

New York State Department of Transportation Annual Enplanements in NYS Airports Overview

General Discussion

Annual Enplanements in New York State is a listing of all passengers boarding at each of the state's 18 major commercial service airports. The Federal Aviation Administration (FAA), a component of the U.S. Department of Transportation (USDOT), in coordination with New York State Department of Transportation (NYSDOT), collects the data on an annual basis.

Airports play an important role in moving people and goods and are vital to New York State's transportation system. Enplanements represent the number of people boarding commercial aircraft per airport for a given year. Airports provide connectivity among various modes of transportation linking people to business, recreation and tourism in New York State. Further, as has been identified through various studies and surveys, businesses throughout the state rely on the availability of commercial service and general aviation airports to support business activities.

Commercial service airports in New York include 18 facilities located throughout the state. These airports range in size from six small Essential Air Service points (Adirondack, Jamestown, Massena, Ogdensburg, Plattsburgh and Watertown) to the large Port Authority Airports in New York City – JFK International and LaGuardia.

Data Collection Methodology

Enplanement data is collected on each major commercial service airport by the FAA annually in coordination with NYSDOT. Passenger boarding (enplanement) data is collected using FAA's Air Carrier Activity Information System (ACAIS) database which contains all passenger boarding and cargo data. The database also supports the FAA's and NYSDOT's Airport Improvement Program (AIP).

The U.S. Department of Transportation (USDOT) is the main source of enplanement statistics. U.S. scheduled and nonscheduled certificated air carriers, commuter air carriers, and small certificated air carriers submit data to USDOT on Form 41 Schedule T-100, U.S. Air Carrier Traffic and Capacity Data by Nonstop Segment and On-Flight Market. Foreign flag air carriers submit data to USDOT on Form 41 Schedule T-100(f), Foreign Air Carrier Traffic Data by Nonstop Segment and On-Flight Market. In addition, the FAA conducts an annual survey of air taxi/commercial operators who report their nonscheduled activity on FAA Form 1800-31, Airport Activity Survey.

The data obtained from these sources are merged into the ACAIS database and then reviewed by FAA staff and the individual airports. FAA and NYSDOT assess and coordinate erroneous or inconsistent data with the air carrier, make appropriate revisions, and finalize the data.

Statistical and Analytical Issues

Enplanement data is used to support the FAA's Airport Improvement Program (AIP) apportionment formula calculations necessary for planning and funding related purposes. Enplanement data is collected over a full calendar year which is then used to help determine funding possibilities and priorities for the next full fiscal year (e.g. calendar year 2012 data is used to determine Fiscal Year 2014 funding plans). Data for a given year is not available until the FAA releases the prior year's enplanement figures, typically in the Fall of the following year. For AIP purposes, enplanements also assess passengers using international flights that may utilize multi-modal transportation facilities such as mass-transit located near airports within the 50 states for connectivity analysis and planning.

The data is also be used as an important indicator of the state's economy and the state's transportation system for determining its impact on both direct - impacts associated with *providers* and *users* of services at the airport, and indirect - those impacts resulting from the recirculation of direct impacts within the economy. Recirculation of direct impacts within an economy is frequently referred to as a "multiplier effect." For example, an airport employee may spend portions of their salary on housing, food or other services. That spending circulates through the economy and leads to other associated spending, payroll, and employment throughout the local community and region. The data is important for quantifying levels of economic activity attributed to the aviation sector.

The data is also used to assist planners in determining multi-year capital improvement needs for investments in the transportation sector as well as impacts to other community based planning and infrastructure needs.

Limitations of Data Use

None have been identified.