Table 4: Prevalence of Multi-Airport Systems in Metropolitan Regions Worldwide -- all regions with LESS than or equal to 5 million originating, or 18 million total, passengers a year (Traffic in millions of passengers, regions ranked by originating passengers)

Metropolitan Region	Airports in System (by size)	Multi-Airport System	Total Traffic by Metropolitan Region	Total Estimated Originating Traffic
Sapporo			18	9
	Shin Chitose			
San Diego			18	8
	San Diego			
Vienna			18	8
	International			
	Bratislava			
Athens			15	7
	Venizelos			
Malaga			13	7
	Malaga			
St. Louis			14	6
	Lambert			
	Mid America / Scott AFB	Insignificant		
Hamburg			13	6
	Hamburg			
	Luebeck	Insignificant		
Portland			14	6
	International			
Vancouver			17	6
	International			
	Abbotsford	Insignificant		
Brisbane			16	6
	Brisbane			
Cincinnati			16	6
	Hebron			
Prague			12	6
	Ruzyne			
	Vodochody			

Metropolitan Region	Airports in System (by size)	Multi-Airport System	Total Traffic by Metropolitan Region	Total Estimated Originating Traffic
Memphis	International		11	6
Rio de Janeiro	Galeao Santos Dumont	Yes	13	5
Buenos Aires	Ezeiza Aeroparque	Yes Technical	12	5
Tehran	Mehrabad Khomeini	Domestic plus International	10	5
Cleveland	Hopkins		11	5
Kansas City	International		11	5
Montreal	Trudeau Mirabel	 "closed"	11	5
Warsaw	Chopin Modlin		9	4
Venice	Marco Polo Treviso		8	4
Pittsburgh	Pittsburgh		10	4
Norfolk	International Richmond Newport News	Maybe?	8	4
Belfast	International City	Technical	7	4

Metropolitan Region	Airports in System (by size)	Multi-Airport System	Total Traffic by Metropolitan Region	Total Estimated Originating Traffic
Edmonton			5	3
	International			
	Municipal	"Closed"		
Belo Horizonte			5	3
	Confins	Technical		
	Pampulha			
Pisa			5	2
	Pisa	Minimal		
	Florence	Minimal		
Nairobi			5	2
	Jomo Kenyatta			
	Wilson	Insignificant		
Melbourne			1	1
	Avalon			
Rhine-Ruhr Valley			1	0
	Weeze			