

METRO 50

BUFFALO-NIAGARA

AIR SERVICE

Top 100 Largest Metros

Airports are a vital driver of regional economic development. Relied on for moving both people and cargo, airports help attract new businesses by providing convenient, frequent, and cost-effective travel. Several studies have even linked airport passengers with metro population and employment growth.¹ Even more, it has been shown that the nation's airports account for more than 7 percent of U.S. GDP.² The Buffalo Niagara International Airport (BNIA) is a true asset that outperforms peer metro airports on many metrics, and continuously delivers a prime travel experience for passengers.

Buffalo Niagara International Airport (BNIA)³ has the second lowest average airfares at \$302.44.

BNIA and New Orleans, LA are the only airports with average airfares below the average of the top 100 airports.

BNIA punches above its weight with its large selection of non-stop routes.

Approximately 40% of passengers starting their travel at BNIA are Canadian.⁴

BNIA ranks third for on-time performance out of our peer metros, only 2 percentage points off from Tulsa, the top ranked. BNIA ranks 13th out of all North American Airports on this metric.⁵

Buffalo ranked first in Security Check Satisfaction, including time required, professionalism, and feeling safe (against medium-size airports).⁶

BNIA ranks first in customer satisfaction against all North American Medium Airports, and is only one point off from ranking first among all North American airports.

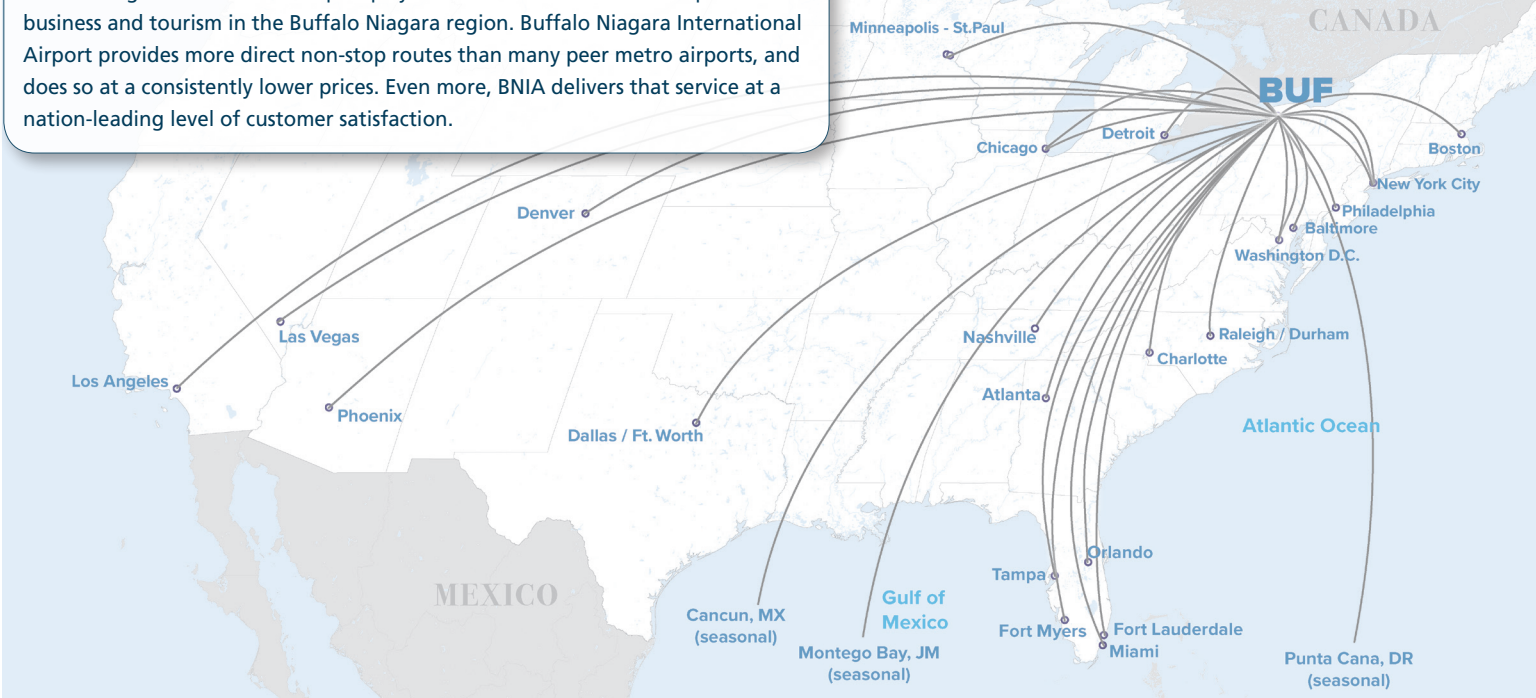
AMONG OUR PEERS

Rank	Metro	Population
45	Richmond, VA	• 1.28M
46	New Orleans, LA	• 1.27M
47	Hartford, CT	• 1.21M
48	Salt Lake City, UT	• 1.19M
49	Birmingham, AL	• 1.14M
50	BUFFALO	• 1.13M
51	Rochester, NY	• 1.08M
52	Grand Rapids, MI	• 1.05M
53	Tucson, AZ	• 1.02M
54	Honolulu, HI	• 993k
55	Tulsa, OK	• 987k

Nonstop Current & Announced Routes from Buffalo Niagara

Buffalo Niagara International Airport plays an essential role in the development of business and tourism in the Buffalo Niagara region. Buffalo Niagara International Airport provides more direct non-stop routes than many peer metro airports, and does so at a consistently lower prices. Even more, BNIA delivers that service at a nation-leading level of customer satisfaction.

BUFFALO-NIAGARA



NUMBER OF ROUTES ⁷	METRO	RANKING	POPULATION	PASSENGER ENPLANEMENTS	CUSTOMER SATISFACTION SCORE ⁸	AVERAGE AIRFARE	NUMBER OF AIRLINES
106	Salt Lake City, UT	48	1,186,187	7,321,183	768	\$350.07	10
56	Honolulu, HI	54	992,605	6,720,731	736	\$375.07	26
55	New Orleans, LA	46	1,258,883	6,106,572	743	\$293.01	15
34	Hartford, CT	47	1,206,836	3,143,340	782	\$369.56	10
31	Buffalo, NY	50	1,132,804	2,394,681	814	\$302.44	7
26	Grand Rapids, MI	52	1,047,099	1,518,909	*	\$392.57	6
25	Tulsa, OK	55	987,201	1,419,443	*	\$387.39	7
23	Tucson, AZ	53	1,015,206	1,661,315	*	\$393.59	9
20	Richmond, VA	45	1,281,708	1,896,836	*	\$390.69	7
20	Birmingham, AL	49	1,147,417	1,377,644	*	\$438.83	5
19	Rochester, NY	51	1,078,879	1,222,018	*	\$361.62	7

Salt Lake City serves as a hub for major airlines. Honolulu serves as a trans-Pacific hub.
 New Orleans is the only major airport in Louisiana.
 Hartford's Bradley International Airport serves as Connecticut's only major airport, and is New England's second busiest.

¹ Richard K. Green, Airports and Economic Development, Journal of Real Estate Economics. ² Airports Council International, Taking America Beyond the Horizon: The Economic Impact of U.S. Commercial Airports in 2017, Nov. 2018. ³ Only Buffalo Niagara International Airport was included in this comparison, Niagara Falls International Airport was excluded. ⁴ Provided by Buffalo Niagara International Airport. ⁵ Bureau of Transportation Statistics, March 2019, U.S. Department of Transportation. ^{6,8} Used with permission from J.D. Power 2018 North America Airport Satisfaction Study. ⁷ Number of routes, enplanement, airfare, and number of airline data provided courtesy BNIA, and reflects statistics as of year-end quarter 1 2019. *Not ranked as part of 2018 J.D. Power North America Airport Satisfaction Study, as JD was unable to generate enough data points for statistical relevancy generally due to lower passenger volume. statistical relevancy generally due to lower passenger volume.