

2025

Airport Traffic Report

John F. Kennedy International Airport
Newark Liberty International Airport
LaGuardia Airport
New York Stewart International Airport
Teterboro Airport



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April 10, 2026

I am happy to share the Port Authority of NY & NJ Aviation Department's 2025 Annual Traffic Report, which provides important statistics and comparative data, including information about passenger traffic, cargo throughput and aircraft operations at airports operated by the Port Authority.

Our airports served 142.7 million passengers across the region last year, a decrease of 3.4 million from 2024 but still good enough for our third-busiest year ever. More than half the decrease was attributed to a decline in passenger traffic at Newark Liberty International Airport (EWR), where reduced schedules during the airport's runway rehabilitation, along with limits imposed by the FAA to address ongoing ATC staffing issues, resulted in 2 million fewer passengers in 2025 vs. 2024.

Despite this and other challenges, we saw several records set at our airports in 2025 including:

- Our busiest month ever, when five new marks were set in August
 - 13.8 million regionwide passengers, topping our previous monthly best from July 2024
 - 6.2 million total passengers at John F. Kennedy International Airport (JFK)
 - 5.5 million regional international passengers
 - 3.7 million international passengers at JFK
 - 1.6 million international passengers at EWR
- Most annual international passengers at EWR (15.4 million)
- Major travel holidays highs for Presidents Day, Memorial Day, Labor Day, Thanksgiving and the year-end holiday season.

There's a story behind the statistics that ensures we're providing world-class service at world-class airports for our growing number of passengers: our unprecedented redevelopment program, which has delivered a host of improvements that continue to garner new accolades.

As this report was going to press, LaGuardia Airport (LGA) was named North America's best airport in its class for the third consecutive year based on the highest passenger satisfaction rating that the airport has ever received. The well-regarded Airport Service Quality survey, a program of the Airports Council International, was conducted throughout 2025, following the completion of LGA's \$8 billion transformation. Prior to its redevelopment, passengers in the same ASQ survey rated LGA as the worst airport in North America. LGA also was named Best U.S. Airport in 2025 by Forbes Travel Guide for the second straight year.

Meanwhile, redevelopment continues at JFK, where two new terminals are expected to begin opening gates this year, and at EWR, where a new AirTrain people mover system is being built. These improvements and many more across our airport system will help ensure future passenger and cargo operations benefit from having modern and efficient facilities that meet or exceed the highest industry standards.

The statistics that follow are a continuing reflection of the Aviation Department's desire to keep our stakeholders informed and reaffirms our commitment to achieving regional prosperity through a unified system of airport facilities that offer safe and secure environments, a world-class customer experience, and environmentally sustainable and friendly services delivered by our expert staff.



Kevin O'Driscoll, C.M.
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John F. Kennedy International Airport

History

- Construction for a new international airport began in 1942 under a New York City contract on the site of the Idlewild Golf Course in Queens, New York City.
- The Port Authority of New York and New Jersey began operating the soon-to-open airport on June 1, 1947, under a lease with the City of New York.
- On July 9, 1948, commercial flights began flying into and out of the newly opened New York International Airport.
- The airport was rededicated John F. Kennedy International Airport on December 24, 1963, in memory of the nation's 35th president.
- On February 7, 1964, the Beatles arrived for the first time in the United States and entertained reporters and the public at a press conference in the former International Arrivals Building. Over the decades, the airport has been a gateway for numerous presidents and dignitaries, including thousands who have arrived throughout the years for the annual United Nations General Assembly.
- In 2000, JFK welcomed its one-billionth passenger.
- In 2004, the Port Authority and the City of New York concluded an agreement that ensures the agency's continued operation of JFK through 2050.
- JFK made airport history on March 19, 2007, when the A380, the world's largest passenger aircraft, touched down on U.S. soil for the first time in a route-proving test, and again on August 1, 2008, when an Emirates Airline A380 landed at JFK—the first regularly scheduled arrival of the A380 in the United States.
- In 2018, just five years after JFK surpassed 50 million annual passengers for the first time in its history, it surpassed 60 million.

Size and Location

JFK covers 4,930 acres, including 880 acres in the Central Terminal Area. The airport has more than 30 miles of roadway. It is located on Jamaica Bay in the southeastern section of Queens County, New York City, 15 miles by highway from midtown Manhattan.

Aviation Role

JFK has been recognized for decades as the premier U.S. gateway for passengers and cargo. JFK is the busiest airport in the New York City metropolitan area, and among the busiest in North America and the world. In 2025, the airport served 63 million passengers and handled 1.6 million tons of cargo.

Employment and Economic Impact

Nearly 44,800 people are employed at the airport. The airport contributes about \$35 billion in economic activity to the New York-New Jersey metropolitan region, supporting nearly 150,000 total jobs and about \$15 billion in annual wages.

Investment

The City of New York invested about \$150 million in the original construction of the airport. Since then, the Port Authority has invested nearly \$10.3 billion in JFK.

Redevelopment

In January 2017, the Port Authority began master program and planning efforts to transform JFK into a unified, interconnected, world-class airport capable of accommodating as many as 100 million annual passengers by 2050.

In April 2021, an agreement was reached with Delta Air Lines and JFK International Air Terminal (JFKIAT), the operator of Terminal 4, to dramatically expand Terminal 4 and consolidate Delta's operations there. The \$1.5 billion project, which is being financed by private capital, was initially authorized by the Port Authority Board in February 2020 as a \$3.8 billion expansion and modernization, which was revised due to the impact of the pandemic on air travel. Ground was broken on the project in December 2021 and was substantially completed in 2023.

In November 2022, an agreement was reached for a new \$4.2 billion, 1.2 million square foot Terminal Six, which will anchor the north side of the airport. The project will be undertaken and financed through a public-private partnership with JFK Millennium Partners—a consortium of Vantage Airport Group, American Triple I Partners, RXR Realty and JetBlue Airways. The new terminal will connect to JetBlue's existing Terminal 5 and be equipped with capacity for 10 new gates, as well as bright and airy check-in halls and arrival spaces designed to enhance the customer experience. Customers will enjoy more than 100,000 square feet of commercial dining and retail amenities, lounges, and recreational spaces. Construction broke ground in February 2023 and the first new gates are scheduled to open in 2026.

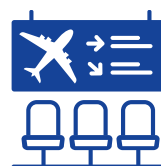
AIRPORT INFRASTRUCTURE



4
RUNWAYS



5
TERMINALS



125
GATES

In December 2021, Governor Kathy Hochul announced that the Port Authority of New York and New Jersey had reached a revised agreement with the New Terminal One (NTO), a consortium of financial sponsors, to build a new, 2.4-million-square-foot, state-of-the-art international terminal that will anchor the south side of the airport. The 23-gate terminal will be able to serve more than 20 million customers per year and offer more than 300,000 square feet of dining, retail, and lounge space. The terminal will feature expansive, naturally lit public spaces, cutting-edge technology, public art, and an array of amenities designed to enhance the customer experience and compete with some of the highest-rated airport terminals in the world. The \$9.5 billion project will be built in phases, and when completed will be the largest international terminal at JFK. Construction broke ground in September 2022. The new terminal will open in three phases. The first 14 gates are set to open in 2026.

Redevelopment work designed to improve the overall customer experience also is underway at Terminal 8. A \$400 million renovation and expansion of the terminal was completed in 2022 and features new amenities including premium lounges, enhanced baggage systems, premium check-in space, and five wide-body gates. A \$125 million redevelopment of the terminal's concessions is underway.

In 2024, construction began on a 12-megawatt solar project at JFK's Long-Term Parking Lot. The solar canopy panels and accompanying battery storage system will reduce greenhouse gas emission by approximately 6,000 metric tons annually. In addition to supplying power to JFK, nearby low-income communities will benefit with discounted clean energy produced by the project.

More information about the JFK redevelopment program can be found at www.portauthoritybuilds.com.

Central Terminal Area

JFK has five airline terminals surrounded by a dual ring of peripheral taxiways. The original Central Terminal Area (CTA) was enlarged from 655 to 880 acres by relocating taxiways to provide needed space for expanding the passenger terminals. There are 125 aircraft gates serving the five terminals. The CTA also includes a cogeneration plant that produces the power supply for JFK, and the heating and air conditioning for the entire CTA.

Terminals

- Terminal 1: The existing 11-gate terminal opened in 1998. As part of JFK Redevelopment, the private consortium New Terminal One (NTO) is developing the \$9.5 billion, 2.4 million-square-foot New Terminal One that will open in phases. The new sustainably designed terminal will offer 23 gates, expansive, naturally lit public spaces, cutting-edge technology, and an array of amenities, all designed to set a new standard for world-class design and service.
- Terminal 2: After 60 years of service, Terminal 2 was demolished in 2023. The footprint of the former terminal is being used to construct the New Terminal One.
- Terminal 4: The 1.5-million-square-foot, 36-gate Terminal 4 opened in May 2001. As part of JFK Redevelopment, Delta Air Lines and terminal operator JFKIAT developed a fresh and modern terminal to deliver an elevated airport experience. The project increased terminal capacity by building ten new aircraft parking positions and adding an additional domestic baggage

claim carousel. There were also several terminal transformation upgrades to enhance the passenger experience, such as restroom modernizations, and technology enhancements.

- Terminal 5: JetBlue's Terminal 5 opened in 2008. The Port Authority provided nearly \$800 million toward the jointly financed, 29-gate, 635,000-square-foot terminal, which is designed to handle up to 20 million passengers per year. In 2012, JetBlue broke ground on T5i, a 145,000-square-foot expansion to accommodate JetBlue international arrivals. The project was completed at the end of 2014.
- Terminal 6: The new Terminal 6 is a public-private partnership between the Port Authority of New York and New Jersey and JFK Millennium Partners (JMP), a private consortium. The new 1.2 million-square-foot terminal will feature ten gates, including nine wide-body gates, and span the sites of the former Terminal 6 and the existing Terminal 7. The terminal's arrivals and departures hall will be spacious, bright, and airy, and inspiring public art and architectural elements will create a unique sense of place. Passengers will enjoy more than 100,000 square feet of world-class shopping and dining and state-of-the-art technology.
- Terminal 7: Once the home to British Airways, the 50+-year-old terminal currently houses a diverse mix of domestic and international carriers. As part of JFK Redevelopment, Terminal 7 will be demolished to make way for the second phase of construction of new Terminal 6.
- Terminal 8: In 2022, American Airlines completed a terminal modernization and expansion project, which added a total of 70,400 square feet of space, including 33,000 square feet of public space, along with refurbishment of existing spaces. New amenities include premium airline lounges, enhanced baggage systems, premium check-in space and upgraded concessions. Five additional wide-body gates now allow more transatlantic flights. Four nearby on-airfield plane parking/unloading areas were added to accommodate the move of British Airways into Terminal 8. A \$125 million concessions redevelopment is currently underway and expected to be completed in 2026.

Roadway Access and Ground Transportation

A roadway configuration in the Central Terminal Area divides the roadway network into five terminal areas so motorists can make direct connections between terminals, parking lots, and airport expressways. In addition to AirTrain JFK, the airport also is served by taxis, airport coaches, ride-shares and several car rental agencies.

In June 2023, the Port Authority signed a \$1.24 billion contract to design and build new streamlined roadways and supporting infrastructure to dramatically improve access to JFK with a joint venture of Skanska, a leading global construction and development firm, and Halmar International LLC. Parsons Corporation is serving as lead designer for the project. When completed, this project will simplify the existing complex roadway network, providing easier access and navigation to terminals with improved frontage areas, and building a new ground transportation center for passengers to connect to taxis, for-hire vehicles, mass transit and parking. At the core of the project is a contemporary and world-class ground transportation center, which will feature a multi-level vehicle parking facility with capacity for 1,950 spaces that will be equipped with electric vehicle charging stations and a pedestrian connector from the new parking facility to New Terminal One, with at-grade pedestrian access to Terminal 4.

INVESTMENT & REDEVELOPMENT



The \$4.2B redevelopment of Terminal 6 will transform the guest experience, making it a critical part of the \$19B transformation of John F. Kennedy International Airport.

AirTrain JFK

Opened in 2003, the light-rail system connects JFK Airport with the Long Island Rail Road, New York City subway and bus lines. AirTrain JFK is a sustainable, affordable option for airport passengers, with a record high ridership in 2025 of 27 million riders. Recent improvements include digital signage, expanded closed-circuit television, upgraded access control security systems and improved customer communications on-board trains and in stations. In 2023, AirTrain JFK began a project to upgrade the automatic fare collection to accept fare payments using the MTA's One Metro New York (OMNY) "Tap and Go" system. Contactless payment readers and OMNY card vending machines were installed in the Jamaica and Howard Beach stations. New fare gates that mitigate the likelihood of fare evasion are expected to be installed in 2027.

Parking

JFK offers approximately 10,600 public parking spaces, including four Central Terminal Area lots, a 5,500-space long-term lot, one pre-paid only lot, and a dedicated employee lot. E-ZPass Plus, which allows customers to use their E-ZPass to pay for parking, is available in all parking lots and garages, except for pre-paid only lots and overflow lots. Several customer incentives and conveniences have been implemented, including a reservation system.

Cargo

JFK is one of the world's leading international air cargo centers. The airport offers nearly four million square feet of modern, state-of-the-art cargo warehouse and office space. The entire air cargo area is designated as a Foreign-Trade Zone. JFK serves the world's key air cargo markets through a strong mix of long-haul, direct and nonstop all-cargo aircraft and wide-body passenger aircraft flights. A revitalization effort of the Cargo Area D begun in 2020 includes the 347,000-square-foot facility Realterm. The facility will provide cargo space, office space, 60 truck dock positions, and three Group VI aircraft parking positions.

Runways/Taxiways

- JFK's runway system consists of two pairs of parallel runways (4L-22R, 4R-22L and 13L-31R, 13R-31L) aligned at right angles. Total runway length is over eight miles.
- Three of the airport's runways are constructed in concrete.
- All four of the airport's runways are 200 feet wide to accommodate Aircraft Design Group VI aircraft.
- All runways have high-intensity runway edge lighting, centerline and taxiway exit lighting and are grooved to improve skid resistance and minimize hydroplaning.

- Taxiways total approximately 45 miles in length with widths of 75 feet or 82 feet. There are shoulders and erosion control pavements on each side of the taxiways. Other features include the taxiway centerline light system and a sign system, illuminated at night to provide directional information for taxiing aircraft.
- The Port Authority invested \$200 million for taxiway and airside rehabilitation to prepare for the A380 aircraft, and more than \$150 million was dedicated to fund technical and customer service initiatives to combat airport delays.
- Runways 13L-31R, 13R-31L, and 4L-22R were reconstructed in concrete and were widened from a 150- to 200-foot width to accommodate operations of Design Group VI Aircraft, increase operational efficiencies, and enhance safety. The runways received new entrances for departing aircraft and new high-speed exits for landing aircraft, which enabled swifter departures and easier access from runways to terminal gates, saving time on the ground for all passengers at JFK.
- Between 2010 and 2015, the Port Authority invested nearly \$600 million to completely reconstruct the two JFK's departure runways, 13R-31L (Bay Runway) and 4L-22R.
- In 2017, the Port Authority invested \$106 million to rehabilitate Runway 4R-22L, one of the two arrival runways at JFK. The project provided for rehabilitation of the runway pavement, replacement of electrical infrastructure, and realignment of certain taxiways to allow for faster runway exiting after landing and saving taxiing time to terminal gates.
- In 2019, the Port Authority completed a \$230 million rehabilitation of JFK's other primary arrival runway, 13L-31R, which included the addition of a high-speed taxiway, navigational aids, new energy-efficient lighting, and widening to 200 feet. The project used specialized concrete for long-term durability to minimize future operational impacts.

Air Traffic Control Tower

The 321-foot air traffic control tower opened in 1994 and includes communications, radar, and wind shear alert systems.

Hotel

The Port Authority completed \$20 million in restoration and preservation measures for JFK's historic TWA Flight Center in advance of an adaptive re-use redevelopment program, which created hotel space and related services in the Central Terminal Area. The 512-room TWA Hotel opened in May 2019. Visit www.twahotel.com for more information.

Newark Liberty International Airport

History

- The metropolitan area's first major airport, Newark Airport was built by the City of Newark on 68 acres of marshland. After the airport's opening on October 1, 1928, it quickly became the world's busiest commercial airport.
- EWR is renowned for its many firsts: the nation's first paved runway, first lighted runway enabling nighttime operations, first air traffic control tower, and first airport weather station.
- During World War II, the airport was operated by the Army Air Corps.
- After the Port Authority assumed responsibility for Newark Airport's operations on March 22, 1948, the agency added an instrument runway, a passenger terminal, a control tower, and an air cargo center.
- The Central Terminal Area was constructed and opened in 1973. Other construction during the early 1970s included the Port Authority Administration Building, the Central Heating and Refrigeration Plant, and taxiways and roadways.
- Terminal C opened in 1988 as the hub of Continental Airlines, and later underwent numerous upgrades.
- In 1989, a two-building maintenance complex opened.
- In 1996, the International Arrivals Facility opened in Terminal B, and the automated monorail began operating between terminals and parking lots.
- In 2001, the monorail was extended to the Northeast Corridor and renamed AirTrain Newark.
- In 2002, the airport was renamed Newark Liberty International Airport to honor and memorialize those who lost their lives on September 11, 2001.
- In 2019, the Port Authority and the City of Newark agreed to extend the lease through 2075.

AIRPORT INFRASTRUCTURE



3
RUNWAYS



3
TERMINALS



110
GATES

Size and Location

Newark Liberty International Airport (EWR) occupies 2,027 acres, including a 425-acre Central Terminal Area, at roughly sea-level elevation. It is bordered by the New Jersey Turnpike, Interstate 78 and U.S. Routes 1-9 in the cities of Newark and Elizabeth, N.J. The Airport is located in Essex and Union counties within the cities of Newark and Elizabeth.

Aviation Role

EWR is among the busiest North American and international airports. In 2025, Newark served 47 million passengers and handled about 680,000 tons of air cargo.

Employment and Economic Impact

Approximately 25,000 people are employed at Newark Airport. The airport contributes more than \$24 billion in annual economic activity to the New York-New Jersey metropolitan region, supporting about 99,000 total jobs and around \$11 billion in annual wages.

Investment

The City of Newark spent more than \$8.2 million on the construction and development of Newark Airport, and the U.S. government spent more than \$15.1 million prior to 1948. Since assuming the airport's lease in 1948, the Port Authority has invested nearly \$9.2 billion at the airport.

Redevelopment

A multi-billion dollar program to replace the original Terminal A (now Building 4) was substantially completed in 2023. The new Terminal A was honored in 2024 as the world's best new airport terminal by Skytrax, just a month after it received a 5-star Airport Terminal rating. The terminal also won a UNESCO Prix Versailles special prize for the design of the terminal's exterior.

The redevelopment program includes upgraded roadways and airside improvements along with a new parking garage that includes public parking and a consolidated rental car (ConRac) facility. The new parking facility offers 2,700 public parking spaces and 3,360 rental car spaces to support 10 rental car brands, as well as a separate quick-turnaround garage for rental car maintenance. It partially opened in 2022 and became fully operational in 2023.

In 2024, the Port Authority launched the EWR Vision Plan, a wide-ranging blueprint setting the course for Newark Liberty International Airport's continued development over the coming decades. The EWR Vision Plan, developed in partnership with design firm Arup and architecture firm Skidmore, Owings & Merrill, charts a comprehensive reimagining of the airport, complete with modern terminals and infrastructure, a more intuitive roadway network, and a redesigned taxiway network to accommodate more aircraft and reduce delays.

Central Terminal Area (CTA)

The 425-acre oval Central Terminal Area was built as part of a large-scale airport redevelopment program in the 1960s and early 1970s. The CTA consisted of three passenger terminals: A (now Building 4), B, and C, and a ten-story, 585-room airport hotel with meeting rooms, a fitness center, two restaurants and a bar.

Passenger Terminals

- Construction of the original Terminal A (now Building 4) began in October 1967, and the facility opened in August 1973, featuring 25 gates branched into three circular satellite buildings. The new one-million-square-foot, world-class terminal with 33 common-use gates and related infrastructure replaced the older terminal in early 2023.
- Terminal B opened in 1973. Its modernization expanded the two-level facility into three levels. Highlights include inline baggage screening systems and passenger screening systems, a baggage claim hall, a Federal Inspection Service (FIS) facility to process international arriving passengers, departure areas, ticket counters, additional passenger lounges and concessions, electric ground service equipment charging stations, and a Welcome Center. Terminal B has 15 international and 10 domestic gates.
- Terminal C opened in 1988. Continental Airlines' Global Gateway project in 2001 added 600,000 square feet of space and turned the facility into a three-level terminal with two levels for departures. The terminal has a total of 52 gates, a huge retail and concessions space, and U.S. Customs facilities. The state-of-the-art International Arrivals Facility, also completed by Continental, added another 1,500-passengers-per-hour arrival capacity to Newark Liberty.

A Welcome Center also was added. In 2010, Continental merged with United Airlines.

Roadways

To reduce congestion and improve airport access, roadways were widened and reconfigured in the passenger terminal area and airport entrances, giving vehicles the option to by-pass terminals and proceed directly to parking areas.

AirTrain Newark

AirTrain Newark, the airport's automated monorail, opened for service on airport between terminals and parking lots in 1996. The system was extended to a new station on the Northeast Corridor Rail Line in 2001, providing passengers with connections to NJ Transit and Amtrak trains for links between the airport and New York City, Philadelphia, points across New Jersey, and beyond.

In December 2023 after a rigorous review process, the Port Authority selected Doppelmayr, a market leader in cable-propelled transport systems, for the design, construction, operation, and maintenance of the automated people mover system and its vehicles. In the summer of 2024, engineering firm Stantec was selected to design the new maintenance and control facility and the pedestrian connectors, and to decommission the existing AirTrain.

In November 2024, the Board of Commissioners reauthorized the AirTrain replacement program at a total project cost of \$3.5 billion, an increase of approximately \$1.45 billion from the previously authorized amount, and awarded a design/build contract to Tutor Perini/O&G, a joint venture between Tutor Perini Corporation and

INVESTMENT & REDEVELOPMENT



Newark Liberty International Airport's award-winning Terminal A features light-filled concourses, modern passenger amenities, and superior dining and retail options.

O&G Industries, Inc., for the design and construction of the guideway and stations portion of the project. Construction on the new AirTrain Newark system began in 2025, with passenger service expected in 2030.

Parking

The airport offers more than 14,250 parking spaces and features a free 200-space Cell Phone Lot. In addition to the short-term surface lot in the CTA (Short-Term Parking B) and a long-term Economy Parking lot (P6), EWR has three parking garages: a newly built Consolidated Rent-a-Car Center and Public Parking facility (ConRAC garage, also referred to as Short-Term Parking A), boasting the single largest solar canopy at any airport in the country, with three upper levels designated for public parking and over 150 charging stations for electric vehicles (EV); the Daily Parking garage (P4), a six-level facility connected to an AirTrain station and offering 13 EV charging stations; and the C garage located across from Terminal C. All lots accept all major credit and debit cards, contactless payment (such as Apple Pay and Google Pay), and E-ZPass Plus, which allows customers to use their E-ZPass to pay for parking. Customers can also pre-book parking using the online Parking Reservation System. Effective June 1, 2021, all lots went to a cashless system.

Cargo

The airport is the overnight express package center for the NY/NJ region, offering a full range of short-, medium-, and long-haul services to domestic and international destinations. In 2010, FedEx agreed to continue hub operations at Newark Liberty and committed to a 20-year lease extension. FedEx installed a rooftop solar electric system to provide more than 15 percent of the hub's energy needs.

Runways and Taxiways

The airport has two parallel runways, 4R-22L and 4L-22R, which support precision instrument approaches at all four ends, and a crosswind runway, 11-29, which supports precision instrument approaches only on Runway 11. Runway 4R-22L is 10,000 feet long, Runway 4L-22R is 11,000 feet long, and Runway 11-29 is 6,726 feet

long. All three runways are 150 feet wide. Both parallel runways have displaced thresholds to reduce community noise impacts. An EMAS (Engineered Materials Arrestor System) is located on either end of Runway 11-29. Visual aids include high-intensity edge lights, LED centerline and touchdown zone lighting, and high-speed exit taxiway centerline lighting. More than 12 miles of taxiways, generally 75-foot-wide, link the three runways with the central terminal and cargo areas. A \$97 million rehabilitation of Runway 4L-22R, including the construction of multi-entrance and cross taxiways was completed in 2014. Runway 4R-22L changed its approach lighting system to an ALSF-2, and additional high-speeds P2 and P3 were completed in 2013. Runway 4R-22L also was upgraded to a Cat III approach system allowing for landings in poor weather conditions in 2013. A \$46 million rehabilitation of Runway 11-29 was completed in 2020. A \$84.2 million rehab of Runway 4R-22L was completed in 2021. A \$115 million rehab of 4L-22R was substantially completed in 2025. All incandescent taxiway and runway lighting has been converted to LED lighting.

Port Authority Administration Building

Reconstruction of the airport's original 1935 Central Terminal Building, which was dedicated by Amelia Earhart and is now a National Historic Landmark, was completed in 2002. Now designated Building One, this 100,000-square-foot facility serves as the Port Authority's Administration Building, hosting airport management, operations, program management, the Port Authority Police Command, Aircraft Rescue and Firefighting (ARFF), and an airport operations center (AOC). As part of the Port Authority's Net-Zero Roadmap that outlines initiatives to achieve the agency's 2050 goal of net-zero carbon emissions, Building One has undergone a decarbonization retrofit to make it the agency's first fossil fuel-free facility and the prototype for similar work across the agency's facilities.

Air Traffic Control Tower

A 325-foot air traffic control tower was commissioned in 2003, the fourth in the airport's history. The rooftop of Building One, the Port Authority Administration Building, features what is believed to be the first air traffic control tower ever built. The nation's first air route traffic control center was established on the airport in 1935.

History

- At the turn of the 20th century, the airport site, then commonly known as North Beach, was occupied by the Gala Amusement Park.
- In 1929, the 105-acre site was purchased by the Curtiss-Wright Co. and developed into a private flying field. Originally called the Glenn H. Curtiss Airport, it later became known as Curtiss-Wright Field.
- The City of New York purchased Curtiss-Wright Field in 1935 and renamed it North Beach Airport. On September 9, 1937, ground was broken for a new airport, which on October 15, 1939, was dedicated as New York City Municipal Airport.
- Eighteen days later, on November 2, 1939, the airport was renamed New York Municipal Airport-LaGuardia Field to honor New York City's then-Mayor Fiorello LaGuardia.
- On December 2, 1939, the airport opened to commercial traffic. It soon became known simply as LaGuardia Airport.
- The Port Authority of New York and New Jersey began operating LaGuardia Airport in 1947.
- Pan American World Airways inaugurated transatlantic service from the Marine Air Terminal—once known as the Overseas Terminal and today a facility that provides passage to Terminal A—on March 30, 1940, carrying nine passengers aboard a Boeing 314 bound for the Azores. The Boeing aircraft, commonly called “flying boats,” used Bowery Bay as their runway and became popular attractions, drawing millions of visitors every year.
- The first two iterations of Terminal B, once known as the Central Terminal Building or CTB, were driven by the World's Fair in New York. The first was dedicated on October 15, 1939, and the second on April 17, 1964. The 1964 version of Terminal B was 1,300 feet long and 180 feet wide, with approximately 835,000 square feet of floor space. Originally constructed at a cost of \$36 million and then expanded and modernized for \$340 million in the 1990s, the terminal consisted of a four-story central section with two three-story wings.
- The former Terminal C opened in September 1992 and cost \$200 million. It comprised approximately 300,000 square feet of space with 21 aircraft contact gates and was operated by Delta Air Lines.
- The former Terminal D, which consisted of 10 gates, opened at the east end of the airport in June 1983 and was also operated by Delta Air Lines, which enhanced and expanded the terminal in 2010.

Size and Location

LaGuardia Airport covers 680 acres. It borders Flushing and Bowery bays in the northwestern section of Queens County, New York City, about eight miles by highway from midtown Manhattan.

AIRPORT INFRASTRUCTURE



2
RUNWAYS



3
TERMINALS



79
GATES

Aviation Role

LaGuardia Airport is one of the nation's leading domestic gateways for business and leisure travel and is the primary business/short-haul airport for New York City. LaGuardia Airport, which relative to its size has held the distinction of being the most efficient airport in the world by handling more passengers per acre per year than any other airport, served 33 million passengers in 2025.

Employment and Economic Impact

LaGuardia Airport employs about 14,300 people and plays a critical role in addressing the region's transportation needs, as well as fueling the economy. The airport contributes about \$14.5 billion in economic activity to the New York-New Jersey metropolitan region, supporting more than 61,000 total jobs and more than \$6.2 billion in annual wages.

Investment

Original construction by the City of New York cost \$40 million. The Port Authority's total capital investment in the airport to date is more than \$6.2 billion.

Redevelopment

Construction is complete on the multibillion-dollar redevelopment of Terminal B and Terminal C, including related airport infrastructure. The project comprises 2.5 million square feet, 73 new gates, two new terminal arrivals and departures halls, a new business and conference center, and 13.7 miles of new roadway.

A new electrical substation provides a more reliable and robust source of power for the airport. Hangars 2 and 4 located just east of Terminal B were demolished in anticipation of redevelopment construction. Additionally, parking lot P2 in front of Terminal B was demolished to make way for the new Terminal B head house, which opened in June 2020. Terminal C's headhouse opened in June 2022.

In 2010, the Port Authority completed the airport's Police Crisis Command Center and Aircraft Rescue and Firefighting (ARFF) Facility, and the Federal Aviation Administration (FAA) began operating from a new tower.

Passenger Terminals

- Terminal A is an extension of the original airport terminal building known as the Marine Air Terminal, or MAT, which served international flights on flying boats through the 1940s. A rehabilitation of the MAT building's interior, completed in the 1980s, restored the 12-foot-high, 235-foot-long mural "Flight" by James Brooks. The largest and last mural commissioned by the Works Progress Administration during the Great Depression, the mural encircling the interior wall of the terminal's rotunda tells the story of human flight, from Greek mythology through the mid-20th century. In 1995, the MAT was designated an historic landmark. A \$7 million restoration of the MAT was completed in 2004. Terminal A is about 42,000 square feet square feet and has six gates.
- The latest iteration of Terminal B was substantially completed in 2022 and comprises nearly 1.3 million square feet and includes a new four-level, 35-gate terminal, a business and conference

center, a parking garage, and related roadways and supporting infrastructure. The arrivals level features nine baggage carousels, two oversized luggage belts, and access to the parking garage, taxis, and for-hire and private vehicle pick-up. The departures level includes 75 counters located within four large check-in islands, 105 self-service kiosks, and a first-of-its-kind-in-North America TSA security checkpoint installation. The new terminal provides a world-class passenger experience and features a host of modern customer amenities, state-of-the-art architecture, and more spacious gate areas.

- Delta Air Lines completed a new Terminal C that combines operations in the former Terminals C and D. The majority of the new Terminal C was opened in 2022 with full completion in 2024 on a 1.2 million-square-foot terminal with 38 flexibly sized gates that can accommodate Delta's full fleet; a centralized check-in lobby, security checkpoint and baggage claim; dual taxiways to reduce gate congestion and taxi times; a new, larger Delta Sky Club with a Sky Deck; and more efficient airport roadways. Designed for speed and efficiency, the new terminal allows customers to check-in and drop bags at every entrance into the terminal before proceeding directly to the security checkpoint. Dedicated check-in facilities are available for premium customers while the new Sky Club and outdoor deck feature expansive views of the airfield. Within its elegant interior, passengers have access to larger gate hold rooms with more seating and in-seat power at all seats, as well as increased circulation space for boarding the aircraft and transferring between gates.

INVESTMENT & REDEVELOPMENT



In 2025, LaGuardia Airport won the Airport Service Quality Award for Best North American Airport for the third consecutive year, awarded based on passenger surveys for overall customer satisfaction.

Roadway Access and Ground Transportation

In June 2023, the Port Authority Board approved \$30 million in funding to plan and design improved bus service at the airport, marking an major step toward implementing the recommendations of an expert panel after an exhaustive analysis of 14 mass-transit options to the airport. The panel recommended that the Port Authority move forward in the near term with two bus options evaluated in the study by making substantial improvements to existing MTA Q70 LaGuardia Link bus service connecting to Jackson Heights and Woodside, and creating new, nonstop shuttle service between the airport and the last stop on the N/W subway line at the Astoria-Ditmars Blvd. subway station serving all three terminals. The improved bus service is projected to benefit nearly 5 million total passengers annually.

Parking

LaGuardia Airport offers approximately 4,300 public parking spaces with E-Z Pass Plus and Express Pay machines in all parking garages and surface parking lots. In 2018, a new Terminal B Parking Garage opened for use. The seven-level garage connects directly with Terminal B. The garage also is used to stage and pick up passengers using for-hire vehicles from Terminal B. When the garage opened, the airport also launched a first-of-its-kind parking pre-booking website that allows customers to reserve a guaranteed, reduced rate. The Terminal C parking garage opened in 2015 and expanded in 2024. The airport also offers an on-airport pre-paid economy parking lot with spaces available for pre-booking, and an additional remote, discounted pre-book parking option offered during certain peak travel periods if needed.

Runways

There are two main runways, 4-22 and 13-31. Each is 7,000 feet long by 150 feet wide. In a \$40 million project completed in 1967 by the Port Authority, both runways were extended over the bays around the airport to their present lengths. The runway extensions are supported upon a 50-acre, L-shaped, pile-supported concrete deck structure. All runways have high-intensity runway edge lighting, centerline, and taxiway exit lighting and are grooved for added traction during wet weather. Touchdown zone lighting was added on Runway 13 in 2005 and on Runways 4 and 22 in 2009 as part of the runway rehabilitation programs. As part of an FAA Runway Safety Area project, two new Engineered Materials Arresting Systems (EMAS) beds were installed on Runways 4 and 31 in 2015.

Air Traffic Control Tower

The Federal Aviation Administration commissioned a new 233-foot-tall, state-of-the-art air traffic control tower in October 2010. The new tower features the latest aviation technology, including a system that tracks the surface movement of aircraft and vehicles, enhancing safety and efficiency. The \$100 million tower replaced an iconic tower that had served the airport since 1964.

New York Stewart International Airport

History

- In 1930, Archie Stewart, an aviation buff and descendant of prominent local dairy farmer Lachlan Stewart, along with his uncle, Samuel Lachlan Stewart, donated 220 acres of land to the City of Newburgh to be used as an airport.
- In 1934, Douglas MacArthur proposed flight training for cadets, and the City of Newburgh transferred the land to the U.S. government for \$1. Construction begins and a small dirt airstrip was cleared and graded.
- In 1939, the U.S. Military Academy at West Point built the first airfield at Stewart for cadet aviation training. The north entrance to the USMA was named after the old Stewart farm, "Stoney Lonesome."
- In 1948, the airfield became Stewart Air Force Base.
- In 1970, Stewart Airport was acquired by the State of New York. Operating responsibility was later transferred to the New York State Department of Transportation (DOT).
- In the 1980s, several business enterprises began operations at Stewart after the DOT and Urban Development Corporation began planning for the development of the airport.
- In 1980, Runway 9-27 is expanded to nearly 12,000 feet in length, allowing it to accommodate any large aircraft in the world.
- In 1981, U.S. hostages held in Iran returned to the United States via Stewart Airport.
- In 1990, scheduled air carrier service began as American Airlines offered the first commercial flights.
- On March 31, 2000, Stewart Airport became the nation's first privatized commercial airport under a 99-year lease agreement with National Express.
- On November 1, 2007, the Port Authority purchased the remaining 93 years of the operating lease for \$78.5 million.
- On June 15, 2017, the airport welcomed its first-ever scheduled nonstop transatlantic arrival: a Norwegian Air flight from Edinburgh, Scotland.
- On February 21, 2018, the Port Authority announced the airport was being renamed New York Stewart International Airport as part of an upgrade and modernization program. The new name will make it significantly easier for travelers to identify the airport's geographical location.

Size and Location

Stewart Airport covers 2,400 acres. It is located at the Intersection of the New York State Thruway (Interstate 87) and Interstate 84, in Newburgh/New Windsor in Orange County, New York, less than 60 miles north of Manhattan.

Aviation Role

Stewart Airport is an economical, convenient, uncongested alternative to the New York/New Jersey metropolitan region's airports. Several commercial and charter airlines operate at the airport, offering direct access to top destinations in the U.S. and Europe. In 2025, Stewart served nearly 291,000 passengers and handled about 24,000 tons of cargo.

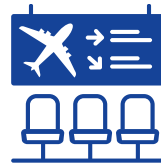
AIRPORT INFRASTRUCTURE



2
RUNWAYS



1
TERMINAL



7
GATES

Employment and Economic Impact

About 1,100 people are employed at the airport. The airport contributes about \$619 million in economic activity to its region, supporting more than 2,300 total jobs and \$273 million in annual wages. Half the capital projects initiated by the Port Authority have been awarded to local firms and contractors.

Investment

A \$100 million project that rehabilitated and modernized both runways was completed in mid-2015, representing the largest investment ever made in a single project in Stewart Airport's history. Since the Port Authority took over the airport in November 2007, it has invested more than \$220 million to make improvements.

Redevelopment

In 1991, Stewart International became the first facility to receive \$5 million in funding under the Federal Aviation Administration's (FAA) Military Airport Program for capital improvements to airports that were formerly military facilities or military/civil aircraft-use facilities. That same year, the FAA awarded Stewart a \$900,000 grant to fund a master plan update, conduct an environmental review, and prepare a noise study. The airport also received \$13 million in federal funding for infrastructure rehabilitation. In 1992, the FAA awarded another \$3 million for terminal expansion and redesign. A 50,000-square-foot air cargo building opened in 1990. In 2007, the Port Authority initiated its redevelopment program, whose upgrades include the complete repaving of both of the airport's runways as part of a \$100 million project — the largest in the airport's history — and a new Federal Inspection Services facility to accommodate international flights. In December 2011, the Port Authority Board of Commissioners approved an expansion of the airport's passenger terminal. The Port Authority built a new

INVESTMENT & REDEVELOPMENT



New York Stewart International Airport provides convenient, streamlined service from New York's Hudson Valley to high-demand destinations on the East Coast and abroad.

\$10 million regional crime lab for the New York State Police as part of an agreement that ensures the police force continues to guard and protect the airport. The lab opened in 2015. A \$37 million project that expanded the terminal and created a permanent Federal Inspection Service facility for U.S. Customs and Border Protection was completed in 2020.

Passenger Terminal

Stewart Airport's terminal features an expansive lobby with 37 check-in stations, shared-use terminal equipment, a checkpoint lane with the latest generation AIT full-body scanner, two Explosive Detection System baggage screening systems, and a new Federal Inspection Service facility to efficiently process international arrivals. The terminal also includes seven passenger gates and jet-boarding bridges, ticket counters, an electronic flight information display system, a spacious baggage claim area, and car rental agency counters. The concourse features concessions and free wi-fi service.

Roadway Access and Ground Transportation

The New Jersey Transit-Port Jervis rail line offers a direct link to Secaucus, N.J., from the Salisbury Mills station. The Metro-North-Hudson rail line provides a direct link to Grand Central Terminal from the Beacon station. Amtrak service is provided from Poughkeepsie and Croton-Harmon. Some area hotels offer free shuttle service. Car rental agencies are located in the passenger terminal. The Newburgh-Beacon Bridge Shuttle offers weekday service from Stewart Airport to the Metro-North Hudson Line at the Beacon train station. Express bus service between the airport and the Port Authority Bus Terminal in midtown Manhattan is available on an as-needed basis and timed to the airport's flight schedule.

Parking

The airport offers approximately 2,000 parking spaces in short- and long-term lots within walking distance of the terminal

Cargo

Stewart International offers approximately 54,300 square feet of air cargo facilities. The airport handles a variety of cargo, including express packages and belly cargo. The airport is home to the New York Animal Import Center. Fed Ex and UPS operate regularly scheduled flights at the airport. A USDA inspection facility is located on the airport.

Runways

Stewart Airport has two runways: Runway 9-27 is 11,817 feet long and Runway 16-34 is 6,004 feet long. Both runways are 150 feet wide and were completely repaved in 2014.

Air Traffic Control Tower

A state-of-the-art control tower was commissioned by the FAA in 2006 and is open 24 hours a day.

History

- Teterboro Airport is the oldest operating airport in the New York City metropolitan region.
- Walter C. Teter acquired the property in 1917, and the first flight took place in 1919.
- During World War I, North American Aviation operated a manufacturing plant on the site. After the war, the airport served as a base of operation for Anthony Fokker, the Dutch aircraft designer.
- During World War II, the U.S. Army and U.S. Air Force operated the airport.
- The Port Authority purchased the airport on April 1, 1949, from Fred L. Wehran, a private owner.
- The airport was leased to Pan Am World Airways by the Port Authority in 1970. The airport lease then passed to its successor organization, Johnson Controls, until December 1, 2000, when the Port Authority re-assumed full responsibility for the operation of the airport.

Size and Location

Teterboro Airport covers 827 acres. It borders the municipalities of Teterboro, Hasbrouck Heights, Little Ferry, Moonachie, and Wood-Ridge in Bergen County, N.J., with its northern border on U.S. Highway 46 and its southern border on Moonachie Avenue.

Aviation Role

Teterboro Airport, designated as a reliever airport for general aviation in the New York-New Jersey region, is a 24-hour public-use facility that offers visual, non-precision, and all-weather precision landing capabilities. The airport does not permit scheduled commercial operations and prohibits aircraft operating with weights in excess of 100,000 pounds.

Employment and Economic Impact

Teterboro Airport supports more than 5,000 jobs paying \$362 million in annual wages and generates nearly \$1.2 billion in annual sales activity.

Investment

The Port Authority has invested more than \$480 million to upgrade the airport's facilities and open new areas of service to the aviation community.

Sustainability

The airport replaced its incandescent airfield lighting with LED lighting. In addition, several fixed based operators have installed solar panels on their facilities, and many are moving toward converting to electronic ground support equipment.

INVESTMENT & REDEVELOPMENT



Teterboro Airport is the oldest operating airport in the New York City metropolitan region and provides critical service for non-scheduled commercial operations, supporting over 172,000 aircraft movements in 2025.

Business Services

- Fixed-Based Operations – Teterboro Airport is served by three fixed-based operators that operate five passenger terminals and provide a range of services for private, corporate and general aviation aircraft.
- Charter/Aircraft Leasing – Companies can charter an aircraft either to supplement their own aircraft or to travel if they do not own an airplane.
- Cargo – Couriers and small package cargo shippers operate at Teterboro Airport.
- Public Service – Teterboro Airport serves as a receiving point for hearts and other human organs used for life-saving transplant operations performed at medical centers throughout the region.
- International Travel – US Customs & Border Protection (CBP) services are available.

Facilities

Twenty-three hangars at the airport have a total area of approximately 572,000 square feet. One large building with an area of approximately 134,400 square feet includes the airport management office. Additional office and shop space at fixed-base operator locations totals about 252,000 square feet. Aircraft rescue and firefighting, operations, and maintenance facilities are located at the airport.

Runways and Taxiways

Runway 6-24 (NE/SW) is 6,013 feet long and 150 feet wide and is equipped with High Intensity Runway Edge Lights (HIRL). Runway 6 approach has an Instrument Landing System (ILS), Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR) and Runway End Identifier Lights (REILS). Runway approach 24 is equipped with a Precision Approach Path Indicator (PAPI) and REILS. Runway 6-24 underwent a complete rehabilitation in 2010, during which centerline lights were added to the runway and Touchdown Zone (TDZ) lights were added to Runway 6. Runway 6/24 has an EMAS installed at each end. Runway 6/24 most recent rehabilitation was performed in 2022, which included the conversion to LED runway lighting systems.

Runway 1-19 (North/South) is 7,000 feet long and 150 feet wide and is equipped with HIRL and REILS. Runway 19 approach has an ILS is equipped with a PAPI and TDZ's. Runway 1 approach is equipped with a PAPI installed by the FAA in 2024. Runway 1-19's rehabilitation in 2000 included the installation of centerline lights and TDZ lights for Runway 19. Runway 1 is the preferred runway for noise abatement procedures. Runway 1-19 was rehabilitated in 2011, which included work to relocate nearby Redneck Avenue to improve the Runway Safety Area with the installation of an EMAS at the runways south end. The runway was rehabilitated in 2024, including the conversion to LED lighting systems.

The airport features approximately 4.2 miles of taxiways. Most are 60 feet wide, and all are equipped with centerline lights and edge lighting systems. In addition, a project to restore the airfield storm drainage system began in 2017. Phase II commenced in 2024.

Aircraft Movements

2025 – 172,618
 2024 – 172,499
 2023 – 171,458
 2022 – 167,137
 2019 – 170,204
 2015 – 167,236
 2010 – 149,530
 2000 – 181,903
 1990 – 160,307
 1980 – 231,017

Air Traffic Control Tower

The control tower, which is open 24 hours a day, was constructed on the east side of the airport by the FAA. The current tower was commissioned for operational service on October 20, 2024. Prior to the newly commissioned tower, the airport had two other control towers: the first, operational from about 1950-1975, was located on the west side of the airfield on Industrial Avenue. The second, operational from 1975-2024, was located on the east side of the airfield on Fred Wehran Drive.

Community Relations and Noise Abatement

Since 1987, Teterboro Airport has engaged local communities in dialogue on issues of mutual interest through the Teterboro Aircraft Noise Abatement Advisory Committee (TANAAC). The airport provides airport data and other information to the Committee as well as facilitates access for TANAAC to the Federal Aviation Administration (FAA) and provides technical advice in support of the Committee's efforts to enhance quality of life for surrounding communities while maintaining the efficiency of airport operations.

Teterboro Airport also has a robust noise abatement program that has been in place since the 1970s. The program is grandfathered from changes in FAA regulations as it predates the Airport Noise and Capacity Act of 1990 (ANCA). The noise abatement program establishes noise limits for operations on its runways that are monitored and tracked. Aircraft that violate the noise limits three times in a two-year period can be banned from the airport. The airport also has a very successful voluntary curfew on nighttime operations from 11 p.m. to 6 a.m.

Aircraft Movements

- Commercial and Non-Commercial Aircraft Movements
- Aircraft Movements by Market



Domestic								
	Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total
	2012	175,200	22	5,363	58,939	755	9,724	250,003
	2013	175,688	18	5,397	57,105	461	9,662	248,331
	2014	179,490	673	5,701	58,334	356	10,346	254,900
	2015	193,729	21	5,850	53,509	394	11,517	265,020
	2016	195,585	61	5,947	58,091	499	12,384	272,567
	2017	187,071	67	5,948	61,387	470	13,096	268,039
	2018	191,019	81	6,133	66,348	457	12,859	276,897
	2019	189,038	10	7,064	63,242	310	17,434	277,098
	2020	88,223	56	9,583	20,176	327	5,487	123,852
	2021	125,095	169	12,057	40,477	451	2,868	181,117
	2022	185,387	380	10,461	80,865	1,684	15,680	294,457
	2023	181,233	331	10,504	81,338	2,097	18,896	294,399
	2024	170,517	321	10,444	73,995	2,167	18,644	276,088
	2025	173,829	319	9,367	72,899	2,408	17,882	276,704

International								
	Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total
	2012	130,864	691	8,531	11,127	152	–	151,365
	2013	138,646	103	8,014	10,866	136	–	157,765
	2014	150,636	191	6,973	10,518	113	–	168,431
	2015	157,294	117	6,958	9,751	161	–	174,281
	2016	164,747	67	6,981	7,914	131	–	179,840
	2017	165,064	81	7,148	7,890	109	–	180,292
	2018	164,766	39	6,714	6,976	103	–	178,598
	2019	166,083	21	6,419	6,505	53	–	179,081
	2020	63,599	195	10,658	1,304	159	–	75,915
	2021	94,252	1,600	13,251	3	132	–	109,238
	2022	142,903	91	9,704	950	236	–	153,884
	2023	167,222	91	9,632	7,388	294	–	184,627
	2024	176,083	139	8,778	7,227	255	–	192,482
	2025	172,780	140	8,488	5,830	339	–	187,577

Domestic and International								
	Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other *	Total
	2012	306,064	713	13,894	70,066	907	9,724	401,368
	2013	314,334	121	13,411	67,971	597	9,662	406,096
	2014	330,126	864	12,674	68,852	469	10,346	423,331
	2015	351,023	138	12,808	63,260	555	11,517	439,301
	2016	360,332	128	12,928	66,005	630	12,384	452,407
	2017	352,135	148	13,096	69,277	579	13,096	448,331
	2018	355,785	120	12,847	73,324	560	12,859	455,495
	2019	355,121	31	13,483	69,747	363	17,434	456,179
	2020	151,822	251	20,241	21,480	486	5,487	199,767
	2021	219,347	1,769	25,308	40,480	583	2,868	290,355
	2022	328,290	471	20,165	81,815	1,920	15,680	448,341
	2023	348,455	422	20,136	88,726	2,391	18,896	479,026
	2024	346,600	460	19,222	81,222	2,422	18,644	468,570
	2025	346,609	459	17,855	78,729	2,747	17,882	464,281

* Includes Air Taxi, Business & Private, Government and Helicopters.

Domestic								
	Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total
	2012	142,829	375	17,690	145,471	1,011	11,009	318,385
	2013	144,757	373	16,895	146,149	1,440	11,341	320,955
	2014	143,052	453	17,684	131,808	1,443	11,010	305,450
	2015	149,604	391	20,606	138,436	1,882	12,954	323,873
	2016	167,352	1,048	20,484	140,112	1,453	13,452	343,901
	2017	179,796	608	21,226	127,912	1,364	14,560	345,466
	2018	188,000	529	21,972	127,307	1,359	13,960	353,127
	2019	185,964	554	21,040	123,832	1,193	14,416	346,999
	2020	93,863	342	20,407	53,476	797	5,424	174,309
	2021	138,985	593	21,283	60,443	1,064	8,216	230,584
	2022	185,965	634	19,718	95,903	1,333	14,188	317,741
	2023	210,155	714	17,188	84,174	1,499	14,036	327,766
	2024	202,347	872	15,379	77,291	1,552	13,937	311,378
	2025	194,754	936	14,510	64,267	1,686	10,714	286,867

International								
	Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total
	2012	64,988	75	2,406	28,225	37	–	95,731
	2013	62,206	62	1,643	28,779	76	–	92,766
	2014	63,632	106	1,347	26,221	153	–	91,459
	2015	64,089	195	1,318	24,245	94	–	89,941
	2016	67,794	276	1,383	22,481	72	–	92,006
	2017	67,358	141	1,406	24,128	48	–	93,081
	2018	66,967	228	1,218	25,358	89	–	93,860
	2019	68,768	66	1,399	26,880	66	–	97,179
	2020	27,537	19	4,255	7,165	92	–	39,068
	2021	47,107	48	2,334	6,311	90	–	55,890
	2022	63,368	43	1,279	18,945	216	–	83,851
	2023	70,172	56	1,270	27,188	123	–	98,809
	2024	75,655	48	903	26,317	140	–	103,063
	2025	80,369	88	804	22,107	241	–	103,609

Domestic and International								
	Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total
	2012	207,817	450	20,096	173,696	1,048	11,009	414,116
	2013	206,963	435	18,538	174,928	1,516	11,341	413,721
	2014	206,684	559	19,031	158,029	1,596	11,010	396,909
	2015	213,693	586	21,924	162,681	1,976	12,954	413,814
	2016	235,146	1,324	21,867	162,593	1,525	13,452	435,907
	2017	247,154	749	22,632	152,040	1,412	14,560	438,547
	2018	254,967	757	23,190	152,665	1,448	13,960	446,987
	2019	254,732	620	22,439	150,712	1,259	14,416	444,178
	2020	121,400	361	24,662	60,641	889	5,424	213,377
	2021	186,092	641	23,617	66,754	1,154	8,216	286,474
	2022	249,333	677	20,997	114,848	1,549	14,188	401,592
	2023	280,327	770	18,458	111,362	1,622	14,036	426,575
	2024	278,002	920	16,282	103,608	1,692	13,937	414,441
	2025	275,123	1,024	15,314	86,374	1,927	10,714	390,476

* Includes Air Taxi, Business & Private, Government and Helicopters.

Domestic							
	Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*
	2012	161,560	73	-	169,620	202	9,239
	2013	156,247	63	-	171,741	213	9,292
	2014	157,115	39	-	163,280	205	9,143
	2015	167,577	44	-	155,924	218	9,336
	2016	164,477	70	-	167,776	302	13,046
	2017	151,357	41	-	175,152	212	15,864
	2018	152,974	21	4	176,624	193	15,186
	2019	166,327	25	-	168,890	163	11,894
	2020	73,032	1	-	55,087	93	3,646
	2021	94,070	-	-	73,374	81	6,339
	2022	167,017	4	-	159,365	284	8,210
	2023	169,882	18	-	155,619	433	7,944
	2024	165,498	3	-	153,817	283	8,678
	2025	157,131	3	-	165,366	229	8,485

International							
	Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*
	2012	15,012	-	-	14,283	-	-
	2013	16,460	2	-	16,527	6	-
	2014	12,055	6	-	19,359	9	-
	2015	12,799	3	-	14,370	3	-
	2016	13,073	1	-	11,242	-	-
	2017	13,263	10	-	13,244	9	-
	2018	13,018	1	-	13,883	1	-
	2019	13,160	-	-	13,619	-	-
	2020	2,251	-	-	5,243	1	-
	2021	1,618	-	-	3,468	-	-
	2022	4,833	-	-	13,048	-	-
	2023	4,725	-	-	21,543	-	-
	2024	3,043	-	-	21,738	1	-
	2025	3,637	1	-	19,790	3	-

Domestic and International							
	Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*
	2012	176,572	73	-	183,903	202	9,239
	2013	172,707	65	-	188,268	219	9,292
	2014	169,170	45	-	182,639	214	9,143
	2015	180,376	47	-	170,294	221	9,336
	2016	177,550	71	-	179,018	302	13,046
	2017	164,620	51	-	188,396	221	15,864
	2018	165,992	22	4	190,507	194	15,186
	2019	179,487	25	-	182,509	163	11,894
	2020	75,283	1	-	60,330	94	3,646
	2021	95,688	-	-	76,842	81	6,339
	2022	171,850	4	-	172,413	284	8,210
	2023	174,607	18	-	177,162	433	7,944
	2024	168,541	3	-	175,555	284	8,678
	2025	160,768	4	-	185,156	232	8,485

* Includes Air Taxi, Business & Private, Government and Helicopters.

Domestic							
	Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other * Total
2012		1,768	–	1,261	5,734	95	33,286 42,144
2013		1,729	–	1,278	4,535	75	31,266 38,883
2014		1,643	–	1,274	4,311	58	29,591 36,877
2015		1,653	–	1,313	3,634	32	31,192 37,824
2016		1,707	–	1,303	3,240	66	30,983 37,299
2017		1,878	10	1,403	3,105	134	27,247 33,777
2018		2,199	4	1,367	3,205	82	23,359 30,216
2019		2,144	2	1,434	3,496	94	25,386 32,556
2020		1,002	7	1,532	943	84	18,945 22,513
2021		1,002	2	1,506	422	95	22,923 25,950
2022		1,675	–	1,545	–	89	24,496 27,805
2023		942	–	1,717	–	97	22,537 25,293
2024		1,282	–	1,277	–	76	19,931 22,566
2025		1,796	10	1,208	–	96	21,758 24,868

International							
	Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other * Total
2012		–	–	12	–	1	– 13
2013		–	–	20	–	2	– 22
2014		–	–	4	–	–	– 4
2015		–	–	11	–	–	– 11
2016		–	–	–	–	–	– –
2017		1,008	–	2	–	–	– 1,010
2018		2,318	–	8	–	–	– 2,326
2019		665	–	1	–	–	– 666
2020		–	–	–	–	–	– –
2021		–	–	1	–	–	– 1
2022		392	–	–	–	–	– 392
2023		664	6	–	–	4	– 674
2024		664	8	–	–	–	– 672
2025		388	10	–	–	–	– 398

Domestic and International							
	Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other * Total
2012		1,768	–	1,273	5,734	96	33,286 42,157
2013		1,729	–	1,298	4,535	77	31,266 38,905
2014		1,643	–	1,278	4,311	58	29,591 36,881
2015		1,653	–	1,324	3,634	32	31,192 37,835
2016		1,707	–	1,303	3,240	66	30,983 37,299
2017		2,886	10	1,405	3,105	134	27,247 34,787
2018		4,517	4	1,375	3,205	82	23,359 32,542
2019		2,809	2	1,435	3,496	94	25,386 33,222
2020		1,002	7	1,532	943	84	18,945 22,513
2021		1,002	2	1,507	422	95	22,923 25,951
2022		2,067	–	1,545	–	89	24,496 28,197
2023		1,606	6	1,717	–	101	22,537 25,967
2024		1,946	8	1,277	–	76	19,931 23,238
2025		2,184	20	1,208	–	96	21,758 25,266

* Includes Air Taxi, Business & Private, Government and Helicopters.

Domestic							
	Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*
	2012	-	-	-	-	-	141,119
	2013	-	-	-	-	-	148,214
	2014	-	-	-	-	-	154,610
	2015	-	-	-	-	-	159,707
	2016	-	-	-	-	-	163,824
	2017	-	-	-	-	-	167,249
	2018	-	-	-	-	-	164,046
	2019	-	-	-	-	-	161,865
	2020	-	-	-	-	-	81,405
	2021	-	-	-	-	-	130,433
	2022	-	-	-	-	-	147,285
	2023	-	-	-	-	-	151,035
	2024	-	-	-	-	-	151,748
	2025	-	-	-	-	-	153,149

International							
	Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*
	2012	-	-	-	-	-	6,357
	2013	-	-	-	-	-	6,825
	2014	-	-	-	-	-	7,231
	2015	-	-	-	-	-	7,529
	2016	-	-	-	-	-	7,582
	2017	-	-	-	-	-	7,635
	2018	-	-	-	-	-	8,054
	2019	-	-	-	-	-	8,339
	2020	-	-	-	-	-	3,414
	2021	-	-	-	-	-	13,542
	2022	-	-	-	-	-	19,852
	2023	-	-	-	-	-	20,423
	2024	-	-	-	-	-	20,751
	2025	-	-	-	-	-	19,469

Domestic and International							
	Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*
	2012	-	-	-	-	-	147,476
	2013	-	-	-	-	-	155,032
	2014	-	-	-	-	-	161,842
	2015	-	-	-	-	-	167,236
	2016	-	-	-	-	-	171,406
	2017	-	-	-	-	-	174,884
	2018	-	-	-	-	-	172,100
	2019	-	-	-	-	-	170,204
	2020	-	-	-	-	-	84,819
	2021	-	-	-	-	-	143,975
	2022	-	-	-	-	-	167,137
	2023	-	-	-	-	-	171,458
	2024	-	-	-	-	-	172,499
	2025	-	-	-	-	-	172,618

* Includes Air Taxi, Business & Private, Government and Helicopters.

1.1.1 REGION

Commercial and Non-Commercial Aircraft Movements

Annual Totals 2012 to 2025

Domestic							
	Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other * Total
	2012	481,357	470	24,314	379,764	2,063	63,258 951,226
	2013	478,421	454	23,570	379,530	2,189	61,561 945,725
	2014	481,300	1,165	24,659	357,733	2,062	60,090 927,009
	2015	512,563	456	27,769	351,503	2,526	64,999 959,816
	2016	529,121	1,179	27,734	369,219	2,320	69,865 999,438
	2017	520,102	726	28,577	367,556	2,180	70,767 989,908
	2018	534,192	635	29,476	373,484	2,091	65,364 1,005,242
	2019	543,473	591	29,538	359,460	1,760	69,130 1,003,952
	2020	256,120	406	31,522	129,682	1,301	33,502 452,533
	2021	359,152	764	34,846	174,716	1,691	40,346 611,515
	2022	540,044	1,018	31,724	336,133	3,390	62,574 974,883
	2023	562,212	1,063	29,409	321,131	4,126	63,413 981,354
	2024	539,644	1,196	27,100	305,103	4,078	61,190 938,311
	2025	527,510	1,268	25,085	302,532	4,419	58,839 919,653

International							
	Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other * Total
	2012	210,864	766	10,949	53,635	190	- 276,404
	2013	217,312	167	9,677	56,172	220	- 283,548
	2014	226,323	303	8,324	56,098	275	- 291,323
	2015	234,182	315	8,287	48,366	258	- 291,408
	2016	245,614	344	8,364	41,637	203	- 296,162
	2017	246,693	232	8,556	45,262	166	- 300,909
	2018	247,069	268	7,940	46,217	193	- 301,687
	2019	248,676	87	7,819	47,004	119	- 303,705
	2020	93,387	214	14,913	13,712	252	- 122,478
	2021	142,977	1,648	15,586	9,782	222	- 170,215
	2022	211,496	134	10,983	32,943	452	- 256,008
	2023	242,783	153	10,902	56,119	421	- 310,378
	2024	255,445	195	9,681	55,282	396	- 320,999
	2025	257,174	239	9,292	47,727	583	- 315,015

Domestic and International							
	Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other * Total
	2012	692,221	1,236	35,263	433,399	2,253	63,258 1,227,630
	2013	695,733	621	33,247	435,702	2,409	61,561 1,229,273
	2014	707,623	1,468	32,983	413,831	2,337	60,090 1,218,332
	2015	746,745	771	36,056	399,869	2,784	64,999 1,251,224
	2016	774,735	1,523	36,098	410,856	2,523	69,865 1,295,600
	2017	766,795	958	37,133	412,818	2,346	70,767 1,290,817
	2018	781,261	903	37,416	419,701	2,284	65,364 1,306,929
	2019	792,149	678	37,357	406,464	1,879	69,130 1,307,657
	2020	349,507	620	46,435	143,394	1,553	33,502 575,011
	2021	502,129	2,412	50,432	184,498	1,913	40,346 781,730
	2022	751,540	1,152	42,707	369,076	3,842	62,574 1,230,891
	2023	804,995	1,216	40,311	377,250	4,547	63,413 1,291,732
	2024	795,089	1,391	36,781	360,385	4,474	61,190 1,259,310
	2025	784,684	1,507	34,377	350,259	5,002	58,839 1,234,668

* Includes Air Taxi, Business & Private, Government and Helicopters.

Note: Region does not include Teterboro.

Domestic

Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other *	Total	% Change 2024-25
January	13,124	–	802	5,924	160	1,200	21,210	1.7%
February	12,394	3	694	5,482	142	1,128	19,843	-3.6%
March	14,449	5	838	6,221	234	1,376	23,123	2.4%
April	14,411	35	844	6,281	144	1,332	23,047	1.4%
May	15,478	37	732	6,384	201	1,522	24,354	1.4%
June	15,040	36	730	5,812	227	1,704	23,549	0.9%
July	15,198	37	775	5,737	233	1,620	23,600	-1.8%
August	15,453	45	780	6,550	185	1,546	24,559	6.1%
September	14,304	44	717	6,462	176	2,042	23,745	-0.9%
October	14,971	23	780	6,503	239	1,666	24,182	-1.4%
November	14,401	15	773	5,966	228	1,292	22,675	-1.8%
December	14,606	39	902	5,577	239	1,454	22,817	-1.7%
Total 2025	173,829	319	9,367	72,899	2,408	17,882	276,704	0.2%
% Change								
2024 to 2025	1.9%	-0.6%	-10.3%	-1.5%	11.1%	-4.1%	0.2%	

International

Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other *	Total	% Change 2024-25
January	13,587	4	735	478	23	–	14,827	-1.2%
February	12,037	–	678	396	14	–	13,125	-3.7%
March	13,907	9	776	482	23	–	15,197	-1.1%
April	14,616	39	728	473	25	–	15,881	-0.3%
May	14,857	9	669	541	20	–	16,096	-0.9%
June	15,785	2	646	502	37	–	16,972	-2.1%
July	16,930	3	672	467	41	–	18,113	-2.6%
August	17,107	5	676	545	31	–	18,364	-0.5%
September	13,934	23	676	528	33	–	15,194	-4.8%
October	13,654	33	745	532	46	–	15,010	-4.2%
November	12,455	10	733	455	21	–	13,674	-4.9%
December	13,911	3	754	431	25	–	15,124	-4.9%
Total 2025	172,780	140	8,488	5,830	339	–	187,577	-2.5%
% Change								
2024 to 2025	-1.9%	0.7%	-3.3%	-19.3%	32.9%	–	-2.5%	

Domestic and International

Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other *	Total	% Change 2024-25
January	26,711	4	1,537	6,402	183	1,200	36,037	0.5%
February	24,431	3	1,372	5,878	156	1,128	32,968	-3.7%
March	28,356	14	1,614	6,703	257	1,376	38,320	1.0%
April	29,027	74	1,572	6,754	169	1,332	38,928	0.7%
May	30,335	46	1,401	6,925	221	1,522	40,450	0.5%
June	30,825	38	1,376	6,314	264	1,704	40,521	-0.4%
July	32,128	40	1,447	6,204	274	1,620	41,713	-2.1%
August	32,560	50	1,456	7,095	216	1,546	42,923	3.2%
September	28,238	67	1,393	6,990	209	2,042	38,939	-2.5%
October	28,625	56	1,525	7,035	285	1,666	39,192	-2.5%
November	26,856	25	1,506	6,421	249	1,292	36,349	-3.0%
December	28,517	42	1,656	6,008	264	1,454	37,941	-3.0%
Total 2025	346,609	459	17,855	78,729	2,747	17,882	464,281	-0.9%
% Change								
2024 to 2025	0.0%	-0.2%	-7.1%	-3.1%	13.4%	-4.1%	-0.9%	

* Includes Air Taxi, Business & Private, Government and Helicopters.

Domestic

Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other *	Total	% Change 2024-25
January	16,591	85	1,198	5,946	152	974	24,946	4.4%
February	15,418	72	1,104	5,547	128	948	23,217	-4.0%
March	17,487	101	1,120	6,131	148	1,136	26,123	-0.5%
April	15,981	79	1,210	4,100	130	954	22,454	-14.8%
May	15,045	62	1,165	3,191	142	570	20,175	-27.6%
June	14,871	52	1,096	4,309	145	838	21,311	-17.6%
July	16,110	51	1,225	5,428	151	748	23,713	-9.2%
August	16,664	60	1,218	6,246	136	748	25,072	0.8%
September	15,713	58	1,182	6,196	118	1,100	24,367	-7.5%
October	16,725	100	1,292	6,419	119	1,012	25,667	-7.6%
November	16,831	115	1,126	5,192	149	686	24,099	-5.5%
December	17,318	101	1,574	5,562	168	1,000	25,723	-2.4%
Total 2025	194,754	936	14,510	64,267	1,686	10,714	286,867	-7.9%
% Change 2024 to 2025	-3.8%	7.3%	-5.7%	-16.9%	8.6%	-23.1%	-7.9%	

International

Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other *	Total	% Change 2024-25
January	5,952	6	57	2,028	13	-	8,056	-0.3%
February	5,225	11	59	1,683	10	-	6,988	-6.0%
March	6,357	27	64	1,987	11	-	8,446	0.9%
April	6,766	5	68	1,734	10	-	8,583	-1.2%
May	6,868	-	67	1,455	14	-	8,404	-6.4%
June	7,197	2	79	1,665	18	-	8,961	-4.1%
July	7,889	5	69	1,890	44	-	9,897	0.6%
August	8,051	5	68	1,906	24	-	10,054	7.1%
September	6,613	3	67	1,898	27	-	8,608	1.0%
October	6,482	8	74	2,014	27	-	8,605	2.6%
November	6,203	4	62	1,890	26	-	8,185	6.4%
December	6,766	12	70	1,957	17	-	8,822	5.8%
Total 2025	80,369	88	804	22,107	241	-	103,609	0.5%
% Change 2024 to 2025	6.2%	83.3%	-11.0%	-16.0%	72.1%	-	0.5%	

Domestic and International

Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other *	Total	% Change 2024-25
January	22,543	91	1,255	7,974	165	974	33,002	3.2%
February	20,643	83	1,163	7,230	138	948	30,205	-4.5%
March	23,844	128	1,184	8,118	159	1,136	34,569	-0.1%
April	22,747	84	1,278	5,834	140	954	31,037	-11.4%
May	21,913	62	1,232	4,646	156	570	28,579	-22.4%
June	22,068	54	1,175	5,974	163	838	30,272	-14.0%
July	23,999	56	1,294	7,318	195	748	33,610	-6.5%
August	24,715	65	1,286	8,152	160	748	35,126	2.5%
September	22,326	61	1,249	8,094	145	1,100	32,975	-5.4%
October	23,207	108	1,366	8,433	146	1,012	34,272	-5.2%
November	23,034	119	1,188	7,082	175	686	32,284	-2.7%
December	24,084	113	1,644	7,519	185	1,000	34,545	-0.4%
Total 2025	275,123	1,024	15,314	86,374	1,927	10,714	390,476	-5.8%
% Change 2024 to 2025	-1.0%	11.3%	-5.9%	-16.6%	13.9%	-23.1%	-5.8%	

* Includes Air Taxi, Business & Private, Government and Helicopters.

Domestic

Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other *	Total	% Change 2024-25
January	13,068	-	-	12,750	25	612	26,455	5.1%
February	12,047	-	-	12,114	18	314	24,493	-4.6%
March	13,362	-	-	14,177	21	740	28,300	3.0%
April	13,332	-	-	14,577	25	722	28,656	4.4%
May	13,181	2	-	14,406	21	942	28,552	-0.4%
June	12,629	-	-	13,830	26	768	27,253	0.8%
July	12,750	-	-	13,705	14	654	27,123	-3.2%
August	13,299	-	-	14,898	18	421	28,636	5.9%
September	13,128	1	-	14,533	13	1,018	28,693	1.5%
October	13,675	-	-	14,692	18	838	29,223	0.3%
November	13,450	-	-	13,210	10	672	27,342	-0.6%
December	13,210	-	-	12,474	20	784	26,488	-1.2%
Total 2025	157,131	3	-	165,366	229	8,485	331,214	0.9%
% Change								
2024 to 2025	-5.1%	0%	-	7.5%	-19.1%	-2.2%	0.9%	

International

Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other *	Total	% Change 2024-25
January	132	-	-	1,722	-	-	1,854	-10.9%
February	105	-	-	1,480	-	-	1,585	-23.7%
March	164	-	-	1,746	-	-	1,910	-15.0%
April	121	-	-	1,765	-	-	1,886	-13.1%
May	350	-	-	1,774	-	-	2,124	0.5%
June	426	1	-	1,625	2	-	2,054	0.0%
July	520	-	-	1,619	-	-	2,139	-1.7%
August	460	-	-	1,754	-	-	2,214	8.1%
September	438	-	-	1,785	-	-	2,223	7.0%
October	396	-	-	1,718	1	-	2,115	1.3%
November	246	-	-	1,437	-	-	1,683	-8.3%
December	279	-	-	1,365	-	-	1,644	-9.4%
Total 2025	3,637	1	-	19,790	3		23,431	-5.5%
% Change								
2024 to 2025	19.5%	-	-	-9.0%	200.0%	-	-5.5%	

Domestic and International

Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other *	Total	% Change 2024-25
January	13,200	-	-	14,472	25	612	28,309	3.9%
February	12,152	-	-	13,594	18	314	26,078	-6.0%
March	13,526	-	-	15,923	21	740	30,210	1.7%
April	13,453	-	-	16,342	25	722	30,542	3.2%
May	13,531	2	-	16,180	21	942	30,676	-0.3%
June	13,055	1	-	15,455	28	768	29,307	0.7%
July	13,270	-	-	15,324	14	654	29,262	-3.1%
August	13,759	-	-	16,652	18	421	30,850	6.0%
September	13,566	1	-	16,318	13	1,018	30,916	1.8%
October	14,071	-	-	16,410	19	838	31,338	0.4%
November	13,696	-	-	14,647	10	672	29,025	-1.1%
December	13,489	-	-	13,839	20	784	28,132	-1.8%
Total 2025	160,768	4	-	185,156	232	8,485	354,645	0.4%
% Change								
2024 to 2025	-4.6%	33.3%	-	5.5%	-18.3%	-2.2%	0.4%	

* Includes Air Taxi, Business & Private, Government and Helicopters.

Domestic

Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other *	Total	% Change 2024-25
January	158	-	99	-	9	1,071	1,337	7.4%
February	170	-	96	-	8	1,382	1,656	19.6%
March	170	-	98	-	8	1,523	1,799	5.9%
April	156	-	105	-	7	1,647	1,915	7.5%
May	156	4	102	-	10	1,916	2,188	16.0%
June	140	4	96	-	8	1,991	2,239	-1.4%
July	160	-	108	-	8	2,477	2,753	95.9%
August	186	2	103	-	9	2,106	2,406	10.6%
September	92	-	98	-	8	1,989	2,187	-17.4%
October	134	-	112	-	10	2,086	2,342	-8.3%
November	134	-	91	-	7	2,086	2,318	23.2%
December	140	-	100	-	4	1,484	1,728	5.6%
Total 2025	1,796	10	1,208	-	96	21,758	24,868	10.2%
% Change								
2024 to 2025	40.1%	-	-5.4%	-	26.3%	9.2%	10.2%	

International

Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other *	Total	% Change 2024-25
January	44	-	-	-	-	-	44	-15.4%
February	40	-	-	-	-	-	40	-28.6%
March	62	-	-	-	-	-	62	0.0%
April	60	-	-	-	-	-	60	0.0%
May	46	-	-	-	-	-	46	-25.8%
June	44	-	-	-	-	-	44	-26.7%
July	50	-	-	-	-	-	50	-19.4%
August	40	-	-	-	-	-	40	-35.5%
September	2	4	-	-	-	-	6	-89.7%
October	-	6	-	-	-	-	6	-87.5%
November	-	-	-	-	-	-	-	-100.0%
December	-	-	-	-	-	-	-	-100.0%
Total 2025	388	10	-	-	-	-	398	-40.8%
% Change								
2024 to 2025	-41.6%	25.0%	-	-	-	-	-40.8%	

Domestic and International

Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other *	Total	% Change 2024-25
January	202	-	99	-	9	1,071	1,381	6.5%
February	210	-	96	-	8	1,382	1,696	17.7%
March	232	-	98	-	8	1,523	1,861	5.7%
April	216	-	105	-	7	1,647	1,975	7.3%
May	202	4	102	-	10	1,916	2,234	14.7%
June	184	4	96	-	8	1,991	2,283	-2.0%
July	210	-	108	-	8	2,477	2,803	91.1%
August	226	2	103	-	9	2,106	2,446	9.3%
September	94	4	98	-	8	1,989	2,193	-19.0%
October	134	6	112	-	10	2,086	2,348	-9.7%
November	134	-	91	-	7	2,086	2,318	20.4%
December	140	-	100	-	4	1,484	1,728	2.7%
Total 2025	2,184	20	1,208	-	96	21,758	25,266	8.7%
% Change								
2024 to 2025	12.2%	150.0%	-5.4%	-	26.3%	9.2%	8.7%	

* Includes Air Taxi, Business & Private, Government and Helicopters.

Domestic

Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other *	Total	% Change 2024-25
January	-	-	-	-	-	10,225	10,225	-1.1%
February	-	-	-	-	-	10,637	10,637	-0.6%
March	-	-	-	-	-	12,060	12,060	3.4%
April	-	-	-	-	-	12,283	12,283	-4.8%
May	-	-	-	-	-	11,606	11,606	-21.1%
June	-	-	-	-	-	12,704	12,704	-0.1%
July	-	-	-	-	-	11,345	11,345	3.2%
August	-	-	-	-	-	12,086	12,086	15.9%
September	-	-	-	-	-	16,197	16,197	8.7%
October	-	-	-	-	-	15,624	15,624	2.4%
November	-	-	-	-	-	14,453	14,453	8.9%
December	-	-	-	-	-	13,929	13,929	0.6%
Total 2025	-	-	-	-	-	153,149	153,149	0.9%
% Change 2024 to 2025	-	-	-	-	-	0.9%	0.9%	

International

Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other *	Total	% Change 2024-25
January	-	-	-	-	-	1,698	1,698	-0.4%
February	-	-	-	-	-	1,535	1,535	1.2%
March	-	-	-	-	-	1,719	1,719	3.6%
April	-	-	-	-	-	1,668	1,668	7.8%
May	-	-	-	-	-	1,829	1,829	-5.7%
June	-	-	-	-	-	1,815	1,815	-2.3%
July	-	-	-	-	-	1,512	1,512	12.6%
August	-	-	-	-	-	1,174	1,174	-7.6%
September	-	-	-	-	-	1,793	1,793	-9.4%
October	-	-	-	-	-	1,616	1,616	-17.3%
November	-	-	-	-	-	1,556	1,556	-22.3%
December	-	-	-	-	-	1,554	1,554	-21.5%
Total 2025	-	-	-	-	-	19,469	19,469	-6.2%
% Change 2024 to 2025	-	-	-	-	-	-6.2%	-6.2%	

Domestic and International

Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other *	Total	% Change 2024-25
January	-	-	-	-	-	11,923	11,923	-1.0%
February	-	-	-	-	-	12,172	12,172	-0.4%
March	-	-	-	-	-	13,779	13,779	3.5%
April	-	-	-	-	-	13,951	13,951	-3.5%
May	-	-	-	-	-	13,435	13,435	-19.3%
June	-	-	-	-	-	14,519	14,519	-0.3%
July	-	-	-	-	-	12,857	12,857	4.2%
August	-	-	-	-	-	13,260	13,260	13.3%
September	-	-	-	-	-	17,990	17,990	6.6%
October	-	-	-	-	-	17,240	17,240	0.1%
November	-	-	-	-	-	16,009	16,009	4.8%
December	-	-	-	-	-	15,483	15,483	-2.2%
Total 2025	-	-	-	-	-	172,618	172,618	0.1%
% Change 2024 to 2025	-	-	-	-	-	0.1%	0.1%	

* Includes Air Taxi, Business & Private, Government and Helicopters.

Domestic

Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other *	Total	% Change 2024-25
January	42,941	85	2,099	24,620	346	3,857	73,948	3.9%
February	40,029	75	1,894	23,143	296	3,772	69,209	-3.7%
March	45,468	106	2,056	26,529	411	4,775	79,345	1.7%
April	43,880	114	2,159	24,958	306	4,655	76,072	-2.8%
May	43,860	105	1,999	23,981	374	4,950	75,269	-8.7%
June	42,680	92	1,922	23,951	406	5,301	74,352	-5.3%
July	44,218	88	2,108	24,870	406	5,499	77,189	-3.0%
August	45,602	107	2,101	27,694	348	4,821	80,673	4.4%
September	43,237	103	1,997	27,191	315	6,149	78,992	-2.8%
October	45,505	123	2,184	27,614	386	5,602	81,414	-3.1%
November	44,816	130	1,990	24,368	394	4,736	76,434	-2.0%
December	45,274	140	2,576	23,613	431	4,722	76,756	-1.6%
Total 2025	527,510	1,268	25,085	302,532	4,419	58,839	919,653	-2.0%
% Change								
2024 to 2025	-2.2%	6.0%	-7.4%	-0.8%	8.4%	-3.8%	-2.0%	

International

Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other *	Total	% Change 2024-25
January	19,715	10	792	4,228	36	-	24,781	-1.7%
February	17,407	11	737	3,559	24	-	21,738	-6.3%
March	20,490	36	840	4,215	34	-	25,615	-1.6%
April	21,563	44	796	3,972	35	-	26,410	-1.6%
May	22,121	9	736	3,770	34	-	26,670	-2.7%
June	23,452	5	725	3,792	57	-	28,031	-2.7%
July	25,389	8	741	3,976	85	-	30,199	-1.6%
August	25,658	10	744	4,205	55	-	30,672	2.4%
September	20,987	30	743	4,211	60	-	26,031	-2.2%
October	20,532	47	819	4,264	74	-	25,736	-1.7%
November	18,904	14	795	3,782	47	-	23,542	-1.7%
December	20,956	15	824	3,753	42	-	25,590	-2.0%
Total 2025	257,174	239	9,292	47,727	583	-	315,015	-1.9%
% Change								
2024 to 2025	0.7%	22.6%	-4.0%	-13.7%	47.2%	-	-1.9%	

Domestic and International

Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other *	Total	% Change 2024-25
January	62,656	95	2,891	28,848	382	3,857	98,729	2.4%
February	57,436	86	2,631	26,702	320	3,772	90,947	-4.3%
March	65,958	142	2,896	30,744	445	4,775	104,960	0.9%
April	65,443	158	2,955	28,930	341	4,655	102,482	-2.5%
May	65,981	114	2,735	27,751	408	4,950	101,939	-7.2%
June	66,132	97	2,647	27,743	463	5,301	102,383	-4.6%
July	69,607	96	2,849	28,846	491	5,499	107,388	-2.6%
August	71,260	117	2,845	31,899	403	4,821	111,345	3.9%
September	64,224	133	2,740	31,402	375	6,149	105,023	-2.6%
October	66,037	170	3,003	31,878	460	5,602	107,150	-2.8%
November	63,720	144	2,785	28,150	441	4,736	99,976	-1.9%
December	66,230	155	3,400	27,366	473	4,722	102,346	-1.7%
Total 2025	784,684	1,507	34,377	350,259	5,002	58,839	1,234,668	-2.0%
% Change								
2024 to 2025	-1.3%	8.3%	-6.5%	-2.8%	11.8%	-3.8%	-2.0%	

* Includes Air Taxi, Business & Private, Government and Helicopters.

Note: Region total does not include Teterboro.

JFK

Year	Domestic*	Puerto Rico	Canada	Bermuda & Caribbean**	Mexico	Latin America†	Trans-Atlantic‡	Trans-Pacific §	Total
2012	238,981	11,022	11,139	33,281	6,907	15,349	68,763	15,926	401,368
2013	236,981	11,350	11,065	35,851	8,902	15,409	70,165	16,373	406,096
2014	243,287	11,613	11,264	40,889	8,729	17,101	74,113	16,335	423,331
2015	254,012	11,008	10,931	41,208	10,645	16,608	77,698	17,191	439,301
2016	262,892	9,675	9,042	42,328	11,834	16,043	82,269	18,324	452,407
2017	260,124	7,915	8,742	43,065	13,588	14,568	81,745	18,584	448,331
2018	270,211	6,686	7,790	42,145	13,345	15,780	81,006	18,532	455,495
2019	269,331	7,767	7,232	44,454	12,035	14,712	82,073	18,575	456,179
2020	119,321	4,531	1,470	20,297	5,333	5,552	31,673	11,590	199,767
2021	171,567	9,550	460	30,665	8,570	14,672	44,604	10,267	290,355
2022	284,179	10,278	2,218	35,294	10,108	21,338	75,189	9,737	448,341
2023	285,068	9,331	9,511	40,864	11,414	21,782	86,975	14,081	479,026
2024	265,859	10,229	9,140	42,943	11,282	22,906	89,555	16,556	468,570
2025	266,313	10,391	7,522	42,604	10,327	23,187	86,956	16,981	464,281

EWR

Year	Domestic*	Puerto Rico	Canada	Bermuda & Caribbean**	Mexico	Latin America†	Trans-Atlantic‡	Trans-Pacific §	Total
2012	316,436	1,949	34,040	8,846	3,483	5,635	40,189	3,538	414,116
2013	318,988	1,967	33,346	8,181	3,634	5,631	38,586	3,388	413,721
2014	302,806	2,644	29,319	9,863	3,845	5,764	39,089	3,579	396,909
2015	320,747	3,126	27,896	10,572	4,228	5,560	38,171	3,514	413,814
2016	340,374	3,527	26,744	12,264	4,722	5,681	37,930	4,665	435,907
2017	342,865	2,601	26,800	11,819	4,525	6,193	38,468	5,276	438,547
2018	350,060	3,067	27,543	10,484	4,439	6,501	40,573	4,320	446,987
2019	343,252	3,747	28,707	13,536	4,886	6,631	38,547	4,872	444,178
2020	170,538	3,771	7,355	8,974	2,619	2,317	16,243	1,560	213,377
2021	223,825	6,759	6,696	18,106	5,070	5,562	19,774	682	286,474
2022	312,182	5,559	20,513	16,020	5,069	4,988	35,965	1,296	401,592
2023	322,035	5,731	28,965	15,364	4,829	5,205	41,997	2,449	426,575
2024	305,643	5,735	29,047	16,959	5,438	6,725	42,266	2,628	414,441
2025	281,083	5,784	26,146	16,455	6,448	7,184	44,583	2,793	390,476

LGA

Year	Domestic*	Puerto Rico	Canada	Bermuda & Caribbean**	Mexico	Latin America†	Trans-Atlantic‡	Trans-Pacific §	Total
2012	340,694	-	28,652	643	-	-	-	-	369,989
2013	337,556	-	31,701	1,294	-	-	-	-	370,551
2014	329,782	-	30,881	548	-	-	-	-	361,211
2015	333,099	-	27,041	133	-	-	1	-	360,274
2016	345,671	-	24,279	37	-	-	-	-	369,987
2017	342,626	-	26,514	12	-	-	-	-	369,152
2018	345,002	-	26,879	24	-	-	-	-	371,905
2019	347,299	-	26,671	108	-	-	-	-	374,078
2020	131,859	-	7,431	64	-	-	-	-	139,354
2021	173,832	32	5,060	26	-	-	-	-	178,950
2022	334,873	7	17,766	115	-	-	-	-	352,761
2023	333,896	-	25,356	912	-	-	-	-	360,164
2024	328,279	-	23,746	1,036	-	-	-	-	353,061
2025	331,214	-	23,064	367	-	-	-	-	354,645

* Domestic includes Air Taxi, Business & Private, Government and Helicopters.

**Bermuda & Caribbean covers Bermuda and Caribbean countries, excluding Puerto Rico and the U.S. Virgin Islands.

† Latin America includes Central & South America excluding Mexico and the Caribbean and Bermuda markets.

‡ Transatlantic covers Europe, the Middle East and Africa, including India and Pakistan.

§ Transpacific includes Pacific Rim countries including China, Japan, Australia, New Zealand and adjacent areas.

Note: Region total does not include Teterboro.

SWF

Year	Domestic*	Puerto Rico	Canada	Bermuda & Caribbean**	Mexico	Latin America †	Trans-Atlantic ‡	Trans-Pacific §	Total
2012	42,144	-	-	-	-	-	13	-	42,157
2013	38,883	-	-	-	-	-	22	-	38,905
2014	36,877	-	-	-	-	-	4	-	36,881
2015	37,824	-	-	-	-	-	11	-	37,835
2016	37,299	-	-	-	-	-	-	-	37,299
2017	33,777	-	2	-	-	-	1,008	-	34,787
2018	30,216	-	1	-	-	-	2,325	-	32,542
2019	32,556	-	1	-	-	-	665	-	33,222
2020	22,513	-	-	-	-	-	-	-	22,513
2021	25,950	-	-	-	-	-	1	-	25,951
2022	27,805	-	-	-	-	-	392	-	28,197
2023	25,293	-	-	-	-	-	674	-	25,967
2024	22,566	-	-	-	-	-	672	-	23,238
2025	24,868	-	-	-	-	-	398	-	25,266

REGION

Year	Domestic*	Puerto Rico	Canada	Bermuda & Caribbean**	Mexico	Latin America †	Trans-Atlantic ‡	Trans-Pacific §	Total
2012	938,255	12,971	73,831	42,770	10,390	20,984	108,965	19,464	1,227,630
2013	932,408	13,317	76,112	45,326	12,536	21,040	108,773	19,761	1,229,273
2014	912,752	14,257	71,464	51,300	12,574	22,865	113,206	19,914	1,218,332
2015	945,682	14,134	65,868	51,913	14,873	22,168	115,881	20,705	1,251,224
2016	986,236	13,202	60,065	54,629	16,556	21,724	120,199	22,989	1,295,600
2017	979,392	10,516	62,058	54,896	18,113	20,761	121,221	23,860	1,290,817
2018	995,489	9,753	62,213	52,653	17,784	22,281	123,904	22,852	1,306,929
2019	992,438	11,514	62,611	58,098	16,921	21,343	121,285	23,447	1,307,657
2020	444,231	8,302	16,256	29,335	7,952	7,869	47,916	13,150	575,011
2021	595,174	16,341	12,216	48,797	13,640	20,234	64,379	10,949	781,730
2022	959,039	15,844	40,497	51,429	15,177	26,326	111,546	11,033	1,230,891
2023	966,292	15,062	63,832	57,140	16,243	26,987	129,646	16,530	1,291,732
2024	922,347	15,964	61,933	60,938	16,720	29,631	132,493	19,284	1,259,310
2025	903,478	16,175	56,732	59,426	16,775	30,371	131,937	19,774	1,234,668

* Domestic includes Air Taxi, Business & Private, Government and Helicopters.

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Passenger Traffic

- Top 60 Domestic Airports Comparison
- Top 60 Worldwide Airports Comparison
- Commercial Passenger Traffic
- Passenger Traffic by Market
- 2025 Revenue Passenger Traffic by Airline
- Passenger Traffic by Terminal
- Passenger Demographics



2025 The 2025 full rankings from Airports Council International (ACI) were not available at the time of publication. To view previous years' rankings and access the 2025 results once released, please visit www.ACI.Aero. Historical rankings are also available in past editions of the ATR.

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Domestic	Year	Scheduled	Charter	Commuter	Total
	2012	21,714,019	2,279	2,500,433	24,216,731
	2013	21,464,606	1,065	2,443,504	23,909,175
	2014	22,256,473	86,587	2,678,372	25,021,432
	2015	24,173,648	1,216	2,631,990	26,806,854
	2016	24,425,935	3,189	2,895,014	27,324,138
	2017	23,808,037	4,688	3,148,356	26,961,081
	2018	24,702,609	2,015	3,413,354	28,117,978
	2019	25,027,892	582	3,220,648	28,249,122
	2020	7,581,155	694	689,257	8,271,106
	2021	15,988,333	2,106	2,079,305	18,069,744
	2022	24,214,666	968	4,291,891	28,507,525
	2023	24,211,840	5,001	4,679,613	28,896,454
	2024	23,678,236	9,843	4,319,214	28,007,293
	2025	23,944,283	9,740	4,147,385	28,101,408

International	Year	Scheduled	Charter	Commuter	Total
	2012	24,590,649	73,254	393,190	25,057,093
	2013	26,126,697	14,537	401,413	26,542,647
	2014	27,720,852	26,171	451,971	28,198,994
	2015	29,601,009	14,383	462,484	30,077,876
	2016	31,359,683	8,398	411,253	31,779,334
	2017	32,108,174	7,315	412,412	32,527,901
	2018	33,153,997	2,762	361,498	33,518,257
	2019	33,969,573	741	352,027	34,322,341
	2020	8,290,142	17,437	51,957	8,359,536
	2021	12,683,015	4,754	-	12,687,769
	2022	26,500,851	9,864	60,941	26,571,656
	2023	32,720,494	6,639	453,105	33,180,238
	2024	34,773,283	25,654	459,754	35,258,691
	2025	34,157,438	23,580	347,029	34,528,047

Domestic and International	Year	Scheduled	Charter	Commuter	Total
	2012	46,304,668	75,533	2,893,623	49,273,824
	2013	47,591,303	15,602	2,844,917	50,451,822
	2014	49,977,325	112,758	3,130,343	53,220,426
	2015	53,774,657	15,599	3,094,474	56,884,730
	2016	55,785,618	11,587	3,306,267	59,103,472
	2017	55,916,211	12,003	3,560,768	59,488,982
	2018	57,856,606	4,777	3,774,852	61,636,235
	2019	58,997,465	1,323	3,572,675	62,571,463
	2020	15,871,297	18,131	741,214	16,630,642
	2021	28,671,348	6,860	2,079,305	30,757,513
	2022	50,715,517	10,832	4,352,832	55,079,181
	2023	56,932,334	11,640	5,132,718	62,076,692
	2024	58,451,519	35,497	4,778,968	63,265,984
	2025	58,101,721	33,320	4,494,414	62,629,455

Domestic	Year	Scheduled	Charter	Commuter	Total
	2012	17,072,380	31,396	5,732,315	22,836,091
	2013	17,655,605	27,102	6,032,952	23,715,659
	2014	17,942,705	39,802	5,780,120	23,762,627
	2015	19,397,057	29,065	6,265,288	25,691,410
	2016	21,698,301	69,210	6,450,913	28,218,424
	2017	24,320,646	37,441	5,972,481	30,330,568
	2018	25,661,776	36,519	6,113,495	31,811,790
	2019	25,992,417	31,754	6,053,678	32,077,849
	2020	10,113,764	19,073	2,023,102	12,155,939
	2021	19,448,726	26,483	3,032,633	22,507,842
	2022	26,465,783	27,240	4,861,965	31,354,988
	2023	30,021,113	36,660	4,489,398	34,547,171
	2024	29,551,694	47,847	4,163,092	33,762,633
	2025	28,072,397	49,624	3,493,787	31,615,808

International	Year	Scheduled	Charter	Commuter	Total
	2012	10,005,879	8,202	1,133,263	11,147,344
	2013	10,049,125	8,020	1,242,254	11,299,399
	2014	10,504,048	8,100	1,268,982	11,781,130
	2015	10,590,673	33,011	1,181,633	11,805,317
	2016	11,200,519	37,358	1,106,992	12,344,869
	2017	11,667,505	20,361	1,200,687	12,888,553
	2018	12,470,461	37,809	1,302,381	13,810,651
	2019	12,772,348	9,200	1,388,982	14,170,530
	2020	3,452,451	884	284,723	3,738,058
	2021	6,234,846	1,946	277,402	6,514,194
	2022	11,172,751	4,095	1,032,633	12,209,479
	2023	12,923,704	9,871	1,603,795	14,537,370
	2024	13,609,831	3,165	1,609,563	15,222,559
	2025	14,093,963	3,987	1,286,327	15,384,277

Domestic and International	Year	Scheduled	Charter	Commuter	Total
	2012	27,078,259	39,598	6,865,578	33,983,435
	2013	27,704,730	35,122	7,275,206	35,015,058
	2014	28,446,753	47,902	7,049,102	35,543,757
	2015	29,987,730	62,076	7,446,921	37,496,727
	2016	32,898,820	106,568	7,557,905	40,563,293
	2017	35,988,151	57,802	7,173,168	43,219,121
	2018	38,132,237	74,328	7,415,876	45,622,441
	2019	38,764,765	40,954	7,442,660	46,248,379
	2020	13,566,215	19,957	2,307,825	15,893,997
	2021	25,683,572	28,429	3,310,035	29,022,036
	2022	37,638,534	31,335	5,894,598	43,564,467
	2023	42,944,817	46,531	6,093,193	49,084,541
	2024	43,161,525	51,012	5,772,655	48,985,192
	2025	42,166,360	53,611	4,780,114	47,000,085

Domestic	Year	Scheduled	Charter	Commuter	Total
	2012	17,785,343	4,886	6,483,800	24,274,029
	2013	17,895,141	4,965	7,044,121	24,944,227
	2014	18,064,300	2,728	7,090,174	25,157,202
	2015	19,757,324	2,422	6,925,177	26,684,923
	2016	19,908,297	4,175	8,084,383	27,996,855
	2017	18,860,342	91,283	8,522,667	27,474,292
	2018	19,253,502	1,479	8,602,716	27,857,697
	2019	20,500,943	1,798	8,372,300	28,875,041
	2020	6,078,597	97	1,774,674	7,853,368
	2021	11,488,940	3,697	3,780,566	15,273,203
	2022	19,841,369	3,550	7,962,666	27,807,585
	2023	21,907,720	601	8,667,819	30,576,140
	2024	22,811,585	389	9,001,696	31,813,670
	2025	21,689,376	393	9,465,364	31,155,133

International	Year	Scheduled	Charter	Commuter	Total
	2012	985,953	–	447,802	1,433,755
	2013	1,129,674	116	597,738	1,727,528
	2014	947,305	244	867,344	1,814,893
	2015	1,077,809	126	674,810	1,752,745
	2016	1,208,081	61	581,864	1,790,006
	2017	1,383,444	665	703,827	2,087,936
	2018	1,468,277	61	756,092	2,224,430
	2019	1,467,046	–	742,807	2,209,853
	2020	161,569	–	230,255	391,824
	2021	134,670	–	193,160	327,830
	2022	554,664	–	731,543	1,286,207
	2023	554,072	–	1,254,748	1,808,820
	2024	361,244	–	1,369,029	1,730,273
	2025	409,566	62	1,226,289	1,635,917

Domestic and International	Year	Scheduled	Charter	Commuter	Total
	2012	18,771,296	4,886	6,931,602	25,707,784
	2013	19,024,815	5,081	7,641,859	26,671,755
	2014	19,011,605	2,972	7,957,518	26,972,095
	2015	20,835,133	2,548	7,599,987	28,437,668
	2016	21,116,378	4,236	8,666,247	29,786,861
	2017	20,243,786	91,948	9,226,494	29,562,228
	2018	20,721,779	1,540	9,358,808	30,082,127
	2019	21,967,989	1,798	9,115,107	31,084,894
	2020	6,240,166	97	2,004,929	8,245,192
	2021	11,623,610	3,697	3,973,726	15,601,033
	2022	20,396,033	3,550	8,694,209	29,093,792
	2023	22,461,792	601	9,922,567	32,384,960
	2024	23,172,829	389	10,370,725	33,543,943
	2025	22,098,942	455	10,691,653	32,791,050

Domestic	Year	Scheduled	Charter	Commuter	Total
	2012	157,588	-	207,260	364,848
	2013	157,526	-	163,156	320,682
	2014	157,681	-	151,676	309,357
	2015	155,621	-	125,930	281,551
	2016	161,571	-	113,850	275,421
	2017	181,049	958	125,614	307,621
	2018	228,071	849	137,210	366,130
	2019	223,339	217	142,568	366,124
	2020	70,307	451	26,634	97,392
	2021	122,814	289	12,041	135,144
	2022	244,664	-	-	244,664
	2023	150,762	1	-	150,763
	2024	174,712	-	-	174,712
	2025	235,718	632	-	236,350

International	Year	Scheduled	Charter	Commuter	Total
	2012	-	-	-	-
	2013	-	-	-	-
	2014	-	-	-	-
	2015	-	-	-	-
	2016	-	-	-	-
	2017	141,077	-	-	141,077
	2018	324,281	-	-	324,281
	2019	159,591	-	-	159,591
	2020	-	-	-	-
	2021	-	-	-	-
	2022	53,287	-	-	53,287
	2023	101,293	1,809	-	103,102
	2024	99,843	2,237	-	102,080
	2025	51,471	2,779	-	54,250

Domestic and International	Year	Scheduled	Charter	Commuter	Total
	2012	157,588	-	207,260	364,848
	2013	157,526	-	163,156	320,682
	2014	157,681	-	151,676	309,357
	2015	155,621	-	125,930	281,551
	2016	161,571	-	113,850	275,421
	2017	322,126	958	125,614	448,698
	2018	552,352	849	137,210	690,411
	2019	382,930	217	142,568	525,715
	2020	70,307	451	26,634	97,392
	2021	122,814	289	12,041	135,144
	2022	297,951	-	-	297,951
	2023	252,055	1,810	-	253,865
	2024	274,555	2,237	-	276,792
	2025	287,189	3,411	-	290,600

Domestic	Year	Scheduled	Charter	Commuter	Total
	2012	56,729,330	38,561	14,923,808	71,691,699
	2013	57,172,878	33,132	15,683,733	72,889,743
	2014	58,421,159	129,117	15,700,342	74,250,618
	2015	63,483,650	32,703	15,948,385	79,464,738
	2016	66,194,104	76,574	17,544,160	83,814,838
	2017	67,170,074	134,370	17,769,118	85,073,562
	2018	69,845,958	40,862	18,266,775	88,153,595
	2019	71,744,591	34,351	17,789,194	89,568,136
	2020	23,843,823	20,315	4,513,667	28,377,805
	2021	47,048,813	32,575	8,904,545	55,985,933
	2022	70,766,482	31,758	17,116,522	87,914,762
	2023	76,291,435	42,263	17,836,830	94,170,528
	2024	76,216,227	58,079	17,484,002	93,758,308
	2025	73,941,774	60,389	17,106,536	91,108,699

International	Year	Scheduled	Charter	Commuter	Total
	2012	35,582,481	81,456	1,974,255	37,638,192
	2013	37,305,496	22,673	2,241,405	39,569,574
	2014	39,172,205	34,515	2,588,297	41,795,017
	2015	41,269,491	47,520	2,318,927	43,635,938
	2016	43,768,283	45,817	2,100,109	45,914,209
	2017	45,300,200	28,341	2,316,926	47,645,467
	2018	47,417,016	40,632	2,419,971	49,877,619
	2019	48,368,558	9,941	2,483,816	50,862,315
	2020	11,904,162	18,321	566,935	12,489,418
	2021	19,052,531	6,700	470,562	19,529,793
	2022	38,281,553	13,959	1,825,117	40,120,629
	2023	46,299,563	18,319	3,311,648	49,629,530
	2024	48,844,201	31,056	3,438,346	52,313,603
	2025	48,712,438	30,408	2,859,645	51,602,491

Domestic and International	Year	Scheduled	Charter	Commuter	Total
	2012	92,311,811	120,017	16,898,063	109,329,891
	2013	94,478,374	55,805	17,925,138	112,459,317
	2014	97,593,364	163,632	18,288,639	116,045,635
	2015	104,753,141	80,223	18,267,312	123,100,676
	2016	109,962,387	122,391	19,644,269	129,729,047
	2017	112,470,274	162,711	20,086,044	132,719,029
	2018	117,262,974	81,494	20,686,746	138,031,214
	2019	120,113,149	44,292	20,273,010	140,430,451
	2020	35,747,985	38,636	5,080,602	40,867,223
	2021	66,101,344	39,275	9,375,107	75,515,726
	2022	109,048,035	45,717	18,941,639	128,035,391
	2023	122,590,998	60,582	21,148,478	143,800,058
	2024	125,060,428	89,135	20,922,348	146,071,911
	2025	122,654,212	90,797	19,966,181	142,711,190

Domestic

Month	Scheduled	Charter	Commuter	Total Revenue Passengers	% Change 2024-2025	Non-Revenue Passengers
January	1,734,714	-	306,503	2,041,217	2.9%	74,848
February	1,597,075	175	277,389	1,874,639	-3.3%	71,074
March	1,930,376	155	349,925	2,280,456	-3.1%	87,615
April	1,949,123	1,397	354,347	2,304,867	-0.1%	71,216
May	2,210,940	1,121	385,389	2,597,450	4.1%	83,993
June	2,153,601	1,045	357,727	2,512,373	2.9%	125,661
July	2,197,071	1,240	350,420	2,548,731	0.9%	90,061
August	2,186,667	1,171	385,379	2,573,217	4.6%	92,943
September	1,899,694	986	365,479	2,266,159	-1.6%	92,850
October	2,056,762	889	372,247	2,429,898	-0.7%	92,611
November	1,957,990	391	321,968	2,280,349	0.0%	82,236
December	2,070,270	1,170	320,612	2,392,052	-3.1%	81,875
Total	23,944,283	9,740	4,147,385	28,101,408	0.3%	1,046,983
% Change 2024 to 2025	1.1%	-1.0%	-4.0%			8.6%

International

Month	Scheduled	Charter	Commuter	Total Revenue Passengers	% Change 2024-2025	Non-Revenue Passengers
January	2,579,497	290	26,936	2,606,723	4.3%	51,092
February	2,185,485	-	22,087	2,207,572	0.2%	42,967
March	2,562,266	1,676	26,553	2,590,495	-3.9%	53,642
April	2,860,917	4,635	27,549	2,893,101	1.2%	54,584
May	2,969,061	1,801	31,013	3,001,875	-1.5%	56,480
June	3,150,578	358	31,235	3,182,171	-3.0%	58,069
July	3,522,117	433	30,686	3,553,236	-1.9%	60,389
August	3,636,225	662	36,364	3,673,251	0.1%	59,091
September	2,816,124	5,623	31,141	2,852,888	-4.7%	56,662
October	2,766,359	7,367	31,971	2,805,697	-4.8%	57,437
November	2,407,657	623	26,179	2,434,459	-4.5%	50,430
December	2,701,152	112	25,315	2,726,579	-5.7%	53,175
Total	34,157,438	23,580	347,029	34,528,047	-2.1%	654,018
% Change 2024 to 2025	-1.8%	-8.1%	-24.5%			5.4%

Domestic and
International

Month	Scheduled	Charter	Commuter	Total Revenue Passengers	% Change 2024-2025	Non-Revenue Passengers
January	4,314,211	290	333,439	4,647,940	3.7%	125,940
February	3,782,560	175	299,476	4,082,211	-1.5%	114,041
March	4,492,642	1,831	376,478	4,870,951	-3.5%	141,257
April	4,810,040	6,032	381,896	5,197,968	0.6%	125,800
May	5,180,001	2,922	416,402	5,599,325	1.0%	140,473
June	5,304,179	1,403	388,962	5,694,544	-0.5%	183,730
July	5,719,188	1,673	381,106	6,101,967	-0.7%	150,450
August	5,822,892	1,833	421,743	6,246,468	1.9%	152,034
September	4,715,818	6,609	396,620	5,119,047	-3.4%	149,512
October	4,823,121	8,256	404,218	5,235,595	-2.9%	150,048
November	4,365,647	1,014	348,147	4,714,808	-2.4%	132,666
December	4,771,422	1,282	345,927	5,118,631	-4.5%	135,050
Total	58,101,721	33,320	4,494,414	62,629,455	-1.0%	1,701,001
% Change 2024 to 2025	-0.6%	-6.1%	-6.0%			7.4%

Domestic

Month	Scheduled	Charter	Commuter	Total Revenue Passengers	% Change 2024-2025	Non-Revenue Passengers
January	2,242,869	3,788	298,369	2,545,026	3.7%	77,275
February	2,080,398	2,542	276,560	2,359,500	-4.9%	69,715
March	2,472,374	4,380	335,254	2,812,008	-3.2%	76,379
April	2,344,684	3,118	238,605	2,586,407	-9.8%	68,197
May	2,111,930	2,900	171,143	2,285,973	-25.5%	79,245
June	2,251,393	2,918	244,586	2,498,897	-12.6%	76,494
July	2,429,190	2,532	307,021	2,738,743	-7.3%	81,647
August	2,511,473	3,761	343,825	2,859,059	1.1%	82,258
September	2,219,415	4,629	336,577	2,560,621	-3.8%	78,831
October	2,445,456	6,133	359,240	2,810,829	-2.3%	80,790
November	2,354,400	6,537	272,491	2,633,428	-5.5%	72,815
December	2,608,815	6,386	310,116	2,925,317	-2.9%	72,299
Total	28,072,397	49,624	3,493,787	31,615,808	-6.4%	915,945
% Change						
2024 to 2025	-5.0%	3.7%	-16.1%			0.3%

International

Month	Scheduled	Charter	Commuter	Total Revenue Passengers	% Change 2024-2025	Non-Revenue Passengers
January	1,017,340	203	108,907	1,126,450	4.0%	28,262
February	874,499	538	97,695	972,732	-1.4%	25,991
March	1,083,204	974	113,911	1,198,089	-1.4%	29,554
April	1,179,665	191	102,095	1,281,951	1.4%	28,412
May	1,128,733	-	77,844	1,206,577	-10.2%	32,235
June	1,246,798	149	98,195	1,345,142	-6.3%	31,780
July	1,437,514	386	114,312	1,552,212	-0.3%	32,545
August	1,517,141	215	122,521	1,639,877	9.5%	28,523
September	1,178,163	190	107,378	1,285,731	1.5%	30,046
October	1,170,097	549	119,887	1,290,533	4.7%	31,165
November	1,075,152	133	102,670	1,177,955	7.1%	27,793
December	1,185,657	459	120,912	1,307,028	5.3%	28,281
Total	14,093,963	3,987	1,286,327	15,384,277	1.1%	354,587
% Change						
2024 to 2025	3.6%	26.0%	-20.1%			4.4%

Domestic and
International

Month	Scheduled	Charter	Commuter	Total Revenue Passengers	% Change 2024-2025	Non-Revenue Passengers
January	3,260,209	3,991	407,276	3,671,476	3.8%	105,537
February	2,954,897	3,080	374,255	3,332,232	-3.9%	95,706
March	3,555,578	5,354	449,165	4,010,097	-2.7%	105,933
April	3,524,349	3,309	340,700	3,868,358	-6.4%	96,609
May	3,240,663	2,900	248,987	3,492,550	-20.9%	111,480
June	3,498,191	3,067	342,781	3,844,039	-10.5%	108,274
July	3,866,704	2,918	421,333	4,290,955	-4.9%	114,192
August	4,028,614	3,976	466,346	4,498,936	4.0%	110,781
September	3,397,578	4,819	443,955	3,846,352	-2.1%	108,877
October	3,615,553	6,682	479,127	4,101,362	-0.2%	111,955
November	3,429,552	6,670	375,161	3,811,383	-2.0%	100,608
December	3,794,472	6,845	431,028	4,232,345	-0.5%	100,580
Total	42,166,360	53,611	4,780,114	47,000,085	-4.1%	1,270,532
% Change						
2024 to 2025	-2.3%	5.1%	-17.2%			1.4%

Domestic

Month	Scheduled	Charter	Commuter	Total Revenue Passengers	% Change 2024-2025	Non-Revenue Passengers
January	1,606,854	-	628,858	2,235,712	2.9%	65,372
February	1,471,986	-	611,309	2,083,295	-7.5%	55,935
March	1,777,608	-	806,295	2,583,903	-4.2%	63,813
April	1,815,535	-	850,571	2,666,106	0.5%	68,119
May	1,944,922	328	886,176	2,831,426	-1.0%	59,592
June	1,856,988	-	848,711	2,705,699	-2.2%	62,421
July	1,881,586	-	834,879	2,716,465	-5.1%	66,908
August	1,945,871	-	881,664	2,827,535	1.7%	68,263
September	1,740,587	65	823,559	2,564,211	-1.1%	73,187
October	1,899,820	-	851,632	2,751,452	-1.1%	74,690
November	1,816,571	-	710,623	2,527,194	-3.6%	69,782
December	1,931,048	-	731,087	2,662,135	-3.9%	66,050
Total	21,689,376	393	9,465,364	31,155,133	-2.1%	794,132
% Change 2024 to 2025	-4.9%	1.0%	5.2%			5.8%

International

Month	Scheduled	Charter	Commuter	Total Revenue Passengers	% Change 2024-2025	Non-Revenue Passengers
January	12,819	-	92,820	105,639	-9.3%	2,086
February	10,903	-	84,848	95,751	-19.3%	1,599
March	16,761	-	99,696	116,457	-17.8%	1,855
April	11,549	-	107,881	119,430	-16.6%	1,810
May	37,918	-	112,146	150,064	-4.4%	2,292
June	51,557	62	108,113	159,732	2.5%	2,369
July	64,583	-	109,797	174,380	0.7%	2,758
August	55,989	-	122,472	178,461	8.3%	2,680
September	46,855	-	106,561	153,416	4.7%	2,812
October	43,804	-	107,187	150,991	-4.1%	2,947
November	25,763	-	85,486	111,249	-11.7%	2,238
December	31,065	-	89,282	120,347	-7.1%	1,823
Total	409,566	62	1,226,289	1,635,917	-5.5%	27,269
% Change 2024 to 2025	13.4%	-	-10.4%			3.0%

Domestic and
International

Month	Scheduled	Charter	Commuter	Total Revenue Passengers	% Change 2024-2025	Non-Revenue Passengers
January	1,619,673	-	721,678	2,341,351	2.3%	67,458
February	1,482,889	-	696,157	2,179,046	-8.1%	57,534
March	1,794,369	-	905,991	2,700,360	-4.9%	65,668
April	1,827,084	-	958,452	2,785,536	-0.4%	69,929
May	1,982,840	328	998,322	2,981,490	-1.2%	61,884
June	1,908,545	62	956,824	2,865,431	-2.0%	64,790
July	1,946,169	-	944,676	2,890,845	-4.8%	69,666
August	2,001,860	-	1,004,136	3,005,996	2.1%	70,943
September	1,787,442	65	930,120	2,717,627	-0.8%	75,999
October	1,943,624	-	958,819	2,902,443	-1.2%	77,637
November	1,842,334	-	796,109	2,638,443	-3.9%	72,020
December	1,962,113	-	820,369	2,782,482	-4.0%	67,873
Total	22,098,942	455	10,691,653	32,791,050	-2.2%	821,401
% Change 2024 to 2025	-4.6%	17.0%	3.1%			5.7%

Domestic

Month	Scheduled	Charter	Commuter	Total Revenue Passengers	% Change 2024-2025	Non-Revenue Passengers
January	18,803	-	-	18,803	114.5%	25
February	20,706	-	-	20,706	84.5%	11
March	21,880	-	-	21,880	36.5%	6
April	20,997	-	-	20,997	38.8%	28
May	19,972	172	-	20,144	51.5%	24
June	17,350	114	-	17,464	24.0%	44
July	23,153	-	-	23,153	21.9%	26
August	24,707	346	-	25,053	55.1%	26
September	12,523	-	-	12,523	31.6%	8
October	17,888	-	-	17,888	33.3%	13
November	17,927	-	-	17,927	18.5%	8
December	19,812	-	-	19,812	-13.8%	22
Total	235,718	632	-	236,350	35.3%	241
% Change						
2024 to 2025	34.9%	-	-			44.3%

International

Month	Scheduled	Charter	Commuter	Total Revenue Passengers	% Change 2024-2025	Non-Revenue Passengers
January	5,603	-	-	5,603	-21.7%	-
February	4,836	-	-	4,836	-32.1%	-
March	7,586	-	-	7,586	-17.4%	-
April	8,060	-	-	8,060	-9.8%	-
May	6,019	-	-	6,019	-36.5%	-
June	5,930	-	-	5,930	-33.9%	-
July	7,215	-	-	7,215	-27.3%	-
August	5,974	-	-	5,974	-50.1%	-
September	248	1,106	-	1,354	-84.0%	-
October	-	1,673	-	1,673	-79.2%	-
November	-	-	-	-	-100.0%	-
December	-	-	-	-	-100.0%	-
Total	51,471	2,779	-	54,250	-46.9%	-
% Change						
2024 to 2025	-48.4%	24.2%	-			-

Domestic and
International

Month	Scheduled	Charter	Commuter	Total Revenue Passengers	% Change 2024-2025	Non-Revenue Passengers
January	24,406	-	-	24,406	53.3%	25
February	25,542	-	-	25,542	39.2%	11
March	29,466	-	-	29,466	16.9%	6
April	29,057	-	-	29,057	20.8%	28
May	25,991	172	-	26,163	14.9%	24
June	23,280	114	-	23,394	1.5%	44
July	30,368	-	-	30,368	5.0%	26
August	30,681	346	-	31,027	10.3%	26
September	12,771	1,106	-	13,877	-22.9%	8
October	17,888	1,673	-	19,561	-8.8%	13
November	17,927	-	-	17,927	-15.4%	8
December	19,812	-	-	19,812	-33.4%	22
Total	287,189	3,411	-	290,600	5.0%	241
% Change						
2024 to 2025	4.6%	52.5%	-			44.3%

2.2.2 REGION

Commercial Passenger Traffic

Monthly Totals 2025

Domestic

Month	Scheduled	Charter	Commuter	Total Revenue Passengers	% Change 2024-2025	Non-Revenue Passengers
January	5,603,240	3,788	1,233,730	6,840,758	3.4%	217,520
February	5,170,165	2,717	1,165,258	6,338,140	-5.2%	196,735
March	6,202,238	4,535	1,491,474	7,698,247	-3.4%	227,813
April	6,130,339	4,515	1,443,523	7,578,377	-3.4%	207,560
May	6,287,764	4,521	1,442,708	7,734,993	-8.3%	222,854
June	6,279,332	4,077	1,451,024	7,734,433	-4.3%	264,620
July	6,531,000	3,772	1,492,320	8,027,092	-4.0%	238,642
August	6,668,718	5,278	1,610,868	8,284,864	2.5%	243,490
September	5,872,219	5,680	1,525,615	7,403,514	-2.2%	244,876
October	6,419,926	7,022	1,583,119	8,010,067	-1.3%	248,104
November	6,146,888	6,928	1,305,082	7,458,898	-3.2%	224,841
December	6,629,945	7,556	1,361,815	7,999,316	-3.3%	220,246
Total	73,941,774	60,389	17,106,536	91,108,699	-2.8%	2,757,301
% Change 2024 to 2025	-3.0%	4.0%	-2.2%			4.9%

International

Month	Scheduled	Charter	Commuter	Total Revenue Passengers	% Change 2024-2025	Non-Revenue Passengers
January	3,615,259	493	228,663	3,844,415	3.8%	81,440
February	3,075,723	538	204,630	3,280,891	-1.1%	70,557
March	3,669,817	2,650	240,160	3,912,627	-3.7%	85,051
April	4,060,191	4,826	237,525	4,302,542	0.6%	84,806
May	4,141,731	1,801	221,003	4,364,535	-4.2%	91,007
June	4,454,863	569	237,543	4,692,975	-3.9%	92,218
July	5,031,429	819	254,795	5,287,043	-1.4%	95,692
August	5,215,329	877	281,357	5,497,563	2.9%	90,294
September	4,041,390	6,919	245,080	4,293,389	-2.8%	89,520
October	3,980,260	9,589	259,045	4,248,894	-2.2%	91,549
November	3,508,572	756	214,335	3,723,663	-1.5%	80,461
December	3,917,874	571	235,509	4,153,954	-2.7%	83,279
Total	48,712,438	30,408	2,859,645	51,602,491	-1.4%	1,035,874
% Change 2024 to 2025	-0.3%	-2.1%	-16.8%			5.0%

Domestic and International

Month	Scheduled	Charter	Commuter	Total Revenue Passengers	% Change 2024-2025	Non-Revenue Passengers
9,218,499	9,218,499	4,281	1,462,393	10,685,173	3.5%	298,960
8,245,888	8,245,888	3,255	1,369,888	9,619,031	-3.8%	267,292
9,872,055	9,872,055	7,185	1,731,634	11,610,874	-3.5%	312,864
10,190,530	10,190,530	9,341	1,681,048	11,880,919	-2.0%	292,366
10,429,495	10,429,495	6,322	1,663,711	12,099,528	-6.9%	313,861
10,734,195	10,734,195	4,646	1,688,567	12,427,408	-4.2%	356,838
11,562,429	11,562,429	4,591	1,747,115	13,314,135	-3.0%	334,334
11,884,047	11,884,047	6,155	1,892,225	13,782,427	2.6%	333,784
9,913,609	9,913,609	12,599	1,770,695	11,696,903	-2.4%	334,396
10,400,186	10,400,186	16,611	1,842,164	12,258,961	-1.6%	339,653
9,655,460	9,655,460	7,684	1,519,417	11,182,561	-2.6%	305,302
10,547,819	10,547,819	8,127	1,597,324	12,153,270	-3.1%	303,525
Total	122,654,212	90,797	19,966,181	142,711,190	-2.3%	3,793,175
% Change 2024 to 2025	-1.9%	1.9%	-4.6%			5.0%

JFK

Year	Domestic	Puerto Rico	Canada	Bermuda & Caribbean**	Mexico	Latin America†	Trans-Atlantic‡	Trans-Pacific§	Total
2012	22,707,334	1,509,397	394,421	4,310,955	804,676	2,461,422	14,401,172	2,684,447	49,273,824
2013	22,419,305	1,489,870	426,438	4,457,983	1,067,928	2,651,113	15,100,873	2,838,312	50,451,822
2014	23,505,944	1,515,488	528,222	4,900,453	1,105,328	2,869,978	15,879,605	2,915,408	53,220,426
2015	25,350,129	1,456,725	632,788	5,170,497	1,355,773	2,806,993	16,850,081	3,261,744	56,884,730
2016	26,018,517	1,305,621	553,688	5,522,308	1,505,885	2,847,189	17,707,743	3,642,521	59,103,472
2017	25,779,010	1,182,071	525,250	5,782,459	1,731,172	2,756,454	18,049,586	3,682,980	59,488,982
2018	27,069,404	1,048,574	466,565	5,799,090	1,898,813	2,909,462	18,686,805	3,757,522	61,636,235
2019	27,020,358	1,228,764	442,860	6,157,198	1,691,306	2,733,426	19,473,336	3,824,215	62,571,463
2020	7,784,806	486,300	65,113	2,127,333	567,934	830,099	4,023,660	745,397	16,630,642
2021	16,712,345	1,357,399	5,099	3,754,272	1,162,986	1,875,280	5,573,998	316,134	30,757,513
2022	26,957,448	1,550,077	206,178	4,970,995	1,519,601	3,224,005	15,534,290	1,116,587	55,079,181
2023	27,443,056	1,453,398	676,513	5,979,170	1,732,102	3,596,776	18,867,589	2,328,088	62,076,692
2024	26,440,034	1,567,259	708,205	6,247,023	1,797,446	3,871,824	19,715,028	2,919,165	63,265,984
2025	26,481,749	1,619,659	562,912	6,112,317	1,611,263	3,901,315	19,316,194	3,024,046	62,629,455

EWR

Year	Domestic	Puerto Rico	Canada	Bermuda & Caribbean**	Mexico	Latin America†	Trans-Atlantic‡	Trans-Pacific §	Total
2012	22,543,516	292,575	1,515,475	1,144,024	439,734	722,940	6,605,445	719,726	33,983,435
2013	23,427,307	288,352	1,599,087	1,070,751	459,567	761,154	6,705,443	703,397	35,015,058
2014	23,372,240	390,387	1,595,196	1,283,113	504,289	774,516	6,806,946	817,070	35,543,757
2015	25,229,054	462,356	1,490,092	1,434,643	589,877	773,725	6,699,816	817,164	37,496,727
2016	27,691,984	526,440	1,492,269	1,709,619	637,520	805,665	6,607,891	1,091,905	40,563,293
2017	29,722,797	607,771	1,519,242	1,685,643	637,893	919,779	6,922,760	1,203,236	43,219,121
2018	31,316,967	494,823	1,610,164	1,442,392	613,111	971,693	8,161,930	1,011,361	45,622,441
2019	31,484,178	593,671	1,693,913	1,785,135	643,168	991,184	7,951,199	1,105,931	46,248,379
2020	11,703,596	452,343	319,848	878,336	281,124	294,597	1,825,995	138,158	15,893,997
2021	21,514,424	993,418	303,530	2,056,673	638,983	632,784	2,854,167	28,057	29,022,036
2022	30,497,186	857,802	1,243,356	2,195,579	712,905	758,182	7,117,060	182,397	43,564,467
2023	33,654,943	892,228	1,884,692	2,210,158	692,935	838,946	8,436,380	474,259	49,084,541
2024	32,861,029	901,604	1,983,398	2,529,405	790,573	1,078,198	8,300,642	540,343	48,985,192
2025	30,696,228	919,580	1,765,301	2,426,005	934,329	1,122,306	8,565,778	570,558	47,000,085

LGA

Year	Domestic	Puerto Rico	Canada	Bermuda & Caribbean**	Mexico	Latin America†	Trans-Atlantic‡	Trans-Pacific §	Total
2012	24,274,029	-	1,366,902	66,853	-	-	-	-	25,707,784
2013	24,944,227	-	1,597,240	130,288	-	-	-	-	26,671,755
2014	25,157,202	-	1,761,717	53,176	-	-	-	-	26,972,095
2015	26,684,923	-	1,739,472	13,273	-	-	-	-	28,437,668
2016	27,996,855	-	1,786,499	3,507	-	-	-	-	29,786,861
2017	27,474,292	-	2,087,149	787	-	-	-	-	29,562,228
2018	27,857,697	-	2,224,006	424	-	-	-	-	30,082,127
2019	28,875,041	-	2,199,026	10,827	-	-	-	-	31,084,894
2020	7,853,368	-	386,875	4,949	-	-	-	-	8,245,192
2021	15,269,642	3,561	325,868	1,962	-	-	-	-	15,601,033
2022	27,806,590	995	1,272,745	13,462	-	-	-	-	29,093,792
2023	30,576,140	-	1,710,686	98,134	-	-	-	-	32,384,960
2024	31,813,670	-	1,617,916	112,357	-	-	-	-	33,543,943
2025	31,155,133	-	1,604,042	31,875	-	-	-	-	32,791,050

**Bermuda & Caribbean covers Bermuda and Caribbean countries, excluding Puerto Rico and the U.S. Virgin Islands.

† Latin America includes Central & South America excluding Mexico and the Caribbean and Bermuda markets.

‡ Transatlantic covers Europe, the Middle East and Africa, including India and Pakistan.

§ Transpacific includes Pacific Rim countries including China, Japan, Australia, New Zealand and adjacent areas.

Source: Strategic Analysis & Forecasting, Port Authority of NY & NJ

2.3.1

continued

Passenger Traffic By Market

Annual Totals 2012 to 2025

SWF

Year	Domestic	Puerto Rico	Canada	Bermuda & Caribbean**	Mexico	Latin America†	Trans-Atlantic‡	Trans-Pacific §	Total
2012	364,848	-	-	-	-	-	-	-	364,848
2013	320,682	-	-	-	-	-	-	-	320,682
2014	309,357	-	-	-	-	-	-	-	309,357
2015	281,551	-	-	-	-	-	-	-	281,551
2016	275,421	-	-	-	-	-	-	-	275,421
2017	307,621	-	-	-	-	-	141,077	-	448,698
2018	366,130	-	-	-	-	-	324,281	-	690,411
2019	366,124	-	-	-	-	-	159,591	-	525,715
2020	97,392	-	-	-	-	-	-	-	97,392
2021	135,144	-	-	-	-	-	-	-	135,144
2022	244,664	-	-	-	-	-	53,287	-	297,951
2023	150,763	-	-	-	-	-	103,102	-	253,865
2024	174,712	-	-	-	-	-	102,080	-	276,792
2025	236,350	-	-	-	-	-	54,250	-	290,600

REGION

Year	Domestic	Puerto Rico	Canada	Bermuda & Caribbean**	Mexico	Latin America†	Trans-Atlantic‡	Trans-Pacific §	Total
2012	69,889,727	1,801,972	3,276,798	5,521,832	1,244,410	3,184,362	21,006,617	3,404,173	109,329,891
2013	71,111,521	1,778,222	3,622,765	5,659,022	1,527,495	3,412,267	21,806,316	3,541,709	112,459,317
2014	72,344,743	1,905,875	3,885,135	6,236,742	1,609,617	3,644,494	22,686,551	3,732,478	116,045,635
2015	77,545,657	1,919,081	3,862,352	6,618,413	1,945,650	3,580,718	23,549,897	4,078,908	123,100,676
2016	81,982,777	1,832,061	3,832,456	7,235,434	2,143,405	3,652,854	24,315,634	4,734,426	129,729,047
2017	83,283,720	1,789,842	4,131,641	7,468,889	2,369,065	3,676,233	25,113,423	4,886,216	132,719,029
2018	86,610,198	1,543,397	4,300,735	7,241,906	2,511,924	3,881,155	27,173,016	4,768,883	138,031,214
2019	87,745,701	1,822,435	4,335,799	7,953,160	2,334,474	3,724,610	27,584,126	4,930,146	140,430,451
2020	27,439,162	938,643	771,836	3,010,618	849,058	1,124,696	5,849,655	883,555	40,867,223
2021	53,631,555	2,354,378	634,497	5,812,907	1,801,969	2,508,064	8,428,165	344,191	75,515,726
2022	85,505,888	2,408,874	2,722,279	7,180,036	2,232,506	3,982,187	22,704,637	1,298,984	128,035,391
2023	91,824,902	2,345,626	4,271,891	8,287,462	2,425,037	4,435,722	27,407,071	2,802,347	143,800,058
2024	91,289,445	2,468,863	4,309,519	8,888,785	2,588,019	4,950,022	28,117,750	3,459,508	146,071,911
2025	88,569,460	2,539,239	3,932,255	8,570,197	2,545,592	5,023,621	27,936,222	3,594,604	142,711,190

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‡ Transatlantic covers Europe, the Middle East and Africa, including India and Pakistan.

§ Transpacific includes Pacific Rim countries including China, Japan, Australia, New Zealand and adjacent areas.

Source: Strategic Analysis & Forecasting, Port Authority of NY & NJ

JFK

Rank	Airline	Domestic Passengers	International Passengers	Total Passengers	Cumulative %
1	Delta Air Lines	12,399,955	6,138,663	18,538,618	29.6%
2	JetBlue Airways	8,682,563	5,834,696	14,517,259	52.8%
3	American Airlines	4,495,361	2,943,039	7,438,400	64.7%
4	British Airways	-	1,299,498	1,299,498	66.7%
5	Avianca	-	1,212,597	1,212,597	68.7%
6	Frontier Airlines	1,148,198	-	1,148,198	70.5%
7	Alaska Airlines	1,123,261	16,584	1,139,845	72.3%
8	Virgin Atlantic	-	1,091,705	1,091,705	74.1%
9	Air France	176	1,023,646	1,023,822	75.7%
10	Emirates	-	848,904	848,904	77.1%
11	Turkish Airlines	-	659,751	659,751	78.1%
12	Aer Lingus	-	636,754	636,754	79.1%
13	Norse Atlantic Airways	-	614,161	614,161	80.1%
14	Qatar Airways	-	588,560	588,560	81.0%
15	Latam Airlines	-	580,417	580,417	82.0%
16	Cathay Pacific	-	571,659	571,659	82.9%
17	Lufthansa	-	571,454	571,454	83.8%
18	Iberia	-	515,175	515,175	84.6%
19	EL AL	-	469,911	469,911	85.4%
20	Korean Air Lines	-	460,490	460,490	86.1%
21	Others	251,894	8,450,383	8,702,277	100.0%
Total Airports		28,101,408	34,528,047	62,629,455	100.0%

EWR

Rank	Airline	Domestic Passengers	International Passengers	Total Passengers	Cumulative %
1	United Airlines	22,036,595	9,871,157	31,907,752	67.9%
2	Spirit Airlines	2,661,604	-	2,661,604	73.6%
3	Delta Air Lines	1,953,333	-	1,953,333	77.7%
4	American Airlines	1,924,720	-	1,924,720	81.8%
5	JetBlue Airways	1,420,118	452,701	1,872,819	85.8%
6	Alaska Airlines	947,529	-	947,529	87.8%
7	Air Canada	-	710,441	710,441	89.3%
8	Lufthansa	-	406,175	406,175	90.2%
9	Frontier Airlines	372,608	-	372,608	91.0%
10	Scandinavian Airlines	-	353,649	353,649	91.7%
11	TAP Air Portugal	-	338,122	338,122	92.4%
12	Porter Airlines	-	330,520	330,520	93.1%
13	British Airways	-	300,049	300,049	93.8%
14	EL AL	-	286,682	286,682	94.4%
15	French Bee	-	238,715	238,715	94.9%
16	Austrian Airlines	-	206,181	206,181	95.3%
17	Allegiant Air	192,887	-	192,887	95.8%
18	Air India	-	191,046	191,046	96.2%
19	Emirates	-	186,555	186,555	96.6%
20	Air France	-	182,561	182,561	96.9%
21	Others	106,414	1,329,723	1,436,137	100.0%
Total Airports		31,615,808	15,384,277	47,000,085	100.0%

LGA

Rank	Airline	Domestic Passengers	International Passengers	Total Passengers	Cumulative %
1	Delta Air Lines	13,607,717	389,378	13,997,095	42.7%
2	American Airlines	7,829,527	274,949	8,104,476	67.4%
3	Southwest Airlines	3,115,642	-	3,115,642	76.9%
4	United Airlines	2,771,496	-	2,771,496	85.4%
5	Spirit Airlines	1,860,373	-	1,860,373	91.0%
6	JetBlue Airways	1,121,217	-	1,121,217	94.4%
7	Air Canada	-	858,827	858,827	97.1%
8	Frontier Airlines	849,161	-	849,161	99.7%
9	Porter Airlines	-	111,743	111,743	100.0%
10	BermudAir	-	1,020	1,020	100.0%
11	WestJet	-	-	-	100.0%
Total Airports		31,155,133	1,635,917	32,791,050	100.0%

SWF

Rank	Airline	Domestic Passengers	International Passengers	Total Passengers	Cumulative %
1	Allegiant Air	174,233	-	174,233	60.0%
2	Breeze Airways	61,485	-	61,485	81.1%
3	Play Airlines	-	51,471	51,471	98.8%
4	Discover Airlines	-	2,779	2,779	99.8%
5	Others	632	-	632	100.0%
Total Airports		236,350	54,250	290,600	100.0%

REGION

Rank	Airline	Domestic Passengers	International Passengers	Total Passengers	Cumulative %
1	United Airlines	24,808,091	9,871,157	34,679,248	24.3%
2	Delta Air Lines	27,961,005	6,528,041	34,489,046	48.5%
3	JetBlue Airways	11,223,898	6,287,397	17,511,295	60.7%
4	American Airlines	14,249,608	3,217,988	17,467,596	73.0%
5	Spirit Airlines	4,521,977	-	4,521,977	76.1%
6	Southwest Airlines	3,115,642	-	3,115,642	78.3%
7	Frontier Airlines	2,369,967	-	2,369,967	80.0%
8	Alaska Airlines	2,070,790	16,584	2,087,374	81.5%
9	Air Canada	-	1,709,507	1,709,507	82.7%
10	British Airways	-	1,599,547	1,599,547	83.8%
11	Avianca	-	1,212,597	1,212,597	84.6%
12	Air France	176	1,206,207	1,206,383	85.5%
13	Virgin Atlantic	-	1,091,705	1,091,705	86.2%
14	Emirates	-	1,035,459	1,035,459	87.0%
15	Lufthansa	-	977,629	977,629	87.6%
16	Turkish Airlines	-	839,677	839,677	88.2%
17	EL AL	-	756,593	756,593	88.8%
18	Aer Lingus	-	732,247	732,247	89.3%
19	Norse Atlantic Airways	-	614,161	614,161	89.7%
20	Qatar Airways	-	588,560	588,560	90.1%
21	Others	706,385	13,317,435	14,104,980	100.0%
Total Airports		91,108,699	51,602,491	142,711,190	100.0%

Source: Strategic Analysis & Forecasting, Port Authority of NY & NJ

JFK

Terminal Building	Domestic		International		Total
	Inbound	Outbound	Inbound	Outbound	
Terminal 1	176	-	3,055,227	3,021,195	6,076,598
Terminal 4	6,249,360	6,198,530	7,007,627	6,806,725	26,262,242
Terminal 5	4,365,539	4,367,338	2,638,597	2,922,864	14,294,338
Terminal 7	975,349	975,115	1,259,507	1,218,776	4,428,747
Terminal 8	2,498,912	2,470,384	3,297,435	3,298,993	11,565,724
Other	393	312	497	604	1,806
Total	14,089,729	14,011,679	17,258,890	17,269,157	62,629,455

EWR

Terminal Building	Domestic		International		Total
	Inbound	Outbound	Inbound	Outbound	
Terminal A	7,221,843	7,348,310	562,912	1,045,058	16,178,123
Terminal B	2,139,757	2,124,227	4,957,942	2,154,854	11,376,780
Terminal C	6,377,432	6,386,963	2,119,643	4,543,637	19,427,675
Other	7,655	9,621	50	181	17,507
Total	15,746,687	15,869,121	7,640,547	7,743,730	47,000,085

LGA

Terminal Building	Domestic		International		Total
	Inbound	Outbound	Inbound	Outbound	
Terminal A	932,092	928,281	494	526	1,861,393
Terminal B	7,885,809	7,801,234	623,401	622,118	16,932,562
Terminal C	6,767,104	6,840,613	188,134	201,244	13,997,095
Total	15,585,005	15,570,128	812,029	823,888	32,791,050

SWF

Terminal Building	Domestic		International		Total
	Inbound	Outbound	Inbound	Outbound	
Passenger Terminal	118,036	118,314	27,591	26,659	290,600
Total	118,036	118,314	27,591	26,659	290,600

Note: It is difficult to accurately reflect traffic at passenger terminals with airline tenants whose service to a market group is split between two terminals.
Source: Strategic Analysis & Forecasting, Port Authority of NY & NJ

	JFK	LGA	EWR	SWF	Region	NYC Airports
Passenger Type						
Local O-D	76.1%	88.4%	81.3%	-	80.6%	80.3%
Connecting	23.9%	11.6%	18.7%	-	19.4%	19.7%
Type of Flight						
Domestic	44.2%	94.8%	64.5%	-	62.5%	61.6%
International	55.8%	5.2%	35.5%	-	37.5%	38.4%
Purpose of Trip						
Business	13.4%	25.0%	19.4%	-	18.1%	17.4%
Leisure/Personal	86.6%	75.0%	80.6%	-	81.9%	82.6%
Dwell Time Before Departure						
Less than 1 hr	5.2%	6.4%	6.5%	-	5.9%	5.6%
1-1.5 hrs	15.1%	27.7%	23.0%	-	20.6%	19.4%
1.5-2 hrs	17.0%	28.7%	22.2%	-	21.4%	21.1%
2-3 hrs	37.2%	29.8%	31.5%	-	33.6%	34.7%
3-5 hrs	19.8%	6.0%	12.9%	-	14.4%	15.1%
More than 5 hrs	5.7%	1.3%	3.8%	-	4.0%	4.2%
Number of Round Trips (past 12 months)						
1-2	41.5%	33.7%	37.3%	-	38.3%	38.8%
3-5	34.6%	34.7%	34.6%	-	34.6%	34.6%
6-10	15.3%	18.5%	16.1%	-	16.3%	16.4%
11-20	5.7%	8.1%	7.7%	-	6.9%	6.5%
21 or more	3.0%	5.0%	4.2%	-	3.9%	3.7%
Gender						
Male	47.3%	46.7%	45.7%	-	46.6%	47.1%
Female	51.5%	52.0%	53.1%	-	52.1%	51.7%
Other	1.2%	1.3%	1.3%	-	1.2%	1.2%
Age						
16-24	13.3%	15.3%	12.1%	-	13.4%	14.0%
25-34	24.8%	22.4%	19.7%	-	22.6%	24.0%
35-44	18.9%	16.7%	17.3%	-	17.8%	18.1%
45-54	16.5%	17.7%	18.5%	-	17.5%	16.9%
55-64	15.7%	15.0%	17.3%	-	16.1%	15.5%
65-74	8.4%	9.4%	11.1%	-	9.6%	8.8%
75+	2.3%	3.4%	4.0%	-	3.1%	2.7%
Nationality						
U.S. Citizen	58.9%	82.4%	71.0%	-	68.3%	67.0%
Foreign National	41.1%	17.6%	29.0%	-	31.7%	33.0%

2.6.1

continued

Passenger Demographics

Profile of Departing Passengers

	JFK	LGA	EWR	SWF	Region	NYC Airports
Nationality						
United States	58.9%	82.4%	71.0%	–	68.3%	67.0%
Canada	1.1%	3.4%	3.7%	–	2.5%	1.9%
Africa	1.5%	1.1%	1.1%	–	1.3%	1.4%
Asia	7.4%	3.8%	5.7%	–	6.0%	6.1%
Europe	16.2%	3.4%	8.9%	–	10.8%	11.8%
Latin America	13.8%	5.4%	8.9%	–	10.2%	10.9%
Middle East	1.1%	0.4%	0.8%	–	0.8%	0.9%
Residence						
U.S. Resident	66.8%	88.9%	78.2%	–	75.6%	74.4%
International Resident	33.2%	11.1%	21.8%	–	24.4%	25.6%
Residence						
United States	66.8%	88.9%	78.2%	–	75.6%	74.4%
Canada	1.4%	3.5%	3.9%	–	2.7%	2.1%
Africa	1.0%	0.7%	0.6%	–	0.8%	0.9%
Asia	4.9%	1.7%	3.2%	–	3.6%	3.8%
Europe	15.3%	2.2%	7.8%	–	9.8%	10.8%
Latin America	9.4%	2.6%	5.4%	–	6.5%	7.1%
Middle East	1.3%	0.4%	0.9%	–	0.9%	1.0%
Modal Access						
Private/Company Car	13.9%	10.0%	16.1%	–	13.7%	12.5%
Private Car/Dropped Off by Someone	21.5%	13.5%	26.0%	–	21.1%	18.8%
Ridesharing (e.g. Uber)	21.9%	41.4%	29.2%	–	28.8%	28.6%
Taxi/Limo	16.2%	15.0%	8.8%	–	13.5%	15.8%
Bus/Shuttle/Coach	4.1%	9.8%	6.5%	–	6.2%	6.1%
Rental Car	3.0%	3.5%	5.0%	–	3.8%	3.2%
Rail/Subway	15.9%	4.8%	5.0%	–	9.8%	12.1%
Other	3.4%	2.1%	3.5%	–	3.1%	3.0%
Check-in Method*						
Online/mobile	70.5%	84.9%	82.8%	–	77.9%	75.5%
Desk with airline staff	34.7%	18.2%	22.9%	–	27.0%	29.0%
Self-serve kiosk	21.5%	20.2%	19.4%	–	20.5%	21.0%
Bag drop	15.8%	11.5%	16.8%	–	15.1%	14.3%
Other	3.3%	1.7%	1.6%	–	2.4%	2.7%

Source: 2025 ACI ASQ

SWF data not available.

*Could select more than one, so adds up to >100%

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Cargo Transport

- Top 60 Domestic Airports Comparison
- Top 60 Worldwide Airports Comparison
- Revenue Freight in Short Tons
- Revenue Freight by Airline
- Revenue Mail in Short Tons



2025 The 2025 full rankings from Airports Council International (ACI) were not available at the time of publication. To view previous years' rankings and access the 2025 results once released, please visit **www.ACI.Aero**. Historical rankings are also available in past editions of the ATR.

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Domestic	Year	Belly	Freighter	Passenger Aircraft*	Total
	2012	64,704	189,524	–	254,228
	2013	76,209	181,853	–	258,062
	2014	59,165	183,668	–	242,833
	2015	48,884	186,123	–	235,007
	2016	53,376	187,604	–	240,980
	2017	56,292	183,124	–	239,415
	2018	53,362	214,121	–	267,483
	2019	45,245	237,227	–	282,472
	2020	21,963	333,907	–	355,870
	2021	57,578	434,352	–	491,930
	2022	55,692	396,603	–	452,295
	2023	49,676	431,984	–	481,660
	2024	52,887	448,593	–	501,480
	2025	58,712	368,114	–	426,826

International	Year	Belly	Freighter	Passenger Aircraft*	Total
	2012	588,071	476,919	–	1,064,990
	2013	617,833	445,140	–	1,062,973
	2014	681,112	419,110	–	1,100,222
	2015	673,373	423,680	–	1,097,054
	2016	665,541	408,837	–	1,074,377
	2017	715,651	439,443	–	1,155,093
	2018	717,714	436,963	–	1,154,677
	2019	675,813	380,134	–	1,055,947
	2020	365,808	430,926	–	796,735
	2021	458,008	566,833	57,436	1,082,277
	2022	560,541	513,113	19,674	1,093,329
	2023	581,598	524,520	83	1,106,201
	2024	663,520	505,689	26	1,169,235
	2025	636,853	496,472	–	1,133,325

Domestic and International	Year	Belly	Freighter	Passenger Aircraft*	Total
	2012	652,775	666,443	–	1,319,219
	2013	694,043	626,993	–	1,321,036
	2014	740,277	602,778	–	1,343,055
	2015	722,257	609,804	–	1,332,061
	2016	718,917	596,441	–	1,315,358
	2017	771,942	622,566	–	1,394,509
	2018	771,077	651,083	–	1,422,160
	2019	721,057	617,362	–	1,338,419
	2020	387,771	764,834	–	1,152,605
	2021	515,586	1,001,185	57,436	1,574,206
	2022	616,234	909,716	19,674	1,545,624
	2023	631,274	956,504	83	1,587,861
	2024	716,407	954,282	26	1,670,715
	2025	695,566	864,586	–	1,560,152

Note: Data was converted from pounds to short tons and rounded.

*The Passenger Aircraft section refers to goods transported in both the belly and cabin of a passenger aircraft.

This practice became especially prevalent during the COVID-19 pandemic, when airlines utilized both the cargo hold and the cabin (where passengers would typically sit) to optimize cargo capacity.

Domestic	Year	Belly	Freighter	Passenger Aircraft*	Total
	2012	30,006	464,894	-	494,900
	2013	19,542	399,253	-	418,796
	2014	20,803	392,908	-	413,711
	2015	21,124	428,837	-	449,962
	2016	30,020	456,223	-	486,243
	2017	48,916	484,706	-	533,621
	2018	47,025	496,345	-	543,370
	2019	46,340	494,033	-	540,372
	2020	44,012	461,231	598	505,841
	2021	57,224	473,811	354	531,390
	2022	61,577	429,963	148	491,688
	2023	59,758	393,709	117	453,584
	2024	64,348	387,189	241	451,778
	2025	69,572	341,952	151	411,675

International	Year	Belly	Freighter	Passenger Aircraft*	Total
	2012	174,297	73,701	-	247,998
	2013	180,530	63,829	-	244,359
	2014	190,593	62,274	-	252,867
	2015	191,956	63,296	-	255,252
	2016	203,883	56,645	-	260,528
	2017	230,276	58,692	-	288,968
	2018	249,631	57,635	-	307,266
	2019	238,530	49,441	-	287,970
	2020	130,068	40,074	24,079	194,221
	2021	189,074	45,663	20,562	255,299
	2022	205,690	48,870	596	255,157
	2023	203,561	42,822	197	246,580
	2024	209,940	49,243	296	259,479
	2025	222,244	44,722	456	267,422

Domestic and International	Year	Belly	Freighter	Passenger Aircraft*	Total
	2012	204,303	538,595	-	742,897
	2013	200,073	463,083	-	663,155
	2014	211,396	455,182	-	666,578
	2015	213,081	492,134	-	705,214
	2016	233,903	512,868	-	746,771
	2017	279,192	543,397	-	822,589
	2018	296,656	553,979	-	850,635
	2019	284,869	543,473	-	828,343
	2020	174,080	501,305	24,677	700,062
	2021	246,299	519,474	20,917	786,689
	2022	267,268	478,833	744	746,845
	2023	263,318	436,531	314	700,163
	2024	274,288	436,432	537	711,257
	2025	291,816	386,674	607	679,097

Note: Data was converted from pounds to short tons and rounded.

*The Passenger Aircraft section refers to goods transported in both the belly and cabin of a passenger aircraft.

This practice became especially prevalent during the COVID-19 pandemic, when airlines utilized both the cargo hold and the cabin (where passengers would typically sit) to optimize cargo capacity.

Domestic	Year	Belly	Freighter	Passenger Aircraft*	Total
	2012	6,819	-	-	6,819
	2013	6,592	-	-	6,592
	2014	7,084	-	-	7,084
	2015	7,672	-	-	7,672
	2016	7,529	-	-	7,529
	2017	6,818	-	-	6,818
	2018	5,924	-	-	5,924
	2019	6,327	-	-	6,327
	2020	5,825	-	-	5,825
	2021	6,328	-	-	6,328
	2022	6,662	-	-	6,662
	2023	6,020	-	-	6,020
	2024	5,749	-	-	5,749
	2025	5,468	-	-	5,468

International	Year	Belly	Freighter	Passenger Aircraft*	Total
	2012	190	-	-	190
	2013	128	-	-	128
	2014	56	-	-	56
	2015	49	-	-	49
	2016	55	-	-	55
	2017	60	-	-	60
	2018	72	-	-	72
	2019	49	-	-	49
	2020	1	-	-	1
	2021	-	-	-	-
	2022	-	-	-	-
	2023	6	-	-	6
	2024	-	-	-	-
	2025	-	-	-	-

Domestic and International	Year	Belly	Freighter	Passenger Aircraft*	Total
	2012	7,009	-	-	7,009
	2013	6,721	-	-	6,721
	2014	7,140	-	-	7,140
	2015	7,721	-	-	7,721
	2016	7,584	-	-	7,584
	2017	6,878	-	-	6,878
	2018	5,996	-	-	5,996
	2019	6,376	-	-	6,376
	2020	5,826	-	-	5,826
	2021	6,328	-	-	6,328
	2022	6,662	-	-	6,662
	2023	6,026	-	-	6,026
	2024	5,749	-	-	5,749
	2025	5,468	-	-	5,468

Note: Data was converted from pounds to short tons and rounded.

*The Passenger Aircraft section refers to goods transported in both the belly and cabin of a passenger aircraft.

This practice became especially prevalent during the COVID-19 pandemic, when airlines utilized both the cargo hold and the cabin (where passengers would typically sit) to optimize cargo capacity.

Domestic	Year	Belly	Freighter	Passenger Aircraft*	Total
	2012	24	18,871	-	18,895
	2013	18	16,925	-	16,943
	2014	13	15,476	-	15,489
	2015	12	15,004	-	15,016
	2016	5	19,169	-	19,174
	2017	62	20,631	-	20,694
	2018	114	22,304	-	22,418
	2019	-	23,577	-	23,577
	2020	504	23,641	-	24,145
	2021	-	30,986	-	30,986
	2022	-	24,707	-	24,707
	2023	-	23,704	-	23,704
	2024	-	26,137	-	26,137
	2025	-	24,135	-	24,135

International	Year	Belly	Freighter	Passenger Aircraft*	Total
	2012	-	203	-	203
	2013	-	547	-	547
	2014	-	24	-	24
	2015	-	128	-	128
	2016	-	-	-	-
	2017	-	140	-	140
	2018	-	390	-	390
	2019	-	29	-	29
	2020	-	-	-	-
	2021	-	10	-	10
	2022	-	-	-	-
	2023	-	-	-	-
	2024	321	-	-	321
	2025	318	-	-	318

Domestic and International	Year	Belly	Freighter	Passenger Aircraft*	Total
	2012	24	19,074	-	19,098
	2013	18	17,472	-	17,490
	2014	13	15,500	-	15,513
	2015	12	15,132	-	15,144
	2016	5	19,169	-	19,174
	2017	62	20,772	-	20,834
	2018	114	22,693	-	22,807
	2019	-	23,606	-	23,606
	2020	504	23,641	-	24,145
	2021	-	30,996	-	30,996
	2022	-	24,707	-	24,707
	2023	-	23,704	-	23,704
	2024	321	26,137	-	26,458
	2025	318	24,135	-	24,453

Note: Data was converted from pounds to short tons and rounded.

*The Passenger Aircraft section refers to goods transported in both the belly and cabin of a passenger aircraft.

This practice became especially prevalent during the COVID-19 pandemic, when airlines utilized both the cargo hold and the cabin (where passengers would typically sit) to optimize cargo capacity.

3.2.1 REGION

Revenue Freight In Short Tons

Annual Totals 2012 to 2025

Domestic	Year	Belly	Freighter	Passenger Aircraft*	Total
	2012	101,553	673,289	–	774,842
	2013	102,362	598,031	–	700,393
	2014	87,065	592,051	–	679,116
	2015	77,691	629,965	–	707,657
	2016	90,930	662,996	–	753,926
	2017	112,088	688,461	–	800,548
	2018	106,426	732,769	–	839,195
	2019	97,911	754,837	–	852,748
	2020	72,304	818,780	598	891,681
	2021	121,130	939,149	354	1,060,633
	2022	123,932	851,273	148	975,352
	2023	115,453	849,397	117	964,967
	2024	122,983	861,919	241	985,143
	2025	133,752	734,201	151	868,104

International	Year	Belly	Freighter	Passenger Aircraft*	Total
	2012	762,557	550,823	–	1,313,381
	2013	798,492	509,516	–	1,308,008
	2014	871,760	481,409	–	1,353,169
	2015	865,378	487,105	–	1,352,483
	2016	869,479	465,482	–	1,334,961
	2017	945,986	498,275	–	1,444,261
	2018	967,417	494,987	–	1,462,404
	2019	914,392	429,604	–	1,343,996
	2020	495,877	471,001	24,079	990,957
	2021	647,082	612,506	77,998	1,337,586
	2022	766,232	561,984	20,271	1,348,486
	2023	785,164	567,342	280	1,352,786
	2024	873,781	554,932	322	1,429,035
	2025	859,415	541,194	456	1,401,065

Domestic and International	Year	Belly	Freighter	Passenger Aircraft*	Total
	2012	864,110	1,224,113	–	2,088,223
	2013	900,854	1,107,547	–	2,008,401
	2014	958,825	1,073,460	–	2,032,285
	2015	943,070	1,117,070	–	2,060,140
	2016	960,409	1,128,478	–	2,088,887
	2017	1,058,074	1,186,735	–	2,244,809
	2018	1,073,843	1,227,756	–	2,301,599
	2019	1,012,303	1,184,441	–	2,196,745
	2020	568,181	1,289,780	24,677	1,882,638
	2021	768,212	1,551,654	78,353	2,398,219
	2022	890,163	1,413,256	20,419	2,323,838
	2023	900,618	1,416,739	397	2,317,754
	2024	996,764	1,416,851	563	2,414,178
	2025	993,167	1,275,395	607	2,269,169

Note: Data was converted from pounds to short tons and rounded.

*The Passenger Aircraft section refers to goods transported in both the belly and cabin of a passenger aircraft.

This practice became especially prevalent during the COVID-19 pandemic, when airlines utilized both the cargo hold and the cabin (where passengers would typically sit) to optimize cargo capacity.

Domestic

Month	Belly	Freighter	Passenger Aircraft*	Total	% Change 2024-2025
January	4,342	34,559	-	38,901	-9.3%
February	4,693	25,164	-	29,857	-23.6%
March	4,969	35,226	-	40,195	-8.8%
April	4,124	34,828	-	38,952	-9.3%
May	4,934	26,196	-	31,130	-30.8%
June	4,530	28,533	-	33,063	-8.4%
July	4,538	30,398	-	34,936	-16.3%
August	4,512	29,482	-	33,994	-20.6%
September	4,493	28,255	-	32,748	-16.6%
October	5,653	31,135	-	36,788	-14.3%
November	6,075	30,527	-	36,602	-14.2%
December	5,849	33,811	-	39,660	-5.6%
Total	58,712	368,114	-	426,826	-14.9%
% Change 2024 to 2025	11.0%	-17.9%	-	-14.9%	

International

Month	Belly	Freighter	Passenger Aircraft*	Total	% Change 2024-2025
January	46,871	42,962	-	89,833	-1.5%
February	46,593	38,462	-	85,055	-2.3%
March	54,905	45,478	-	100,383	1.9%
April	50,605	40,288	-	90,893	2.4%
May	52,203	38,468	-	90,671	-5.6%
June	51,706	38,645	-	90,351	-6.6%
July	54,232	38,526	-	92,758	-6.9%
August	55,898	39,606	-	95,504	-5.6%
September	53,200	39,900	-	93,100	-7.0%
October	59,203	45,884	-	105,087	-0.3%
November	56,724	43,518	-	100,242	-1.9%
December	54,716	44,735	-	99,451	-2.9%
Total	636,853	496,472	-	1,133,325	-3.1%
% Change 2024 to 2025	-4.0%	-1.8%	-100.0%	-3.1%	

Domestic and
International

Month	Belly	Freighter	Passenger Aircraft*	Total	% Change 2024-2025
January	51,213	77,521	-	128,734	-4.0%
February	51,286	63,626	-	114,912	-8.9%
March	59,874	80,704	-	140,578	-1.4%
April	54,728	75,116	-	129,844	-1.4%
May	57,137	64,664	-	121,801	-13.6%
June	56,235	67,178	-	123,413	-7.1%
July	58,770	68,924	-	127,694	-9.7%
August	60,410	69,088	-	129,498	-10.1%
September	57,693	68,155	-	125,848	-9.7%
October	64,856	77,019	-	141,875	-4.4%
November	62,799	74,045	-	136,844	-5.5%
December	60,564	78,546	-	139,110	-3.7%
Total	695,566	864,586	-	1,560,152	-6.6%
% Change 2024 to 2025	-2.9%	-9.4%	-100.0%	-6.6%	

Note: Data was converted from pounds to short tons and rounded.

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Domestic

Month	Belly	Freighter	Passenger Aircraft*	Total	% Change 2024-2025
January	5,813	28,482	-	34,295	-3.4%
February	6,469	25,723	4	32,196	-10.2%
March	6,944	23,998	-	30,942	-20.0%
April	5,636	28,772	14	34,422	-3.9%
May	5,496	28,176	19	33,691	-17.2%
June	5,031	26,930	24	31,985	-15.6%
July	5,622	28,919	-	34,541	-6.9%
August	5,507	28,044	7	33,558	-12.1%
September	5,938	28,312	5	34,255	-2.2%
October	6,154	30,182	26	36,362	-8.0%
November	5,525	26,827	18	32,370	-11.4%
December	5,438	37,587	34	43,059	5.0%
Total	69,572	341,952	151	411,675	-8.9%
% Change 2024 to 2025	8.1%	-11.7%	-37.3%	-8.9%	

International

Month	Belly	Freighter	Passenger Aircraft*	Total	% Change 2024-2025
January	17,333	4,116	-	21,449	17.0%
February	18,108	3,925	17	22,050	12.9%
March	20,615	5,059	24	25,698	12.2%
April	17,435	4,555	32	22,022	17.3%
May	16,160	3,050	34	19,244	3.7%
June	16,336	3,428	24	19,788	-7.1%
July	18,505	4,201	22	22,728	2.3%
August	17,479	4,157	17	21,653	-0.8%
September	18,446	3,248	46	21,740	1.1%
October	20,490	3,187	66	23,743	-8.1%
November	20,928	2,771	84	23,783	-4.5%
December	20,408	3,025	90	23,523	-1.1%
Total	222,244	44,722	456	267,422	3.1%
% Change 2024 to 2025	5.9%	-9.2%	54.1%	3.1%	

Domestic and
International

Month	Belly	Freighter	Passenger Aircraft*	Total	% Change 2024-2025
January	23,146	32,598	-	55,744	3.5%
February	24,577	29,648	21	54,246	-2.1%
March	27,559	29,057	24	56,640	-8.0%
April	23,071	33,327	46	56,444	3.4%
May	21,656	31,226	53	52,935	-10.6%
June	21,367	30,358	48	51,773	-12.6%
July	24,127	33,120	22	57,269	-3.4%
August	22,986	32,201	24	55,211	-8.0%
September	24,384	31,560	51	55,995	-0.9%
October	26,644	33,369	92	60,105	-8.1%
November	26,453	29,598	102	56,153	-8.6%
December	25,846	40,612	124	66,582	2.8%
Total	291,816	386,674	607	679,097	-4.5%
% Change 2024 to 2025	6.4%	-11.4%	13.0%	-4.5%	

Note: Data was converted from pounds to short tons and rounded.

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This practice became especially prevalent during the COVID-19 pandemic, when airlines utilized both the cargo hold and the cabin (where passengers would typically sit) to optimize cargo capacity.

Domestic

Month	Belly	Freighter	Passenger Aircraft*	Total	% Change 2024-2025
January	473	-	-	473	10.8%
February	431	-	-	431	-1.9%
March	440	-	-	440	-12.2%
April	536	-	-	536	11.0%
May	546	-	-	546	3.8%
June	460	-	-	460	1.1%
July	400	-	-	400	-7.5%
August	448	-	-	448	-3.6%
September	424	-	-	424	-15.1%
October	472	-	-	472	-19.3%
November	420	-	-	420	-12.1%
December	416	-	-	416	-9.0%
Total	5,468	-	-	5,468	-4.9%
% Change 2024 to 2025	-4.9%	-	-	-4.9%	

International

Month	Belly	Freighter	Passenger Aircraft*	Total	% Change 2024-2025
January	-	-	-	-	-
February	-	-	-	-	-
March	-	-	-	-	-
April	-	-	-	-	-
May	-	-	-	-	-
June	-	-	-	-	-
July	-	-	-	-	-
August	-	-	-	-	-
September	-	-	-	-	-
October	-	-	-	-	-
November	-	-	-	-	-
December	-	-	-	-	-
Total	-	-	-	-	-
% Change 2024 to 2025	-	-	-	-	

Domestic and
International

Month	Belly	Freighter	Passenger Aircraft*	Total	% Change 2024-2025
January	473	-	-	473	10.8%
February	431	-	-	431	-1.9%
March	440	-	-	440	-12.2%
April	536	-	-	536	11.0%
May	546	-	-	546	3.8%
June	460	-	-	460	1.1%
July	400	-	-	400	-7.5%
August	448	-	-	448	-3.6%
September	424	-	-	424	-15.1%
October	472	-	-	472	-19.3%
November	420	-	-	420	-12.1%
December	416	-	-	416	-9.0%
Total	5,468	-	-	5,468	-4.9%
% Change 2024 to 2025	-4.9%	-	-	-4.9%	

Note: Data was converted from pounds to short tons and rounded.

*The Passenger Aircraft section refers to goods transported in both the belly and cabin of a passenger aircraft.

This practice became especially prevalent during the COVID-19 pandemic, when airlines utilized both the cargo hold and the cabin (where passengers would typically sit) to optimize cargo capacity.

Domestic

Month	Belly	Freighter	Passenger Aircraft*	Total	% Change 2024-2025
January	-	1,926	-	1,926	11.8%
February	-	1,721	-	1,721	-8.3%
March	-	1,911	-	1,911	-7.2%
April	-	2,014	-	2,014	1.1%
May	-	1,972	-	1,972	-14.8%
June	-	1,844	-	1,844	-11.6%
July	-	2,119	-	2,119	-0.7%
August	-	2,005	-	2,005	-12.9%
September	-	1,968	-	1,968	-6.7%
October	-	2,238	-	2,238	-12.9%
November	-	1,982	-	1,982	-10.7%
December	-	2,435	-	2,435	-11.5%
Total	-	24,135	-	24,135	-7.7%
% Change 2024 to 2025	-	-7.7%	-	-7.7%	

International

Month	Belly	Freighter	Passenger Aircraft*	Total	% Change 2024-2025
January	37	-	-	37	-
February	47	-	-	47	-
March	59	-	-	59	2160.2%
April	42	-	-	42	34.7%
May	40	-	-	40	-28.1%
June	13	-	-	13	-68.9%
July	36	-	-	36	4.2%
August	43	-	-	43	72.6%
September	-	-	-	-	-100.0%
October	-	-	-	-	-100.0%
November	-	-	-	-	-100.0%
December	-	-	-	-	-100.0%
Total	318	-	-	318	-0.9%
% Change 2024 to 2025	-0.9%	-	-	-0.9%	

Domestic and
International

Month	Belly	Freighter	Passenger Aircraft*	Total	% Change 2024-2025
January	37	1,926	-	1,963	13.9%
February	47	1,721	-	1,768	-5.8%
March	59	1,911	-	1,970	-4.5%
April	42	2,014	-	2,056	1.6%
May	40	1,972	-	2,012	-15.1%
June	13	1,844	-	1,857	-12.7%
July	36	2,119	-	2,155	-0.6%
August	43	2,005	-	2,048	-12.0%
September	-	1,968	-	1,968	-8.2%
October	-	2,238	-	2,238	-14.1%
November	-	1,982	-	1,982	-12.0%
December	-	2,435	-	2,435	-12.3%
Total	318	24,135	-	24,453	-7.6%
% Change 2024 to 2025	-0.9%	-7.7%	-	-7.6%	

Note: Data was converted from pounds to short tons and rounded.

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This practice became especially prevalent during the COVID-19 pandemic, when airlines utilized both the cargo hold and the cabin (where passengers would typically sit) to optimize cargo capacity.

Domestic

Month	Belly	Freighter	Passenger Aircraft*	Total	% Change 2024-2025
January	10,629	64,967	-	75,596	-6.1%
February	11,593	52,608	4	64,205	-16.9%
March	12,353	61,135	-	73,488	-13.8%
April	10,296	65,614	14	75,924	-6.5%
May	10,976	56,344	19	67,339	-23.9%
June	10,020	57,307	24	67,351	-12.0%
July	10,561	61,436	-	71,997	-11.6%
August	10,466	59,531	7	70,004	-16.4%
September	10,856	58,535	5	69,396	-9.7%
October	12,278	63,555	26	75,859	-11.4%
November	12,021	59,336	18	71,375	-12.8%
December	11,703	73,833	34	85,570	-0.8%
Total	133,752	734,201	151	868,104	-11.9%
% Change 2024 to 2025	8.8%	-14.8%	-37.3%	-11.9%	

International

Month	Belly	Freighter	Passenger Aircraft*	Total	% Change 2024-2025
January	64,240	47,078	-	111,318	1.6%
February	64,748	42,387	17	107,152	0.5%
March	75,580	50,537	24	126,141	3.9%
April	68,082	44,843	32	112,957	5.0%
May	68,403	41,518	34	109,955	-4.1%
June	68,055	42,073	24	110,152	-6.7%
July	72,773	42,727	22	115,522	-5.2%
August	73,420	43,763	17	117,200	-4.8%
September	71,645	43,148	46	114,839	-5.6%
October	79,693	49,071	66	128,830	-1.9%
November	77,651	46,289	84	124,024	-2.4%
December	75,124	47,760	90	122,974	-2.6%
Total	859,415	541,194	456	1,401,065	-2.0%
% Change 2024 to 2025	-1.6%	-2.5%	41.6%	-2.0%	

Domestic and
International

Month	Belly	Freighter	Passenger Aircraft*	Total	% Change 2024-2025
January	74,869	112,045	-	186,914	-1.7%
February	76,340	94,995	21	171,356	-6.8%
March	87,933	111,672	24	199,629	-3.4%
April	78,378	110,457	46	188,881	0.1%
May	79,379	97,862	53	177,294	-12.7%
June	78,076	99,380	48	177,504	-8.8%
July	83,334	104,163	22	187,519	-7.8%
August	83,886	103,294	24	187,204	-9.5%
September	82,502	101,683	51	184,236	-7.2%
October	91,971	112,626	92	204,689	-5.6%
November	89,672	105,625	102	195,399	-6.5%
December	86,827	121,593	124	208,544	-1.8%
Total	993,167	1,275,395	607	2,269,169	-6.0%
% Change 2024 to 2025	-0.4%	-10.0%	7.8%	-6.0%	

Note: Data was converted from pounds to short tons and rounded.

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3.3.1 DOMESTIC

Regional Freight In Short Tons

By Direction: Annual Totals 2012–2025

Inbound					
	Year	EWR	JFK	LGA	SWF
	2012	243,023	151,684	3,844	14,563
	2013	188,998	143,915	4,002	12,169
	2014	182,512	132,530	4,332	10,698
	2015	194,243	125,946	4,604	10,831
	2016	236,964	126,752	4,085	13,932
	2017	264,126	128,058	3,916	14,238
	2018	267,164	141,934	3,235	14,797
	2019	268,284	154,888	3,310	16,182
	2020	255,494	201,053	3,265	17,528
	2021	272,262	276,863	3,396	16,128
	2022	238,388	266,639	3,503	16,520
	2023	227,354	309,547	2,834	16,315
	2024	232,600	330,107	2,566	18,033
	2025	212,082	274,771	2,720	17,175
Outbound					
	Year	EWR	JFK	LGA	SWF
	2012	251,877	102,544	2,975	4,332
	2013	229,798	114,147	2,591	4,774
	2014	231,198	110,303	2,751	4,791
	2015	255,719	109,061	3,068	4,185
	2016	249,278	114,228	3,444	5,242
	2017	269,495	111,357	2,902	6,456
	2018	276,206	125,549	2,690	7,621
	2019	272,088	127,584	3,017	7,395
	2020	250,347	154,817	2,560	6,618
	2021	259,127	215,067	2,932	14,858
	2022	253,300	185,656	3,159	8,187
	2023	226,230	172,113	3,186	7,389
	2024	219,178	171,373	3,183	8,104
	2025	199,593	152,055	2,748	6,960
Total					
	Year	EWR	JFK	LGA	SWF
	2012	494,900	254,228	6,819	18,895
	2013	418,796	258,062	6,592	16,943
	2014	413,711	242,833	7,084	15,489
	2015	449,962	235,007	7,672	15,016
	2016	486,243	240,980	7,529	19,174
	2017	533,621	239,415	6,818	20,694
	2018	543,370	267,483	5,924	22,418
	2019	540,372	282,472	6,327	23,577
	2020	505,841	355,870	5,825	24,145
	2021	531,390	491,930	6,328	30,986
	2022	491,688	452,295	6,662	24,707
	2023	453,584	481,660	6,020	23,704
	2024	451,778	501,480	5,749	26,137
	2025	411,675	426,826	5,468	24,135

Note: Data was converted from pounds to short tons and rounded.

Inbound					
	Year	EW R	JFK	LGA	SWF
	2012	153,408	600,897	32	20
	2013	161,254	601,852	29	59
	2014	163,689	631,408	7	24
	2015	169,648	650,818	16	128
	2016	169,854	650,879	5	–
	2017	195,043	706,548	9	112
	2018	209,975	717,395	18	111
	2019	198,621	661,264	10	–
	2020	129,829	496,711	–	–
	2021	170,151	656,154	–	2
	2022	172,120	666,673	–	–
	2023	172,758	731,794	2	–
	2024	186,866	795,323	–	321
	2025	187,952	754,103	–	318
Outbound					
	Year	EW R	JFK	LGA	SWF
	2012	94,590	464,093	157	183
	2013	83,106	461,122	99	488
	2014	89,178	468,814	49	–
	2015	85,604	446,236	33	–
	2016	90,674	423,499	50	–
	2017	93,925	448,545	51	28
	2018	97,291	437,282	54	279
	2019	89,350	394,683	39	29
	2020	64,393	300,023	1	–
	2021	85,149	426,123	–	8
	2022	83,037	426,656	–	–
	2023	73,821	374,407	3	–
	2024	72,613	373,912	–	–
	2025	79,470	379,223	–	–
Total					
	Year	EW R	JFK	LGA	SWF
	2012	247,998	1,064,990	190	203
	2013	244,359	1,062,973	128	547
	2014	252,867	1,100,222	56	24
	2015	255,252	1,097,054	49	128
	2016	260,528	1,074,377	55	–
	2017	288,968	1,155,093	60	140
	2018	307,266	1,154,677	72	390
	2019	287,970	1,055,947	49	29
	2020	194,221	796,735	1	–
	2021	255,299	1,082,277	–	10
	2022	255,157	1,093,329	–	–
	2023	246,580	1,106,201	6	–
	2024	259,479	1,169,235	–	321
	2025	267,422	1,133,325	–	318

Note: Data was converted from pounds to short tons and rounded.

JFK

Rank	Airline	Total Freight (Short Tons)	Cumulative %
1	Delta Air Lines	134,519	8.6%
2	Atlas Air	88,317	14.3%
3	American Airlines	77,251	19.2%
4	FedEx	63,952	23.3%
5	Korean Air Lines	50,147	26.5%
6	Hawaiian Airlines	47,943	29.6%
7	Cathay Pacific	45,347	32.5%
8	United Parcel Service	44,520	35.4%
9	British Airways	43,540	38.2%
10	Lufthansa	43,189	40.9%
11	Kalitta Air LLC	43,129	43.7%
12	China Airlines (CAL)	41,340	46.4%
13	ABX Air INC	41,171	49.0%
14	Turkish Airlines	39,609	51.5%
15	Air China	36,414	53.9%
	Others	719,763	100.0%
	Total	1,560,152	100.0%

EWR

Rank	Airline	Total Freight (Short Tons)	Cumulative %
1	FedEx	245,874	36.2%
2	United Airlines	206,434	66.6%
3	United Parcel Service	122,429	84.6%
4	British Airways	12,082	86.4%
5	Lufthansa	11,088	88.0%
6	Scandinavian Airlines	9,726	89.5%
7	21 Air LLC	8,133	90.7%
8	Emirates	7,367	91.8%
9	ABX Air INC	6,920	92.8%
10	EL AL	6,151	93.7%
11	Swiss International Air Lines	5,493	94.5%
12	Air France	5,415	95.3%
13	Turkish Airlines	4,280	95.9%
14	Austrian Airlines	3,787	96.5%
15	LOT Polish Airlines	3,331	97.0%
	Others	20,586	100.0%
	Total	679,097	100.0%

LGA

Rank	Airline	Total Freight (Short Tons)	Cumulative %
1	Southwest Airlines	4,376	80.0%
2	American Airlines	882	96.2%
3	Delta Air Lines	123	98.4%
4	United Airlines	86	100.0%
	Total	5,468	100.0%

SWF

Rank	Airline	Total Freight (Short Tons)	Cumulative %
1	FedEx	14,628	59.8%
2	United Parcel Service	9,507	98.7%
3	Play Airlines	318	100.0%
	Total	24,453	100.0%

REGION

Rank	Airline	Total Freight (Short Tons)	Cumulative %
1	FedEx	324,454	14.3%
2	United Airlines	206,521	23.4%
3	United Parcel Service	176,456	31.2%
4	Delta Air Lines	135,780	37.2%
5	Atlas Air	90,016	41.1%
6	American Airlines	78,524	44.6%
7	British Airways	55,622	47.0%
8	Lufthansa	54,277	49.4%
9	Korean Air Lines	50,147	51.6%
10	ABX Air INC	48,091	53.8%
11	Hawaiian Airlines	47,943	55.9%
12	Cathay Pacific	45,347	57.9%
13	Turkish Airlines	43,888	59.8%
14	Kalitta Air LLC	43,501	61.7%
15	China Airlines (CAL)	41,340	63.5%
	Others	827,261	100.0%
	Total	2,269,169	100.0%

Source: Strategic Analysis & Forecasting, Port Authority of NY & NJ.

Domestic	Year	EWR	JFK	LGA	SWF	Region
	2012	32,160	20,164	384	-	52,709
	2013	25,086	19,621	743	1	45,452
	2014	26,093	18,925	1,157	-	46,175
	2015	40,723	25,007	710	1,496	67,936
	2016	37,181	21,097	285	210	58,773
	2017	46,869	22,967	2,364	-	72,201
	2018	46,195	25,879	4,853	-	76,927
	2019	36,919	29,605	3,730	17,818	88,073
	2020	30,996	18,245	2,133	33,078	84,452
	2021	47,563	23,895	2,115	21,782	95,355
	2022	46,182	22,720	1,256	29,163	99,320
	2023	29,423	10,809	495	23,186	63,913
	2024	29,768	14,837	1	1,380	45,985
	2025	48,617	28,656	-	-	77,273

International	Year	EWR	JFK	LGA	SWF	Region
	2012	47,233	73,507	793	-	121,533
	2013	29,590	83,171	637	-	113,398
	2014	10,287	68,257	451	-	78,995
	2015	8,306	63,153	519	-	71,978
	2016	8,618	73,052	396	-	82,065
	2017	8,753	72,558	221	-	81,532
	2018	18,881	66,768	5	-	85,655
	2019	20,445	69,094	-	-	89,539
	2020	11,219	40,613	-	-	51,831
	2021	9,941	40,312	-	-	50,253
	2022	11,552	34,419	-	-	45,971
	2023	8,905	32,102	-	-	41,007
	2024	8,958	32,746	-	-	41,704
	2025	9,594	27,910	-	-	37,504

Domestic and International	Year	EWR	JFK	LGA	SWF	Region
	2012	79,393	93,671	1,177	-	174,241
	2013	54,677	102,792	1,381	1	158,850
	2014	36,380	87,182	1,608	-	125,170
	2015	49,029	88,160	1,229	1,496	139,915
	2016	45,798	94,149	681	210	140,838
	2017	55,623	95,525	2,585	-	153,733
	2018	65,076	92,647	4,859	-	162,582
	2019	57,364	98,699	3,730	17,818	177,612
	2020	42,214	58,858	2,133	33,078	136,283
	2021	57,504	64,207	2,115	21,782	145,608
	2022	57,734	57,139	1,256	29,163	145,292
	2023	38,328	42,910	495	23,186	104,919
	2024	38,726	47,582	1	1,380	87,689
	2025	58,211	56,567	-	-	114,777

Note: Data was converted from pounds to short tons and rounded.

Domestic

Month	EWR	JFK	LGA	SWF	Region	Regional % Change 2024-2025
January	2,951	1,882	-	-	4,833	39.8%
February	2,932	1,878	-	-	4,810	107.9%
March	7,473	2,021	-	-	9,494	330.7%
April	3,665	2,228	-	-	5,893	134.8%
May	4,009	2,357	-	-	6,367	87.7%
June	3,302	2,295	-	-	5,597	67.9%
July	4,120	2,509	-	-	6,629	70.4%
August	3,948	2,539	-	-	6,487	69.1%
September	3,731	2,231	-	-	5,962	28.9%
October	4,509	2,466	-	-	6,975	29.9%
November	3,857	2,860	-	-	6,717	34.3%
December	4,118	3,390	-	-	7,509	24.1%
Total 2025	48,617	28,656	-	-	77,273	68.0%
% Change 2024 to 2025	63.3%	93.1%	-91.6%	-100.0%	68.0%	

International

Month	EWR	JFK	LGA	SWF	Region	Regional % Change 2024-2025
January	948	3,001	-	-	3,949	23.8%
February	800	2,438	-	-	3,238	8.7%
March	849	2,683	-	-	3,532	4.7%
April	764	2,777	-	-	3,540	10.8%
May	762	2,534	-	-	3,297	2.5%
June	1,110	2,827	-	-	3,937	28.3%
July	753	2,438	-	-	3,191	4.2%
August	765	2,737	-	-	3,502	-1.4%
September	518	1,396	-	-	1,914	-40.7%
October	610	1,524	-	-	2,133	-44.3%
November	708	1,534	-	-	2,243	-43.6%
December	1,006	2,022	-	-	3,028	-39.8%
Total 2025	9,594	27,910	-	-	37,504	-10.1%
% Change 2024 to 2025	7.1%	-14.8%	-	-	-10.1%	

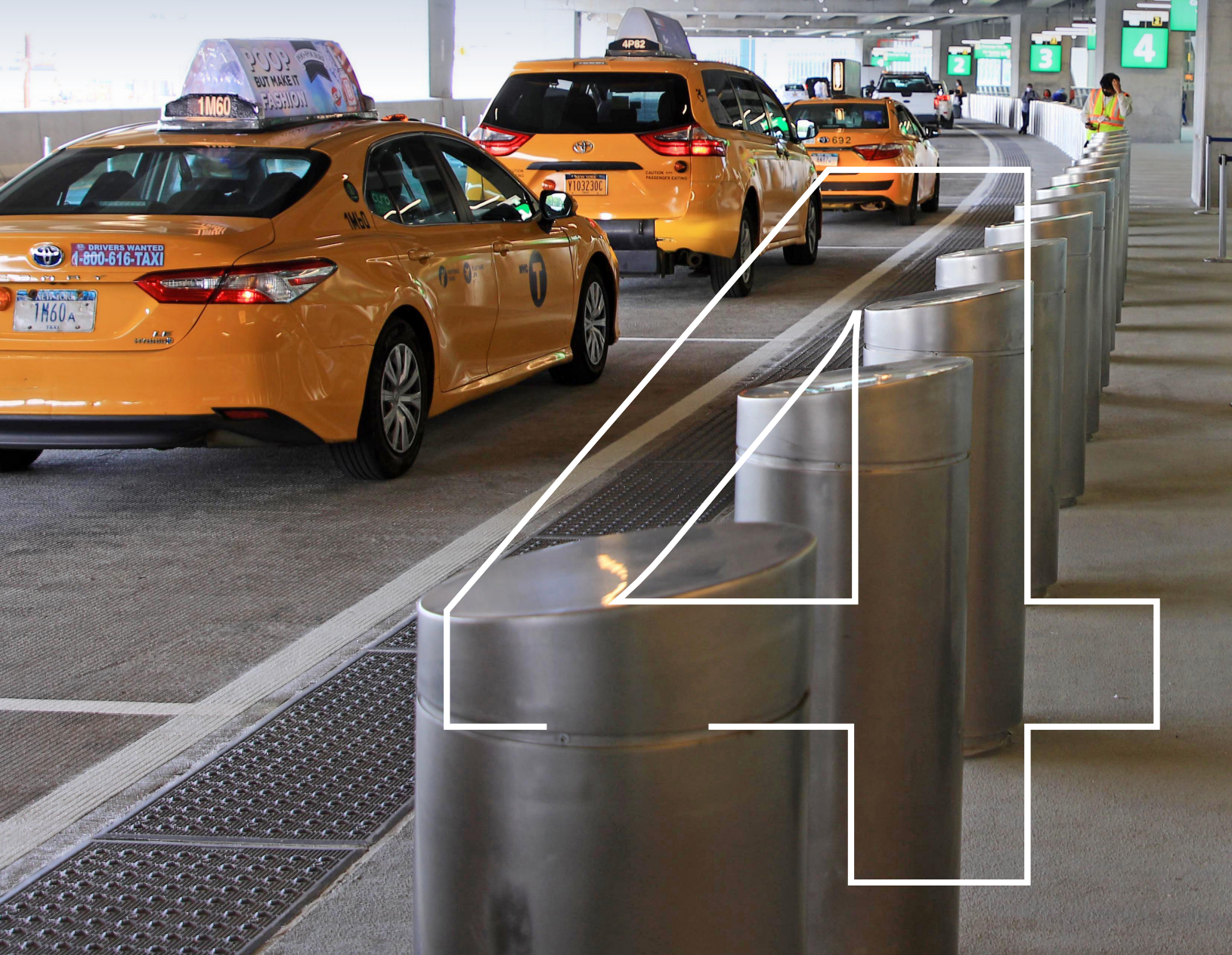
Domestic and
International

Month	EWR	JFK	LGA	SWF	Region	Regional % Change 2024-2025
January	3,900	4,883	-	-	8,783	32.1%
February	3,732	4,315	-	-	8,047	52.0%
March	8,322	4,704	-	-	13,026	133.5%
April	4,428	5,005	-	-	9,433	65.3%
May	4,772	4,892	-	-	9,663	46.3%
June	4,412	5,121	-	-	9,534	48.9%
July	4,873	4,947	-	-	9,820	41.2%
August	4,713	5,276	-	-	9,990	35.2%
September	4,249	3,627	-	-	7,876	0.3%
October	5,119	3,989	-	-	9,109	-1.0%
November	4,565	4,394	-	-	8,959	-0.2%
December	5,125	5,412	-	-	10,537	-4.9%
Total 2025	58,211	56,567	-	-	114,777	30.9%
% Change 2024 to 2025	50.3%	18.9%	-91.6%	-100.0%	30.9%	

Note: Data was converted from pounds to short tons and rounded.

Ground Transportation & Economic Impact

- Passengers Accessing Airports by Bus & Rail
- Paid Parked Cars
- Taxi Dispatch Passengers
- Ground Transportation Center Bookings
- Airport Employment
- Economic Impact of the Region's Aviation Industry



Year	EWR		NJ Only Grand Total Motor Coach and Rail
	Olympia Trail (Motor Coach)	NJT Rail Service and AirTrain	
2012	579,779	2,136,446	2,716,225
2013	567,703	2,386,467	2,954,170
2014	614,365	2,176,316	2,790,681
2015	509,920	2,545,232	3,055,152
2016	567,575	2,548,039	3,115,614
2017	641,573	7,687,033*	8,328,606
2018	573,586	11,000,769*	11,574,355
2019	548,601	11,041,221*	11,589,822
2020	117,731	3,645,726*	3,763,457
2021	147,988	6,095,155*	6,243,143
2022	329,471	9,068,635*	9,398,106
2023	369,503	8,598,382*	8,967,885
2024	411,151	7,391,395*	7,802,546
2025	364,592	7,182,549*	7,547,141

	JFK		LGA	SWF		NY Only
	NY Airport Service (Motor Coach)	AirTrain	NY Airport Service (Motor Coach)	Connecting Bus (Leprechaun)	Express Bus	Grand Total Motor Coach and Rail
2012	356,741	5,706,207	271,382	652	-	6,334,982
2013	386,657	6,002,835	269,360	175	-	6,659,027
2014	420,913	6,522,096	264,760	396	-	7,208,165
2015	420,781	7,130,410	284,969	-	-	7,836,160
2016	397,592	18,956,542	265,416	-	-	19,619,550
2017	364,737	20,274,165**	280,270	-	38,715	20,919,172
2018	182,527	20,447,752**	130,736	-	101,775	20,761,015
2019	124,141	20,939,059**	93,480	-	43,947	21,156,680
2020	20,079	6,578,714**	12,903	-	-	6,611,696
2021	-	10,303,269**	-	-	-	10,303,269
2022	-	18,177,982**	-	-	10,945	18,188,927
2023	-	23,645,419**	-	-	23,226	23,668,645
2024	-	24,896,019**	-	-	26,625	24,922,644
2025	-	25,778,876**	-	-	-	25,778,876

EWR

Olympia Trail: Currently serves Bryant Park, GCT and PABT; formerly served Lower Manhattan and Penn Station. Absorbed the Express #300 bus that formerly served PABT.

NJT Rail Service & AirTrain: Currently serves Manhattan and various points in New Jersey.

* As of June 2017, AirTrain EWR category captures total AirTrain passengers; prior to June 2017, captured only paid AirTrain passengers

JFK

New York Airport Service: Currently serves GCT and the PABT in Manhattan (formerly known as Carey bus).

AirTrain: Currently serves various points in the City of New York and Long Island via LIRR and Subway.

** As of January 2017, AirTrain JFK category captures total AirTrain passengers; prior to January 2017, captured only paid AirTrain passengers (Jamaica & Howard Beach).

LGA

New York Airport Service: Currently serves GCT and the PABT in Manhattan (formerly known as Carey bus).

SWF

Connecting Leprechaun Bus: Currently serves Beacon Metro-North commuter rail station. No data was reported after 2014.

Express Bus: Serves Port Authority Bus Terminal to SWF. Service was discontinued in September 2024

Year	EWR	JFK	LGA	SWF	Region
2012	2,926,748	4,154,895	1,494,103	81,934	8,657,680
2013	2,862,943	4,202,721	1,452,692	73,664	8,592,020
2014	2,844,074	4,132,263	1,245,979	69,443	8,291,759
2015	2,872,335	4,112,611	1,170,759	63,795	8,219,500
2016	2,834,730	4,085,462	891,210	60,305	7,871,707
2017	2,770,916	3,823,427	415,559	85,414	7,095,316
2018	2,733,715	3,592,561	249,672	117,866	6,693,814
2019	2,617,240	3,343,923	480,511	88,672	6,530,346
2020	811,121	1,096,362	255,267	48,851	2,211,601
2021	1,264,955	1,745,263	337,030	16,272	3,363,520
2022	1,840,086	2,183,323	485,505	40,277	4,549,191
2023	1,561,457	2,014,689	411,468	41,174	4,028,788
2024	1,812,641	1,782,239	520,201	42,314	4,157,395
2025	1,585,191	1,653,723	494,749	41,261	3,774,924

Year	EWR	JFK	LGA	SWF*	Region
2012	1,318,801	3,250,056	3,769,163	3,717	8,341,737
2013	1,261,864	3,206,289	3,811,038	2,353	8,281,544
2014	977,287	3,270,025	3,699,976	577	7,947,865
2015	881,155	3,327,222	3,012,440	408	7,221,225
2016	919,325	2,926,345	2,055,236	355	5,901,261
2017	885,624	2,692,420	2,325,108	390	5,903,542
2018	978,115	2,584,502	2,579,424	271	6,142,312
2019	942,587	2,610,931	1,771,380	180	5,325,078
2020	238,011	641,700	476,601	32	1,356,344
2021	478,646	1,150,165	778,682	-	2,407,493
2022	771,398	2,133,522	1,251,761	-	4,156,681
2023	733,774	1,937,564	1,441,172	-	4,112,510
2024	599,599	1,884,830	1,385,579	-	3,870,008
2025	551,341	1,968,967	1,379,137	-	3,899,445

*Visconti Cab Company.

Year	EWR	JFK	LGA	SWF	Region
2012	20,283	34,924	11,068	1,113	67,388
2013	19,700	36,620	11,353	1,145	68,818
2014	20,505	37,396	11,952	1,239	71,092
2015	20,268	38,232	11,977	1,258	71,735
2016	21,543	39,468	12,341	1,176	74,528
2017	21,802	40,281	12,870	1,377	76,330
2018	22,362	40,836	13,738	1,405	78,341
2019	23,242	40,844	14,995	1,316	80,397
2020	17,294	30,644	11,860	1,062	60,860
2021	19,247	34,842	13,662	1,137	68,888
2022	23,005	40,510	15,779	1,220	80,514
2023	25,433	42,869	15,970	1,244	85,516
2024	21,797	39,411	12,648	1,122	74,978
2025	24,989	44,791	14,356	1,146	85,282

Numbers represent individuals who require airport security badges to work at the airport. There are two types of security badges: SIDA and Sterile.

Security Identification Display Area (SIDA) badges are held by those with access to ramps, runways, taxiways, baggage areas, terminals, and airline offices.

Sterile Badges are held by those who have access to the passenger terminals, between passenger screening checkpoints and the boarding gates only.

Airport employees who do not require badges are excluded here.

2025

Economic Impact for the NY / NJ Region	EWR	JFK	LGA	SWF	Total
Airport Employment Impact*					
Full-Time Jobs Supported	43,124	70,696	22,935	1,999	138,754
Labor Compensation	\$ 5,090	\$ 6,712	\$ 2,339	\$ 237	\$ 14,378
Total Economic Impact	\$12,570	\$ 18,038	\$ 6,294	\$ 542	\$ 37,445
Visitor Economic Impact**					
Full-Time Jobs Supported	53,745	71,617	37,497	353	163,212
Labor Compensation	\$ 5,537	\$ 7,379	\$ 3,863	\$ 36	\$ 16,815
Total Economic Impact	\$11,466	\$ 15,280	\$ 8,000	\$ 75	\$ 34,821
Capital Spending Impact***					
Full-Time Jobs Supported	1,950	7,351	816	3	10,121
Labor Compensation	\$ 193	\$ 728	\$ 81	\$ 0.34	\$ 1,002
Total Economic Impact	\$ 436	\$ 1,644	\$ 183	\$ 1	\$ 2,264
Total Economic Impact					
Full-Time Jobs Supported	98,818	149,665	61,248	2,355	312,087
Labor Compensation	\$10,820	\$ 14,818	\$ 6,283	\$ 273	\$ 32,195
Total Economic Impact	\$24,472	\$ 34,962	\$14,477	\$ 619	\$ 74,530

In Millions \$ 2025

Note: Beginning in 2023, the methodology used to calculate economic impacts was revised to better align with current industry practices. Airport-related employment now replaces passenger operating and cargo impacts, with the updated approach focusing on the impacts of airport employment by business type and industry. Consequently, these economic impact estimates are not directly comparable to previous years.

* Economic impacts derived from jobs located at the airports, categorized by industry and occupation type to reflect the range of on-airport activities.

** Economic impacts driven by travelers using the airports, reflecting the impact of spending on lodging, dining, transportation, and other goods and services within the region.

*** Economic activity associated with airport construction and redevelopment projects, including infrastructure improvements and related expenditures.

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