082	7.92	44,072	36,718	20.03	66,413
		7,412	7,345	0.91	44,188	36,914	19.71	69,791	15,610	14,471	7.87	91,873	75,842	21.14	137,591

Comparing September 2012 to 2011 is unfavourably biased for the following reason. September 2012 had 2 fewer days of summer season and 2 more days of shoulder season than did September 2011. This misalignment arises from Labour Day landing differently in the first week of every September. When if September 2011 is re-aligned to correspond equally (Sept 3 thru Oct 2, 2011) with September 2012 in order to enable an apples-to-apples comparison, the YoY traffic volume comparison was 1.4% favourable for both vehicles and passengers.



Route	Terminal	Vehicles							Passengers						
		Month Curr Year	Month Prev Year	% To Prev Year	YTD Curr Year	YTD Prev Year	% To Prev YTD	Total Prev Year	Month Curr Year	Month Prev Year	% To Prev Year	YTD Curr Year	YTD Prev Year	% To Prev YTD	Total Prev Year
13	LANG								4,089	3,998	2.28	28,767	28,784	-0.06	47,892
									4,089	3,998	2.28	28,767	28,784	-0.06	47,892
17	POWR	6,865	7,102	-3.34	41,677	44,611	-6.58	75,085	16,189	16,311	-0.75	100,347	107,092	-6.30	181,972
	LR	6,827	6,983	-2.23	42,312	44,985	-5.94	75,990	15,892	16,055	-1.02	101,564	107,988	-5.95	183,850
		13,692	14,085	-2.79	83,989	89,596	-6.26	151,075	32,081	32,366	-0.88	201,911	215,080	-6.12	365,822
18	POWR	3,511	3,607	-2.66	22,715	22,469	1.09	41,113	7,326	7,569	-3.21	48,776	49,172	-0.81	88,151
	TEX	3,609	3,677	-1.85	22,582	22,289	1.31	40,792	7,241	7,458	-2.91	45,954	46,163	-0.45	83,555
		7,120	7,284	-2.25	45,297	44,758	1.20	81,905	14,567	15,027	-3.06	94,730	95,335	-0.63	171,706
19	NANH	14,529	14,804	-1.86	93,157	93,759	-0.64	173,970	32,681	33,716	-3.07	213,859	214,771	-0.42	395,642
	GAB	14,969	15,060	-0.60	93,806	94,297	-0.52	174,753	33,190	33,038	0.46	207,841	207,057	0.38	381,853
		29,498	29,864	-1.23	186,963	188,056	-0.58	348,723	65,871	66,754	-1.32	421,700	421,828	-0.03	777,495
20	CHEM	3,173	3,408	-6.90	21,665	21,929	-1.20	40,078	10,243	10,684	-4.13	68,989	69,478	-0.70	127,544
	THET	2,285	2,382	-4.07	14,984	15,231	-1.62	26,423	5,563	5,739	-3.07	38,319	39,596	-3.23	65,743
	KUP	1,022	1,147	-10.90	6,759	6,858	-1.44	13,832	4,865	5,301	-8.22	30,392	29,721	2.26	61,744
		6,480	6,937	-6.59	43,408	44,018	-1.39	80,333	20,671	21,724	-4.85	137,700	138,795	-0.79	255,031
21	BUCK	10,210	10,577	-3.47	70,290	72,574	-3.15	119,414	20,421	21,146	-3.43	146,900	152,577	-3.72	241,964
	DENW	11,205	11,212	-0.06	71,136	72,851	-2.35	119,867	22,167	21,689	2.20	140,606	145,438	-3.32	232,715
		21,415	21,789	-1.72	141,426	145,425	-2.75	239,281	42,588	42,835	-0.58	287,506	298,015	-3.53	474,679
22	DENE	4,626	4,842	-4.46	34,061	36,555	-6.82	51,746	9,664	9,884	-2.23	74,512	80,945	-7.95	109,518
	HORN	5,327	5,297	0.57	34,156	36,426	-6.23	51,568	11,231	10,968	2.40	73,704	80,526	-8.47	109,055
		9,953	10,139	-1.83	68,217	72,981	-6.53	103,314	20,895	20,852	0.21	148,216	161,471	-8.21	218,573
23	CR	14,983	15,506	-3.37	96,691	99,162	-2.49	174,533	35,412	36,607	-3.26	229,593	235,730	-2.60	407,728
	QCOV	15,928	16,108	-1.12	98,430	100,553	-2.11	177,968	36,583	36,428	0.43	221,036	225,008	-1.77	396,421

Comparing September 2012 to 2011 is unfavourably biased for the following reason. September 2012 had 2 fewer days of summer season and 2 more days of shoulder season than did September 2011. This misalignment arises from Labour Day landing differently in the first week of every September. When if September 2011 is re-aligned to correspond equally (Sept 3 thru Oct 2, 2011) with September 2012 in order to enable an apples-to-apples comparison, the YoY traffic volume comparison was 1.4% favourable for both vehicles and passengers.



Route	Terminal	Vehicles							Passengers						
		Month Curr Year	Month Prev Year	% To Prev Year	YTD Curr Year	YTD Prev Year	% To Prev YTD	Total Prev Year	Month Curr Year	Month Prev Year	% To Prev Year	YTD Curr Year	YTD Prev Year	% To Prev YTD	Total Prev Year
		30,911	31,614	-2.22	195,121	199,715	-2.30	352,501	71,995	73,035	-1.42	450,629	460,738	-2.19	804,149
24	HERB	2,189	2,305	-5.03	15,331	15,456	-0.81	25,572	4,078	4,163	-2.04	29,820	29,825	-0.02	47,840
	WHAL	2,437	2,566	-5.03	15,351	15,446	-0.62	25,514	4,523	4,820	-6.16	30,073	30,866	-2.57	49,085
		4,626	4,871	-5.03	30,682	30,902	-0.71	51,086	8,601	8,983	-4.25	59,893	60,691	-1.31	96,925
25	ALRT	2,143	2,031	5.51	13,091	12,977	0.88	24,292	5,702	5,429	5.03	36,215	37,229	-2.72	65,890
	SOIN	1,635	1,757	-6.94	10,664	11,221	-4.96	19,931	4,000	4,553	-12.15	26,039	28,908	-9.92	50,686
	PMCN	3,316	3,384	-2.01	21,163	21,713	-2.53	39,481	8,905	8,993	-0.98	58,250	61,454	-5.21	108,697
		7,094	7,172	-1.09	44,918	45,911	-2.16	83,704	18,607	18,975	-1.94	120,504	127,591	-5.55	225,273
26	ALIF	1,935	1,885	2.65	12,004	12,979	-7.51	21,035	4,015	3,908	2.74	26,711	28,604	-6.62	44,183
	SKID	1,903	1,870	1.76	12,047	13,034	-7.57	21,059	4,078	3,975	2.59	27,399	29,586	-7.39	45,283
		3,838	3,755	2.21	24,051	26,013	-7.54	42,094	8,093	7,883	2.66	54,110	58,190	-7.01	89,466
30	DUKE	28,875	29,165	-0.99	174,347	178,062	-2.09	293,933	63,853	64,611	-1.17	417,059	427,645	-2.48	689,401
	TSA	27,059	28,178	-3.97	179,072	182,998	-2.15	303,204	58,438	61,685	-5.26	428,223	437,111	-2.03	706,831
		55,934	57,343	-2.46	353,419	361,060	-2.12	597,137	122,291	126,296	-3.17	845,282	864,756	-2.25	1,396,232
40	BEAR	137	113	21.24	938	901	4.11	901	439	339	29.50	2,754	2,663	3.42	2,663
	MCLB	21	21	0.00	327	298	9.73	298	54	48	12.50	1,133	1,104	2.63	1,104
	OF	18	9	100.00	56	48	16.67	48	46	29	58.62	216	187	15.51	187
	SHWR	1	15	-93.33	45	66	-31.82	66	4	72	-94.44	391	300	30.33	300
	KLEM	3	1	200.00	62	37	67.57	37	2	15	-86.67	155	102	51.96	102
	BECO	98	72	36.11	710	696	2.01	696	243	198	22.73	2,300	2,177	5.65	2,177
		278	231	20.35	2,138	2,046	4.50	2,046	788	701	12.41	6,949	6,533	6.37	6,533
		710,236	721,920	-1.62	4,523,831	4,589,152	-1.42	7,837,919	1,813,898	1,833,783	-1.08	11,969,158	12,173,848	-1.68	20,169,977

Comparing September 2012 to 2011 is unfavourably biased for the following reason. September 2012 had 2 fewer days of summer season and 2 more days of shoulder season than did September 2011. This misalignment arises from Labour Day landing differently in the first week of every September. When if September 2011 is re-aligned to correspond equally (Sept 3 thru Oct 2, 2011) with September 2012 in order to enable an apples-to-apples comparison, the YoY traffic volume comparison was 1.4% favourable for both vehicles and passengers.