

Runway Utilization Report – February 2026

John F. Kennedy International Airport (JFK)

LaGuardia Airport (LGA)

Newark Liberty International Airport (EWR)

New York Stewart International Airport (SWF)

Teterboro Airport (TEB)



Port Authority Airports

The Port Authority of New York and New Jersey operates five airports, including three major hub airports, two of which are in the top 15 busiest airports in the United States by passenger traffic, and serve almost 150 million passengers every year. The Port Authority is the operator of the largest airport system in the United States, including John F. Kennedy International Airport (JFK), LaGuardia Airport (LGA), Newark Liberty International Airport (EWR), New York Stewart International Airport (SWF), and Teterboro Airport (TEB). Managing aircraft noise impacts at an airport is the shared concern of many parties, including the Federal Aviation Administration (FAA), airport owner/operator, air carriers, local governments, communities, and aircraft manufacturers.

NY/NJ Airspace

The Northeast regional airspace serving the New York and New Jersey metropolitan area is a complex system of air navigational routes. Arriving and departing aircraft must be safely separated both vertically and horizontally at all times while operating within this airspace. The FAA controls the airspace and is responsible for maintaining safe separation between aircraft while directing them along established flight routes designed to ensure safety and support noise abatement where possible.

Flight Tracking

The Port Authority utilizes the FAA's System Wide Information Management (SWIM) data in conjunction with EnviroSuite's Airport Noise & Operations Management System to track and analyze aircraft operations.

The Port Authority maintains a WebTrak flight tracking system, which displays near-real-time aircraft movements and provides noise monitoring data from locations surrounding the airports. WebTrak provides detailed information including aircraft location, aircraft type, altitude, origin and destination airports, and flight identification numbers.

Typical Day of Operations



24-hour operations at Port Authority Airports (August 2nd, 2023, 4,341 Operations)

Air Traffic Management

The Federal Aviation Administration (Air Traffic Control) is responsible for the safe movement of aircraft both in the air and on the ground. Runway assignments, headings, altitudes, and other operational instructions are issued exclusively by FAA air traffic controllers. Safety is the FAA's highest priority. The FAA's noise-related responsibilities include regulating aircraft noise certification standards, approving operational restrictions, reviewing noise abatement procedures, establishing pilot and flight regulations, and noise compatibility studies.

Runway selection


The FAA determines runway and procedure selection based on criteria to ensure the highest level of safety. These criteria, in order of decreasing priority, are:

1. Runway Availability
2. Prevailing wind and weather patterns
3. Operational efficiency
4. Community noise concerns

Nighttime Operations

- Nighttime Operations are defined as operations taking place between 10 PM and 6:59 AM EST.
- The majority of nighttime operations are cargo and international flights.
- TEB's Flight Quiet program defines nighttime operations taking place between 11 PM and 6:00 AM EST.
- LaGuardia Airport typically has very limited scheduled operations after 10:00 PM, although delays may result in flights originally scheduled for daytime hours arriving or departing during nighttime periods.

Runways at Each Airport

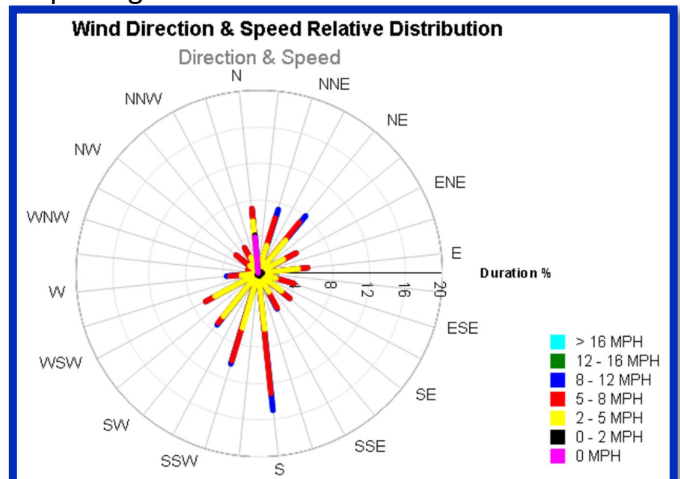


JFK	4
LGA	2
EWR	3
TEB	2
SWF	2

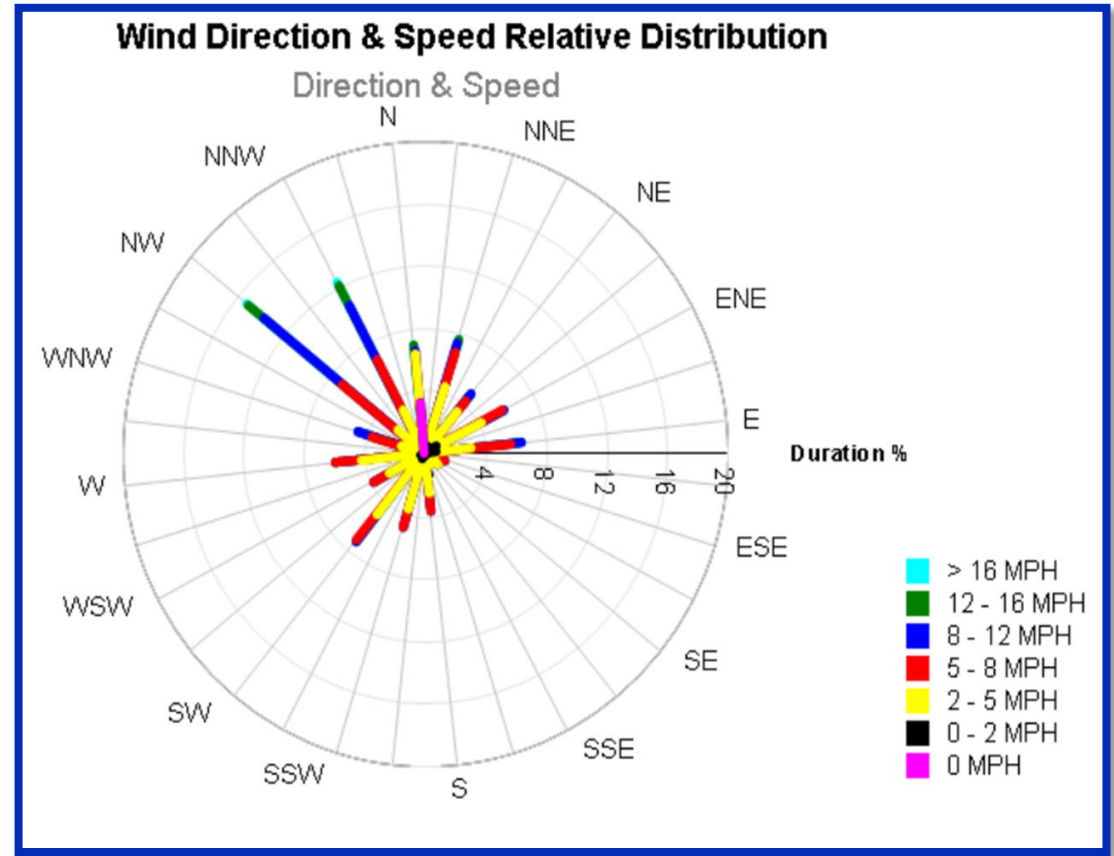
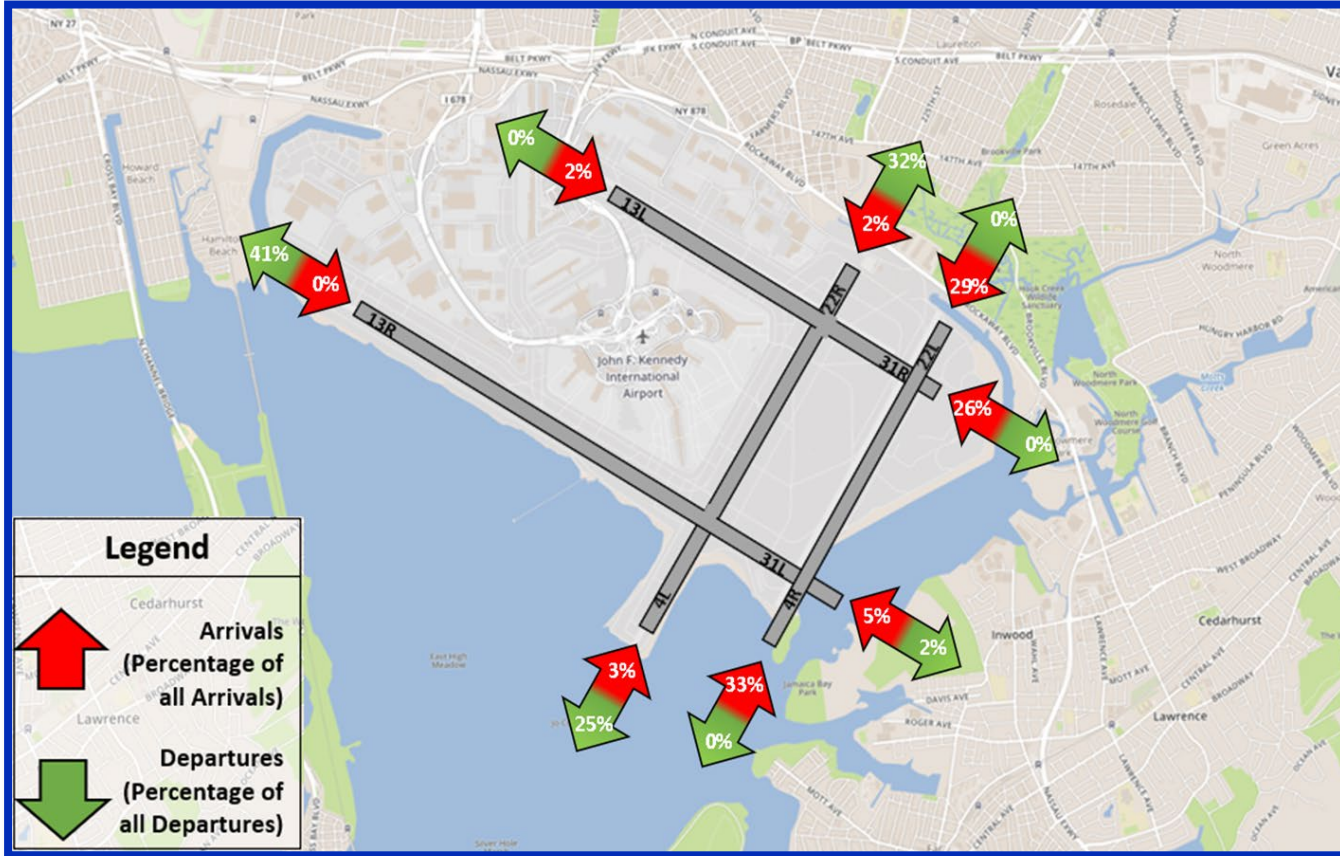
Runways are named based on their magnetic heading. For example, at LaGuardia Airport, Runway 04/22 is aligned approximately 040° in one direction and 220° in the opposite direction. If an airport has parallel runways, they are designated Left (L), Center (C), or Right (R), e.g., 22L/22C/22R.

Windrose

A wind rose is a diagram used to give a graphical view of how wind speed and direction vary. Runway and flight procedure selection is determined by the FAA based on wind speed and direction. Flying into the wind allows for the greatest margin of safety when landing or departing.



JFK Runway Utilization – Directional Map and Wind Rose Map



Key Insights

- Most Used Arrival Runway This Month: Runway 4R (33% of all arrivals)
- Most Used Departure Runway This Month: Runway 31L (41% of all departures)
- Dominant Winds for February 2026 were from Northerly Directions - 53%

Wind Directions:
 Dominant winds are defined for the four general directions with the highest combined frequency of hourly wind observations as follows:
 Northerly: N, NW, NE, NNE, NNW
 Westerly: W, WSW, WNW, NW, SW
 Southerly: S, SW, SE, SSE, SSW
 Easterly: E, ENE, ESE, NE, SE

JFK Runway Utilization – Monthly Comparison

Month	Total Operations	4L Arr	4L Dep	4R Arr	4R Dep	13L Arr	13L Dep	13R Arr	13R Dep	22L Arr	22L Dep	22R Arr	22R Dep	31L Arr	31L Dep	31R Arr	31R Dep	Unk Arr	Unk Dep
Feb - 2025	32,356	189	2,414	2,211	11	294	3	0	400	5,049	0	495	4,359	1,299	8,994	6,605	19	2	12
Mar - 2025	37,467	261	2,623	2,486	0	1,020	7	1	1,338	7,936	2	745	7,498	1,137	7,264	5,125	13	5	6
Apr - 2025	38,113	458	3,263	3,301	4	2,669	11	5	3,558	5,346	2	562	4,514	1,204	7,710	5,438	36	24	8
May - 2025	39,809	485	4,884	4,704	5	2,489	13	4	3,108	6,925	1	510	6,150	906	5,663	3,836	110	8	8
Jun - 2025	39,661	578	5,437	5,134	1	2,372	6	6	3,092	9,015	0	770	7,832	310	3,453	1,622	8	6	19
Jul - 2025	40,707	129	1,846	1,653	0	2,190	6	3	2,797	13,107	0	880	12,260	336	3,489	1,982	6	6	17
Aug - 2025	42,014	426	4,542	4,251	0	5,641	17	13	7,220	7,970	0	487	6,117	366	3,120	1,827	5	3	9
Sep - 2025	38,066	697	6,449	6,360	0	4,323	13	16	5,581	6,008	1	337	4,562	257	2,456	969	7	12	18
Oct - 2025	38,184	624	5,867	5,417	1	1,314	6	18	1,677	4,070	1	310	3,705	1,148	7,813	6,160	32	5	16
Nov - 2025	35,529	98	908	917	0	555	3	1	663	5,433	0	485	5,182	1,682	11,002	8,561	23	4	12
Dec - 2025	37,199	283	2,381	2,487	4	173	0	1	205	6,421	0	613	5,675	1,422	10,325	7,157	38	8	6
Jan - 2026	33,669	200	1,975	2,178	8	90	0	0	100	6,193	0	476	5,819	1,072	8,914	6,615	27	0	2
Feb - 2026	30,396	504	4,934	5,001	9	272	0	0	313	4,372	1	282	3,785	801	6,162	3,932	10	10	8

Data Source: PANYNJ Airport Noise and Operations Management System (ANOMS)

Monthly Comparison



Yearly Operational Changes - February 2026 vs February 2025
 1,960 (-6%) Decrease in total operations

Most significant changes in runway usage



Arrivals: Increase of 2,790 arrivals on Runway 4R (126% Increase)



Departures: Decrease of 2,832 departures on Runway 31L (-31% Decrease)



Monthly Operational Changes - February 2026 vs January 2026
 3,273 (-10%) Decrease in total operations

Most significant changes in runway usage



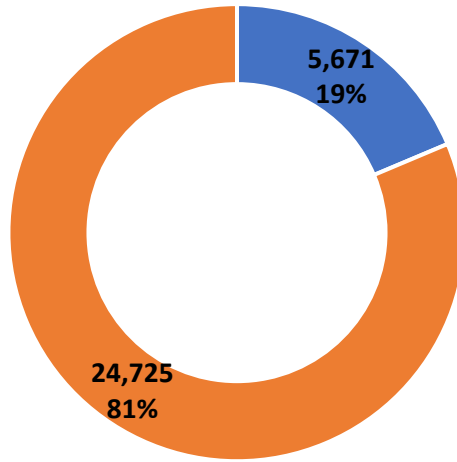
Arrivals: Increase of 2,823 arrivals on Runway 4R (130% Increase)



Departures: Increase of 2,959 departures on Runway 4L (150% Increase)

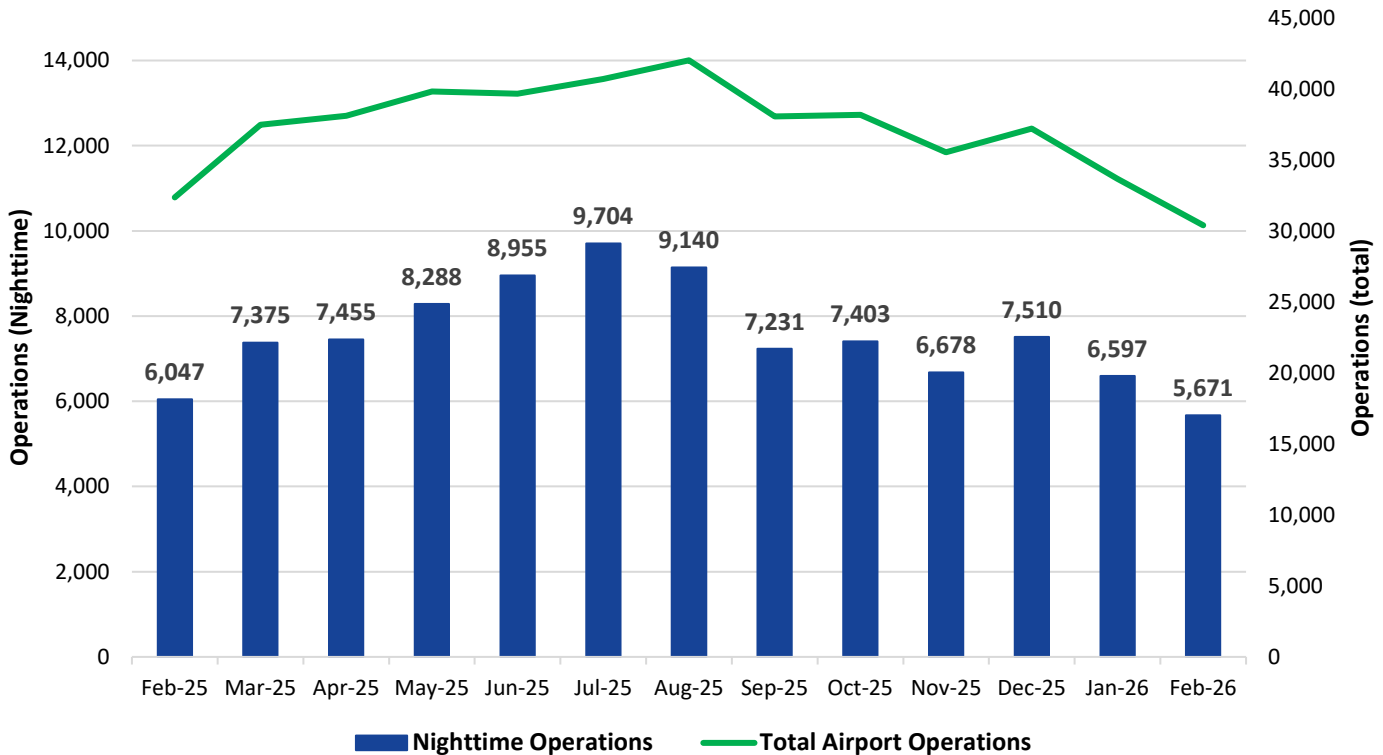
JFK Runway Utilization – Day vs Nighttime Operations

JFK Day vs Nighttime Operations (February 2026)

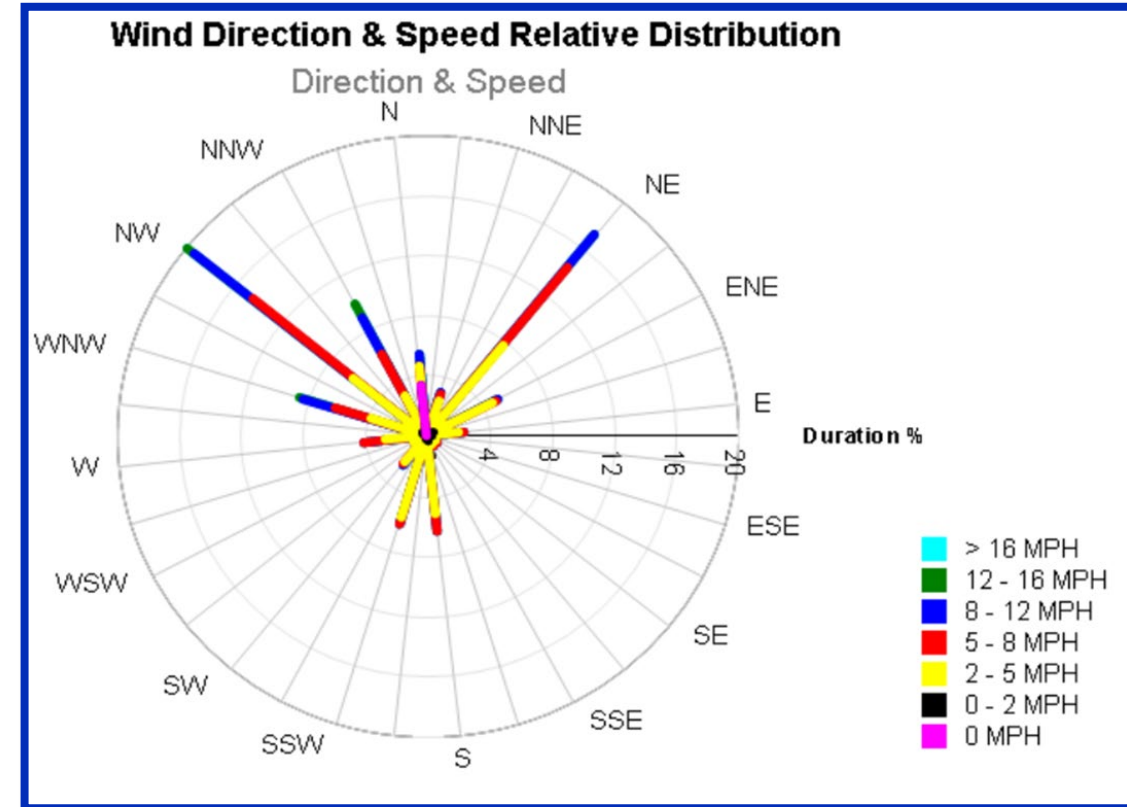
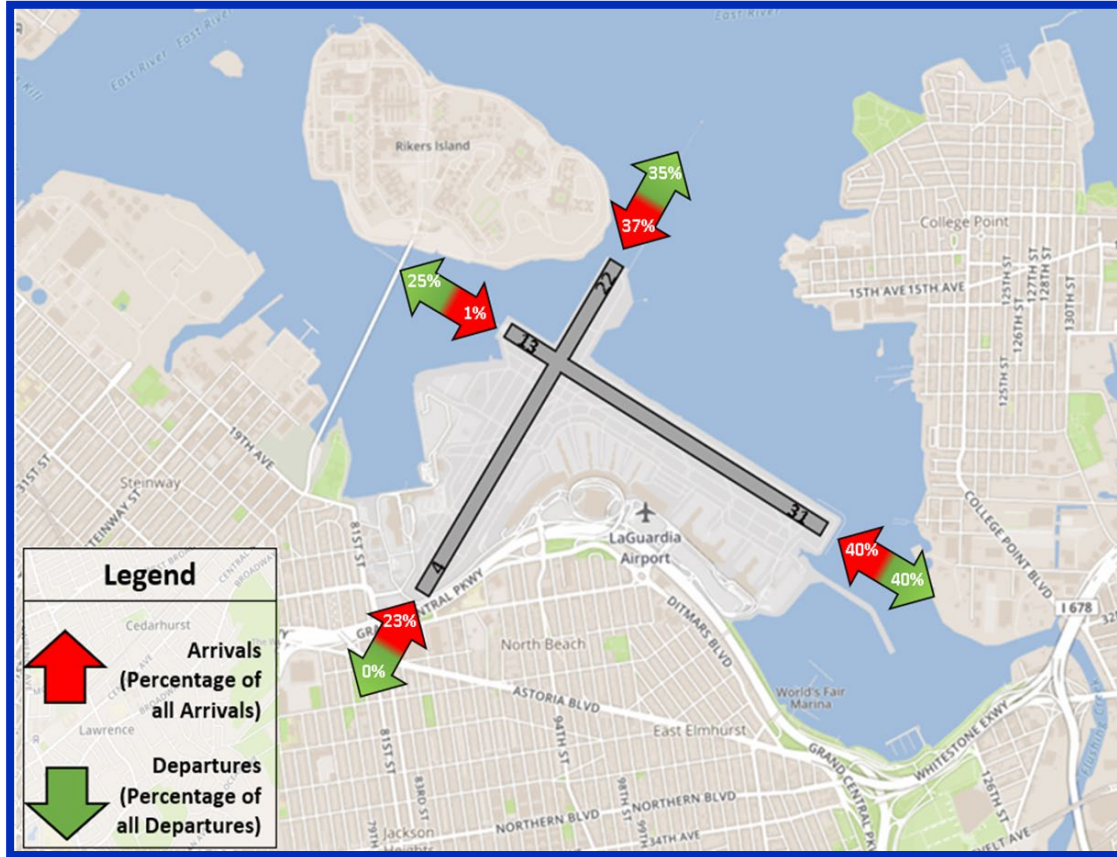


■ Nighttime Operations ■ Daytime Operations

Nighttime Operations Trend




LGA Runway Utilization – Directional Map and Wind Rose Map



Key Insights

 Most Used Arrival Runway This Month: Runway 31 (40% of all arrivals)

 Most Used Departure Runway This Month: Runway 13 (40% of all departures)

 Dominant Winds for February 2026 were from Northerly Directions - 60%

Wind Directions:

Dominant winds are defined for the four general directions with the highest combined frequency of hourly wind observations as follows:

- Northerly: N, NW, NE, NNE, NNW
- Westerly: W, WSW, WNW, NW, SW
- Southerly: S, SW, SE, SSE, SSW
- Easterly: E, ENE, ESE, NE, SE

LGA Runway Utilization – Monthly Comparison

Month	Total Operations	4 Arr	4 Dep	13 Arr	13 Dep	22 Arr	22 Dep	31 Arr	31 Dep	Unk Arr	Unk Dep
Feb - 2025	26,332	2,052	5,694	68	4,068	4,971	359	6,052	3,065	3	0
Mar - 2025	30,090	1,987	3,004	24	6,832	8,800	459	4,205	4,765	7	7
Apr - 2025	30,470	2,284	4,822	9	6,335	7,693	5	5,220	4,065	29	8
May - 2025	30,572	4,766	2,607	232	10,593	7,491	6	2,769	2,094	8	6
Jun - 2025	29,224	4,506	1,651	104	8,913	8,691	537	1,272	3,534	5	11
Jul - 2025	29,196	2,529	2,570	637	9,285	9,108	197	2,277	2,579	6	8
Aug - 2025	31,097	4,571	1,836	572	11,019	8,417	297	1,962	2,408	10	5
Sep - 2025	30,664	6,630	2,336	129	11,499	6,612	527	1,928	979	6	18
Oct - 2025	31,183	4,749	5,250	80	6,211	6,586	481	4,142	3,677	3	4
Nov - 2025	28,964	1,247	3,084	4	3,958	7,981	89	5,221	7,366	5	9
Dec - 2025	28,098	1,682	3,289	16	3,211	7,481	216	4,851	7,339	5	8
Jan - 2026	27,262	1,229	2,605	25	3,282	9,267	10	3,091	7,749	0	4
Feb - 2026	25,387	2,882	4,433	101	5,097	4,632	8	5,028	3,181	17	8

Data Source: PANYNJ Airport Noise and Operations Management System (ANOMS)

Monthly Comparison



Yearly Operational Changes - February 2026 vs February 2025

945 (-4%) Decrease in operations

Most significant changes in runway usage



Arrivals: Decrease of 1,024 arrivals on Runway 31 (-17% Decrease)



Departures: Decrease of 1,261 departures on Runway 4 (-22% Decrease)



Monthly Operational Changes - February 2026 vs January 2026

1,875 (-7%) Decrease in operations

Most significant changes in runway usage



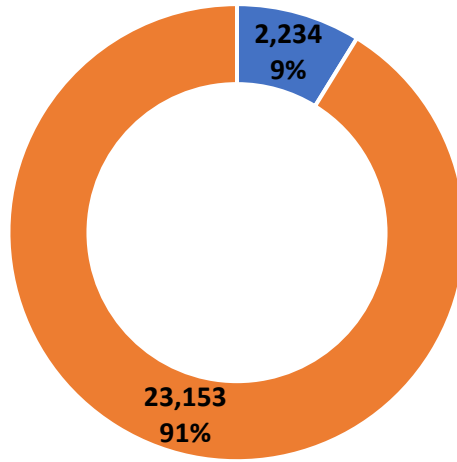
Arrivals: Decrease of 4,635 arrivals on Runway 22 (-50% Decrease)



Departures: Decrease of 4,568 departures on Runway 31 (-59% Decrease)

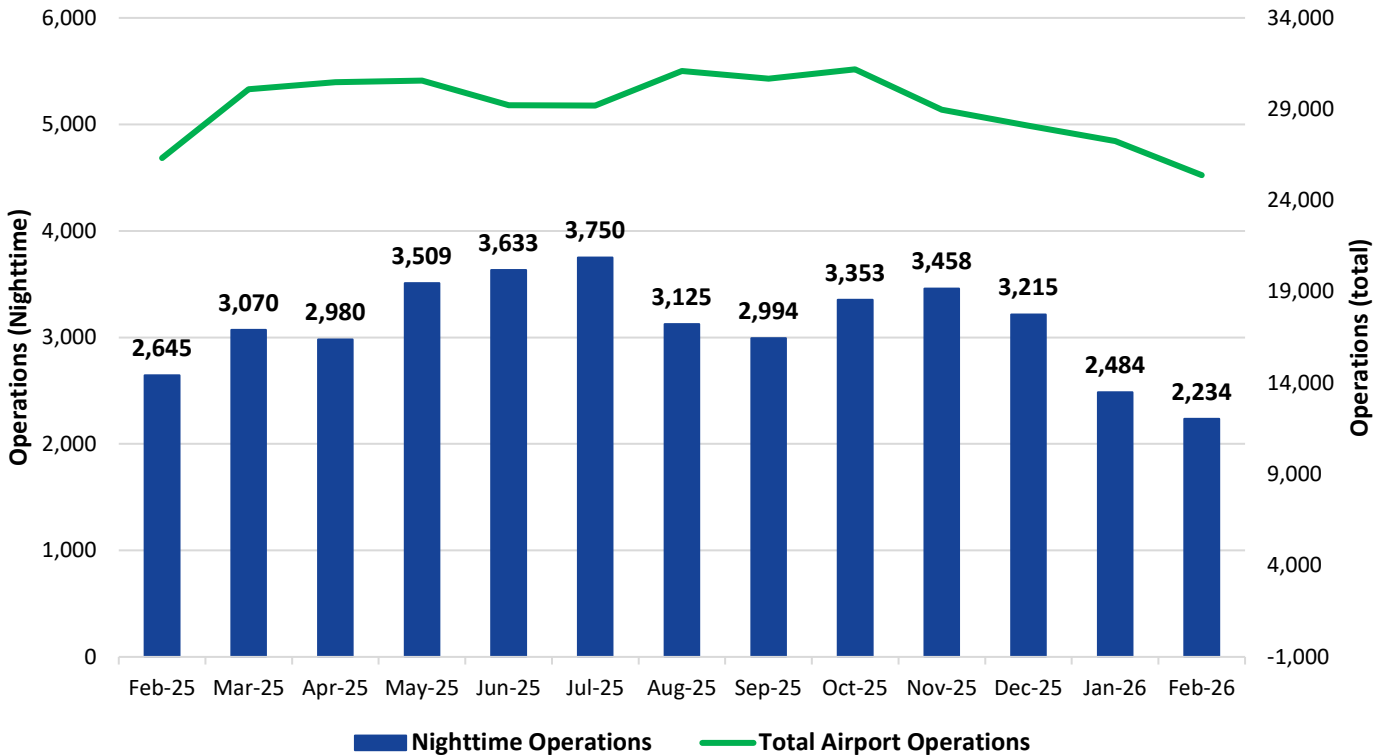
LGA Runway Utilization – Day vs Nighttime Operations

LGA Day vs Nighttime Operations (February 2026)

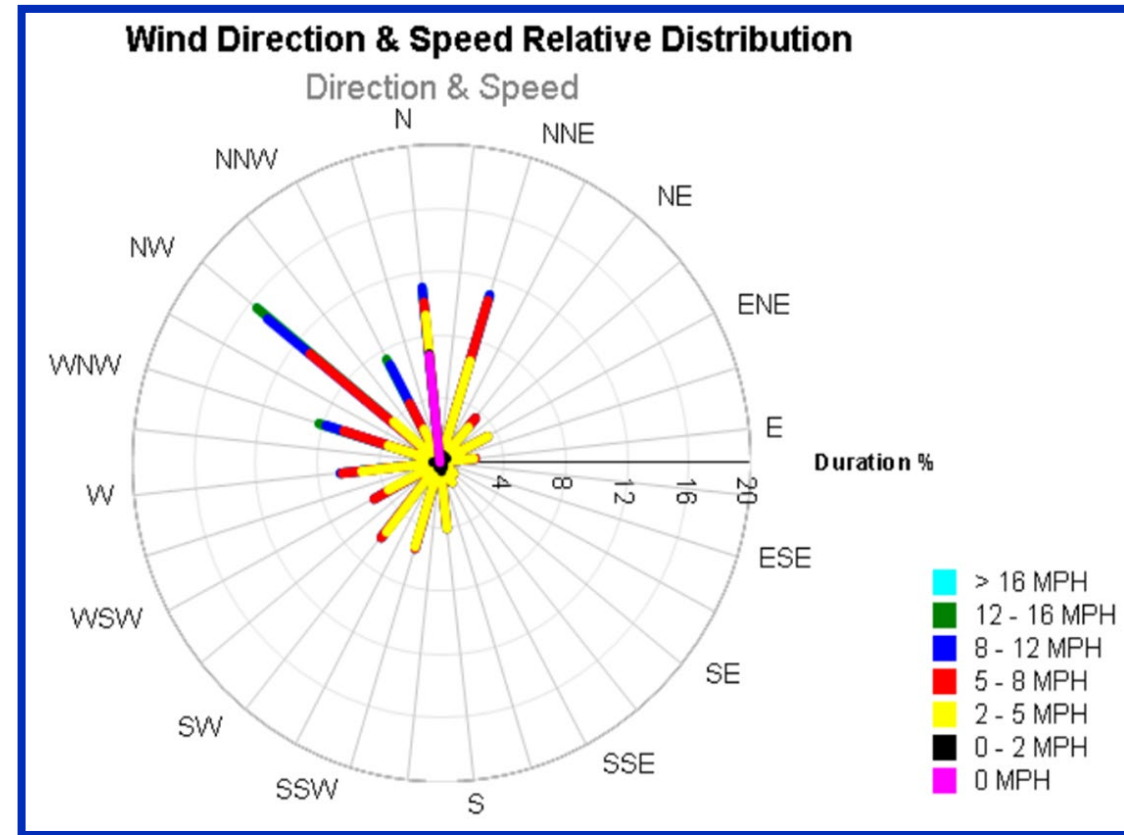
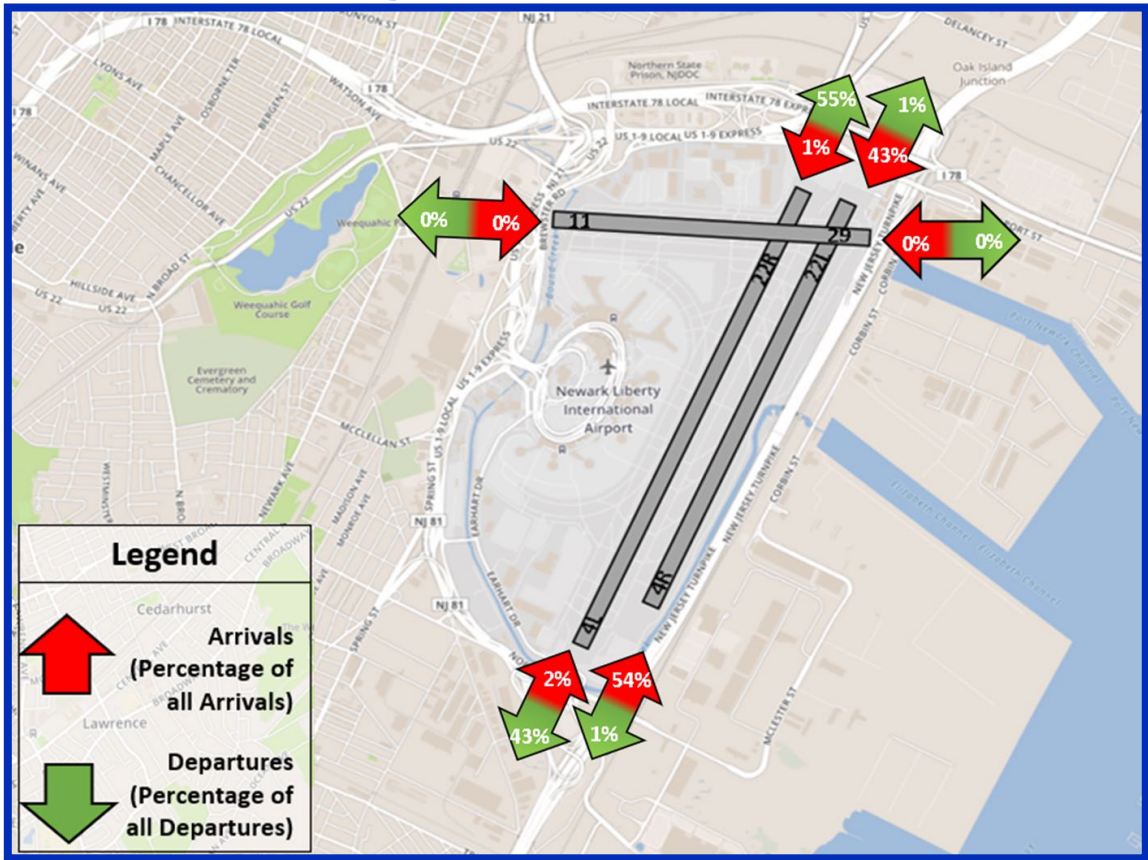


■ Nighttime Operations ■ Daytime Operations

Nighttime Operations Trend




EWR Runway Utilization – Directional Map and Wind Rose Map



Key Insights

 Most Used Arrival Runway This Month: Runway 4R (54% of all arrivals)

 Most Used Departure Runway This Month: Runway 4L (55% of all departures)

 Dominant Winds for February 2026 were from Northerly Directions - 52%

Wind Directions:

Dominant winds are defined for the four general directions with the highest combined frequency of hourly wind observations as follows:

Northerly: N, NW, NE, NNE, NNW

Westerly: W, WSW, WNW, NW, SW

Southerly: S, SW, SE, SSE, SSW

Easterly: E, ENE, ESE, NE, SE

EWR Runway Utilization – Monthly Comparison

Month	Total Operations	4L Arr	4L Dep	4R Arr	4R Dep	11 Arr	11 Dep	22L Arr	22L Dep	22R Arr	22R Dep	29 Arr	29 Dep	Unk Arr	Unk Dep
Feb - 2025	30,023	275	5,903	5,690	188	11	8	7,465	80	268	8,795	1,282	53	3	2
Mar - 2025	34,300	54	3,859	4,048	285	13	8	9,546	2,437	112	10,508	3,341	79	5	5
Apr - 2025	30,720	109	4,433	5,308	1,128	4	14	4,582	6,996	60	2,730	5,225	57	67	7
May - 2025	28,395	0	0	3,681	3,695	5	5	3,432	10,494	0	0	7,052	19	6	6
Jun - 2025	30,121	18	4,477	4,674	154	15	16	9,196	716	225	9,702	908	12	2	6
Jul - 2025	33,534	96	3,028	3,100	136	16	4	13,233	298	293	13,309	11	3	2	5
Aug - 2025	35,374	65	6,251	6,315	130	33	20	10,351	186	266	11,096	640	5	6	10
Sep - 2025	32,872	81	7,846	8,427	718	47	18	7,381	819	173	7,050	288	2	9	13
Oct - 2025	34,055	115	8,356	8,861	546	26	97	6,732	849	136	7,184	1,131	7	1	14
Nov - 2025	32,136	35	2,283	2,402	77	11	9	10,189	1,536	154	12,160	3,252	20	2	6
Dec - 2025	34,457	222	5,183	5,207	194	23	7	9,080	547	144	11,294	2,522	28	1	5
Jan - 2026	30,956	35	2,240	2,606	334	12	1	10,711	155	453	12,745	1,647	10	1	6
Feb - 2026	27,658	211	7,541	7,498	111	14	14	5,941	80	135	5,987	20	68	8	30

Data Source: PANYNJ Airport Noise and Operations Management System (ANOMS)

Monthly Comparison



Yearly Operational Changes - February 2026 vs February 2025
2,365 (-8%) Decrease in operations

Most significant changes in runway usage



Arrivals: Increase of 1,808 arrivals on Runway 4R (32% Increase)



Departures: Decrease of 2,808 departures on Runway 22R (-32% Decrease)



Monthly Operational Changes - February 2026 vs January 2026
3,298 (-11%) Decrease in operations

Most significant changes in runway usage



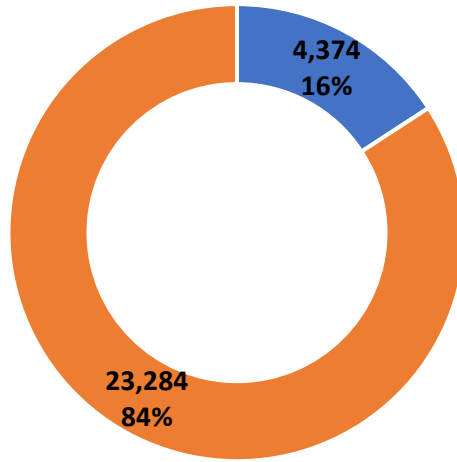
Arrivals: Increase of 4,892 arrivals on Runway 4R (188% Increase)



Departures: Decrease of 6,758 departures on Runway 22R (-53% Decrease)

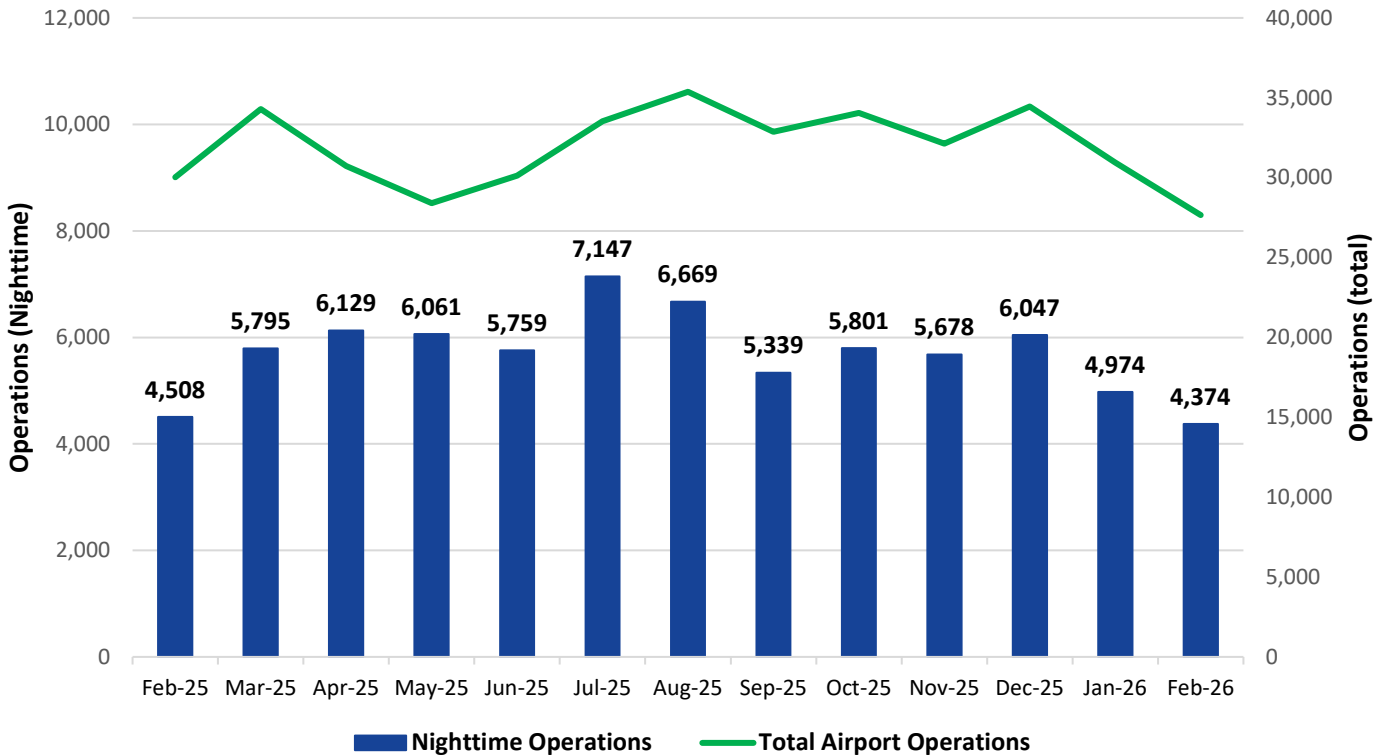
EWR Runway Utilization – Day vs Nighttime Operations

EWR Day vs Nighttime Operations (February 2026)

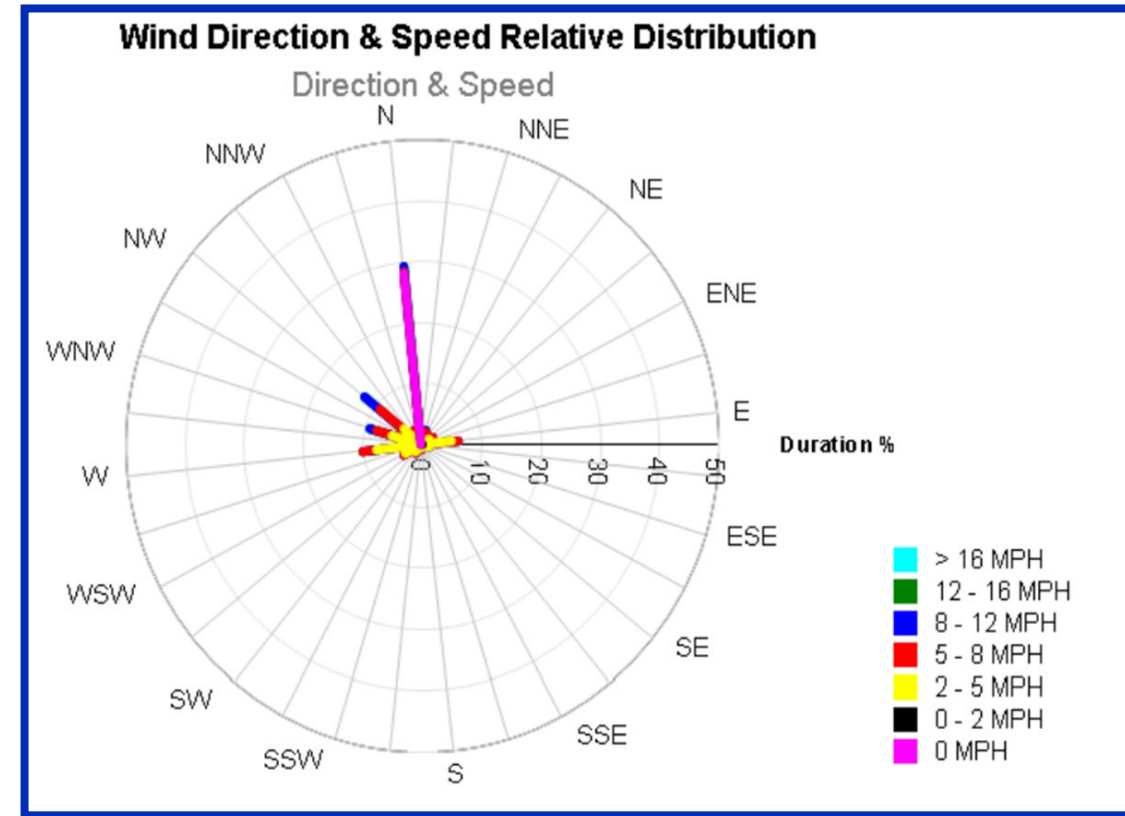
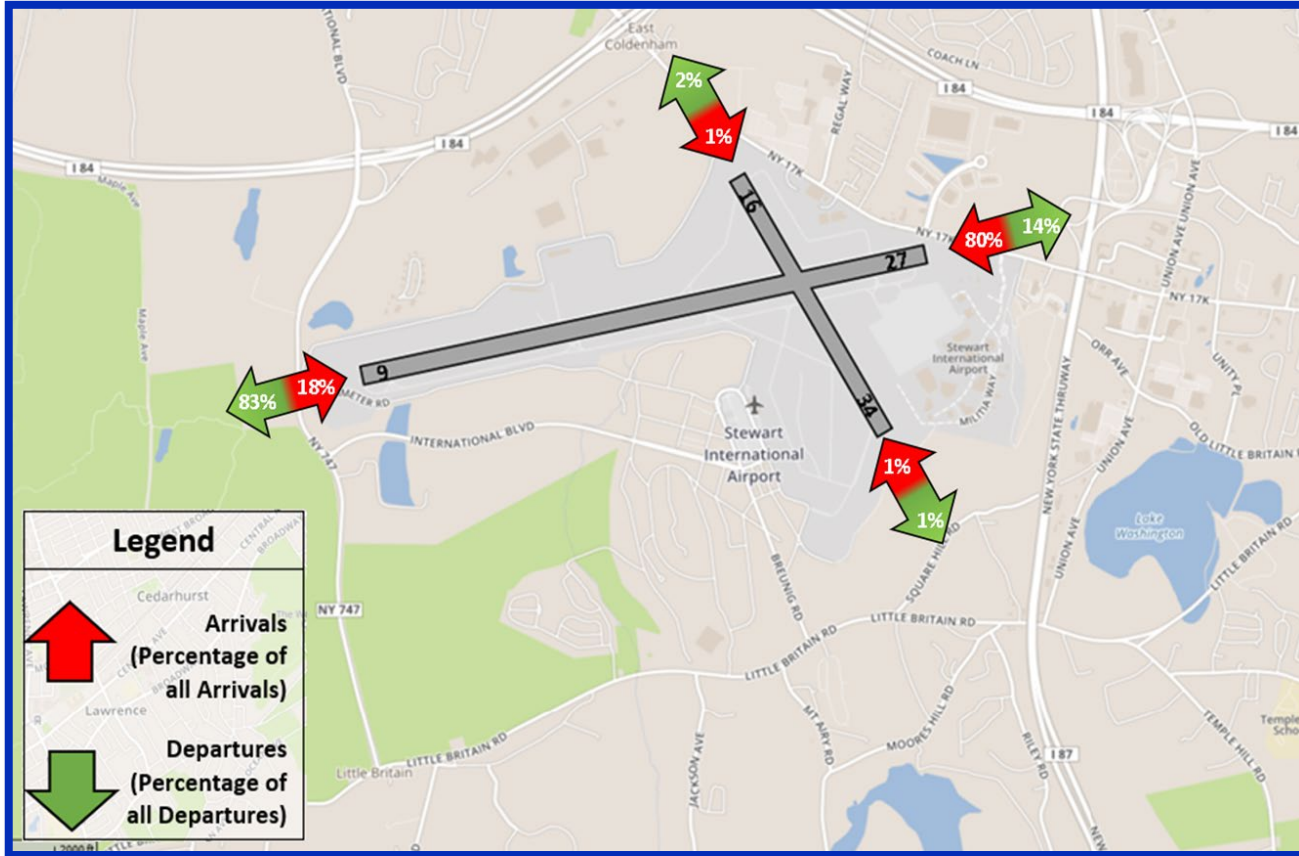


■ Nighttime Operations ■ Daytime Operations

Nighttime Operations Trend



SWF Runway Utilization – Directional Map and Wind Rose Map



Key Insights

Most Used Arrival Runway This Month: Runway 27 (80% of all arrivals)

Most Used Departure Runway This Month: Runway 27 (83% of all departures)

Dominant Winds for February 2026 were from Northerly Directions - 52%

Wind Directions:

Dominant winds are defined for the four general directions with the highest combined frequency of hourly wind observations as follows:

- Northerly: N, NW, NE, NNE, NNW
- Westerly: W, WSW, WNW, NW, SW
- Southerly: S, SW, SE, SSE, SSW
- Easterly: E, ENE, ESE, NE, SE

SWF Runway Utilization – Monthly Comparison

Month	Total Operations	9 Arr	9 Dep	16 Arr	16 Dep	27 Arr	27 Dep	34 Arr	34 Dep	Unk Arr	Unk Dep
Feb - 2025	916	63	44	7	6	328	392	23	23	9	21
Mar - 2025	1,039	151	151	16	15	274	319	19	31	17	46
Apr - 2025	1,039	151	151	16	15	274	319	19	31	17	46
May - 2025	1,288	320	290	17	22	251	292	16	25	18	37
Jun - 2025	1,089	150	145	9	18	305	288	43	61	19	51
Jul - 2025	1,359	141	125	15	15	442	460	18	46	26	71
Aug - 2025	1,244	159	148	30	31	330	342	40	63	19	82
Sep - 2025	1,127	177	183	18	22	262	305	23	39	11	87
Oct - 2025	1,260	265	257	14	15	293	302	16	43	6	49
Nov - 2025	1,083	57	55	6	4	411	437	22	45	15	31
Dec - 2025	965	76	78	4	10	329	360	24	48	7	29
Jan - 2026	820	46	29	3	3	323	360	14	22	5	15
Feb - 2026	750	64	50	3	4	285	304	3	8	6	23

Data Source: PANYNJ Airport Noise and Operations Management System (ANOMS)

Monthly Comparison



Yearly Operational Changes - February 2026 vs February 2025
166 (-18%) Decrease in operations

Most significant changes in runway usage



Arrivals: Decrease of 43 arrivals on Runway 27 (-13% Decrease)



Departures: Decrease of 88 departures on Runway 27 (-22% Decrease)



Monthly Operational Changes - February 2026 vs January 2026
70 (-9%) Decrease in operations

Most significant changes in runway usage



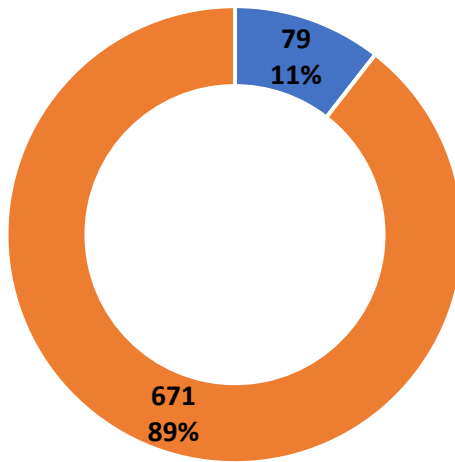
Arrivals: Decrease of 38 arrivals on Runway 27 (-12% Decrease)



Departures: Decrease of 56 departures on Runway 27 (-16% Decrease)

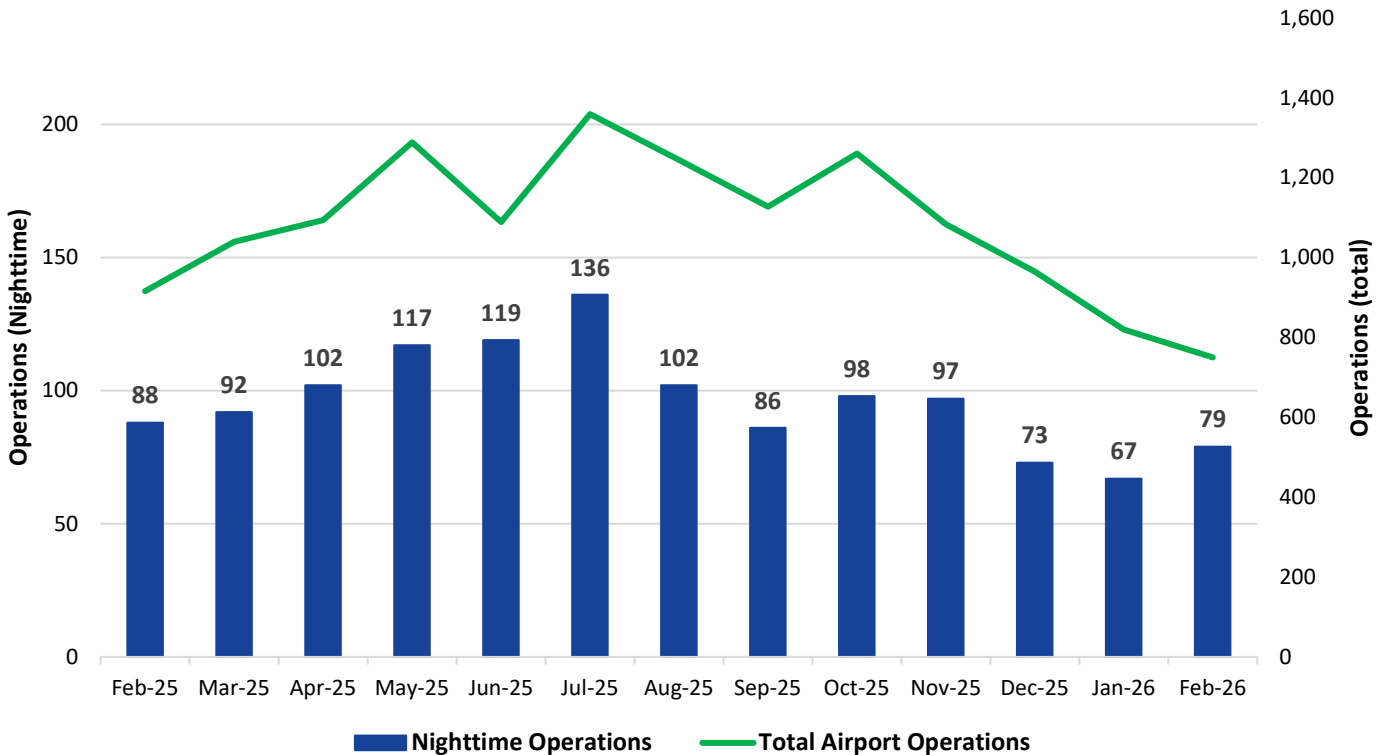
SWF Runway Utilization – Day vs Nighttime Operations

SWF Day vs Nighttime Operations (February 2026)

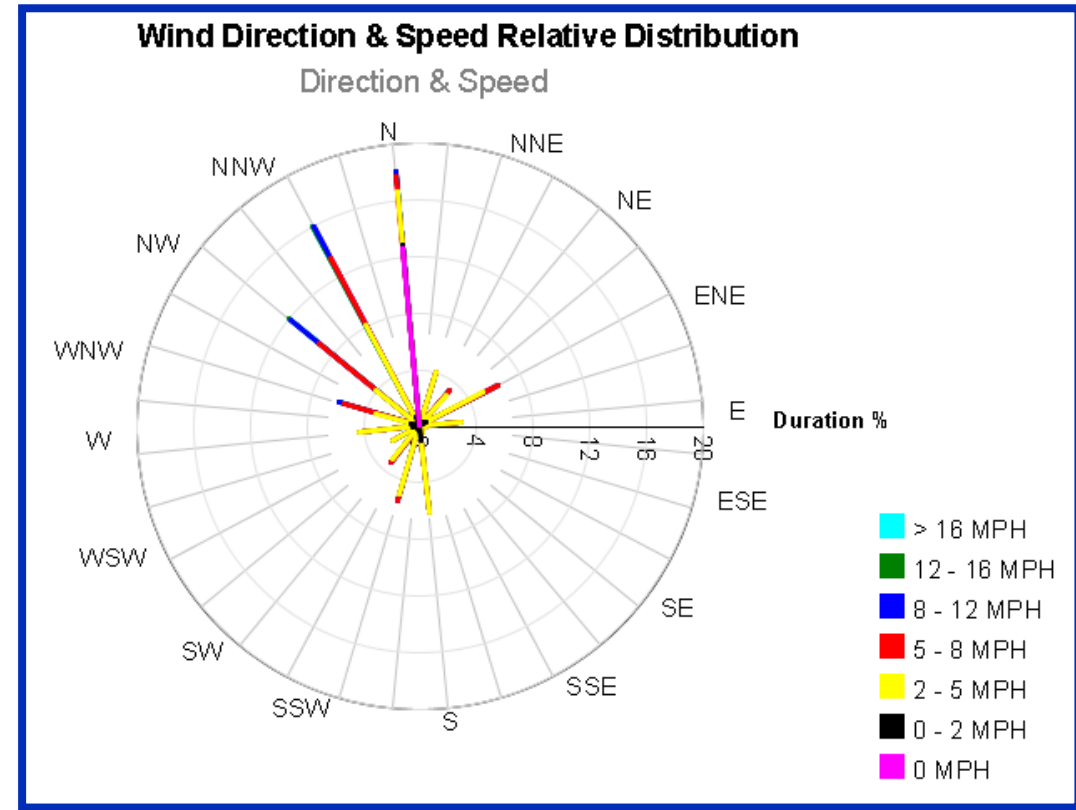
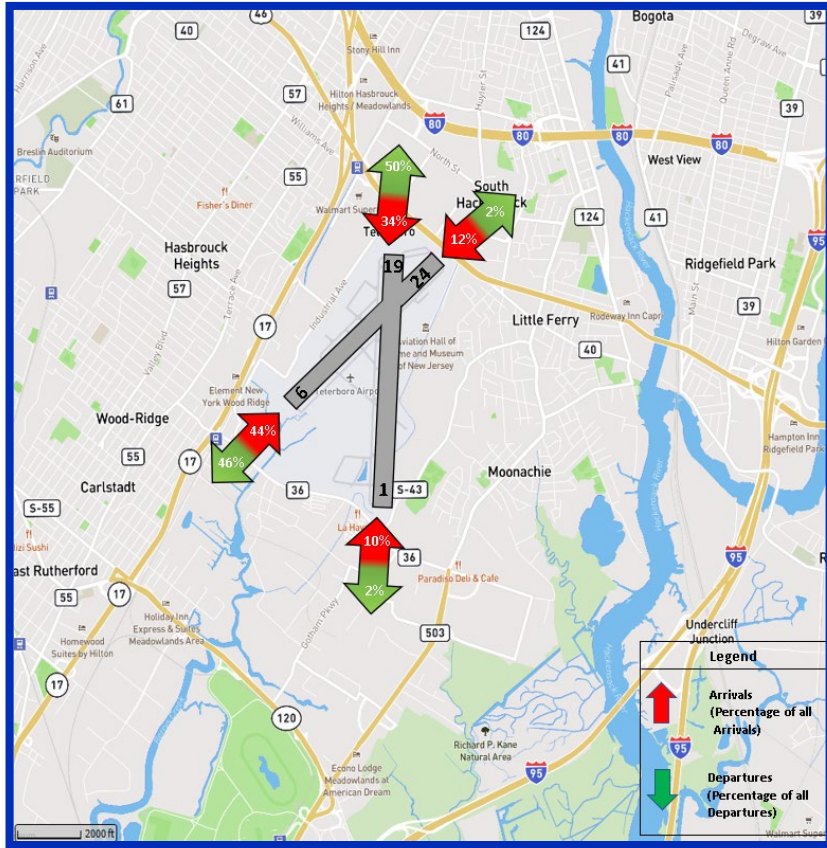


■ Nighttime Operations ■ Daytime Operations


Nighttime Operations Trend





TEB Runway Utilization – Directional Map and Wind Rose Map



Key Insights

 Most Used Arrival Runway This Month: Runway 6 (44% of all departures)

 Most Used Departure Runway This Month: Runway 1 (50% of all departures)

 Dominant Winds for February 2026 were from Northerly Directions - 61%

Wind Directions:

Dominant winds are defined for the four general directions with the highest combined frequency of hourly wind observations as follows:

Northerly: N, NW, NE, NNE, NNW

Westerly: W, WSW, WNW, NW, SW

Southerly: S, SW, SE, SSE, SSW

Easterly: E, ENE, ESE, NE, SE

TEB Runway Utilization – Monthly Comparison

Month	Total Operations	1 Arr	1 Dep	6 Arr	6 Dep	19 Arr	19 Dep	24 Arr	24 Dep	Unk Arr	Unk Dep
Feb - 2025	11,896	515	2,227	1,758	69	2,232	108	1,500	3,487	0	0
Mar - 2025	13,403	492	1,553	1,143	73	3,515	148	1,620	4,859	0	0
Apr - 2025	13,571	525	2,254	1,885	183	3,326	173	1,048	4,177	0	0
May - 2025	13,135	144	2,008	1,858	86	2,965	196	1,593	4,285	0	0
Jun - 2025	14,141	125	1,945	1,966	179	3,807	329	1,189	4,601	0	0
Jul - 2025	12,475	197	940	1,013	277	4,071	486	1,004	4,487	0	0
Aug - 2025	12,855	250	2,042	1,984	336	3,381	359	888	3,615	0	0
Sep - 2025	17,469	553	4,099	4,028	476	3,809	243	407	3,854	0	0
Oct - 2025	16,529	310	3,757	4,049	522	3,112	248	868	3,663	0	0
Nov - 2025	15,580	88	1,039	1,202	196	3,486	249	3,087	6,233	0	0
Dec - 2025	13,108	530	1,943	1,880	213	2,446	189	741	5,166	0	0
Jan - 2026	11,439	106	720	872	152	2,568	199	1,937	4,885	0	0
Feb - 2026	11,756	575	2,919	2,619	111	2,004	113	723	2,692	0	0

Data Source: PANYNJ Airport Noise and Operations Management System (ANOMS)

Monthly Comparison



Yearly Operational Changes - February 2026 vs February 2025

140 (-1%) Decrease in operations

Most significant changes in runway usage



Arrivals: Increase of 861 arrivals on Runway 6 (49% Increase)



Departures: Decrease of 795 departures on Runway 24 (-23% Decrease)



Monthly Operational Changes - February 2026 vs January 2026

317 (3%) Increase in operations

Most significant changes in runway usage



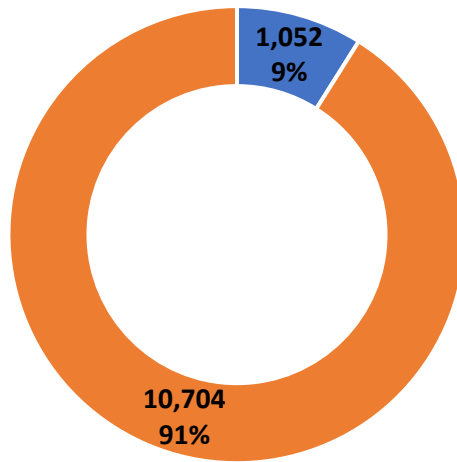
Arrivals: Increase of 1,747 arrivals on Runway 6 (200% Increase)



Departures: Increase of 2,199 departures on Runway 1 (305% Increase)

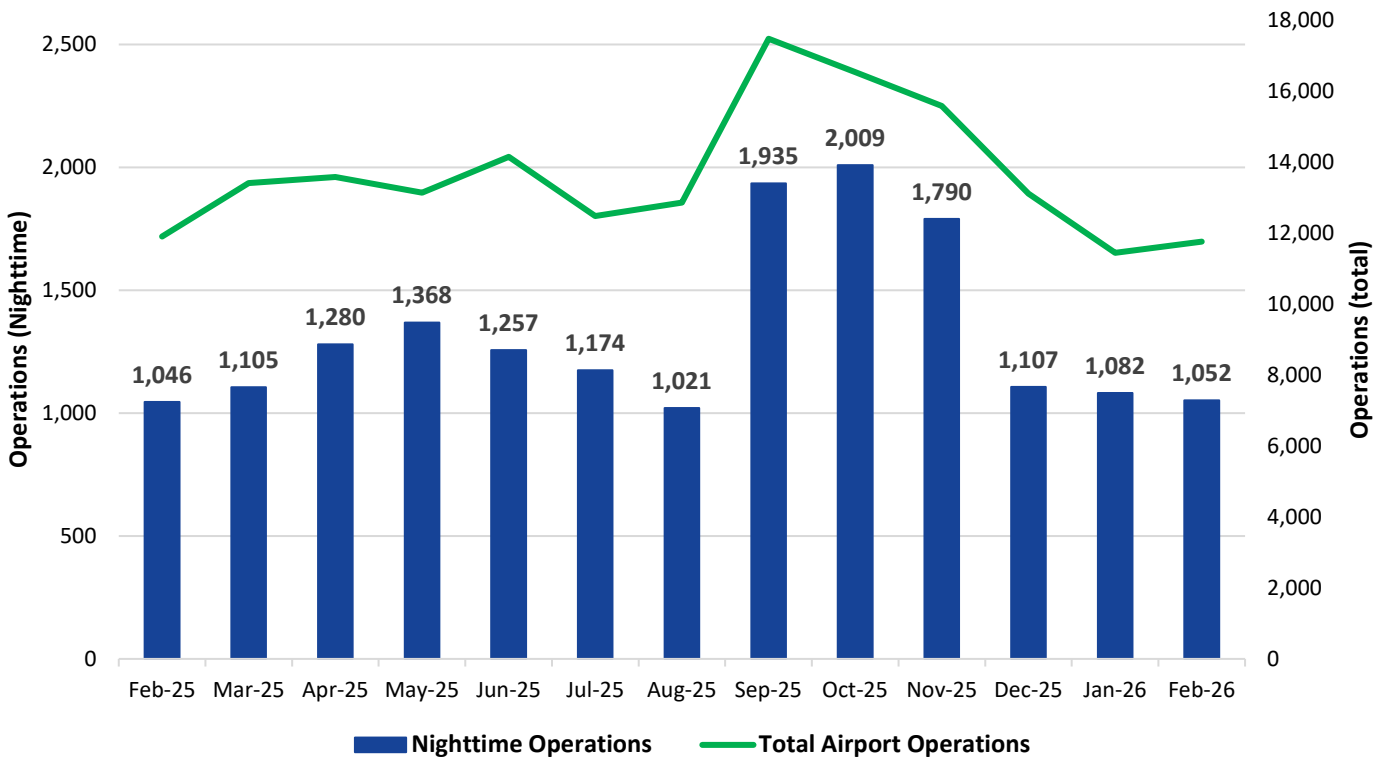
TEB Runway Utilization – Day vs Nighttime Operations

TEB Day vs Nighttime Operations (February 2026)



■ Nighttime Operations ■ Daytime Operations

Nighttime Operations Trend



Helpful Links



PA Aircraft Noise webpage

The Port Authority's official aircraft noise webpage

<https://aircraftnoise.panynj.gov/>



Webtrak

Webtrak portal provides near real-time aircraft movements and noise levels

<https://webtrak.emsbk.com/panynj4>



Submit a noise complaint

Learn about different methods of filing a noise complaint

<https://aircraftnoise.panynj.gov/submit-a-noise-complaint/>



Monthly Reports

Find monthly runway utilization, noise monitoring, and noise complaint reports

<https://aircraftnoise.panynj.gov/reports/>



Noise information and FAQs

Learn about aviation noise and frequently asked questions

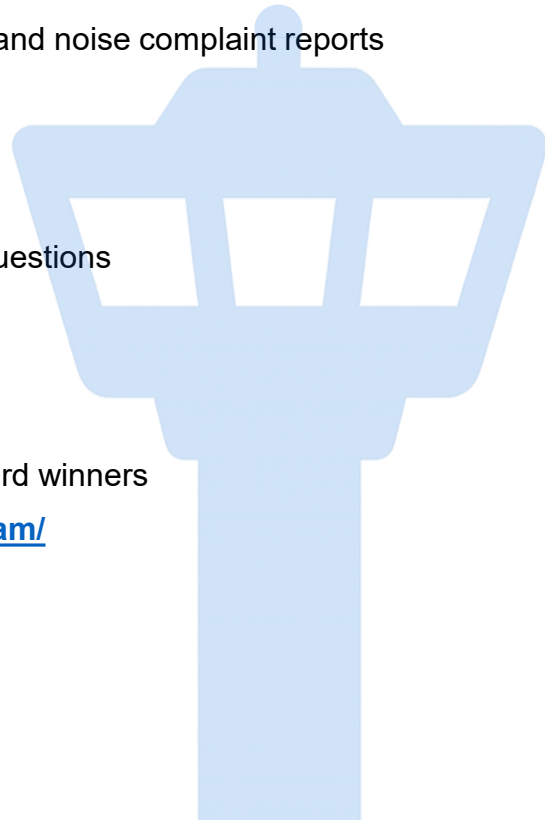
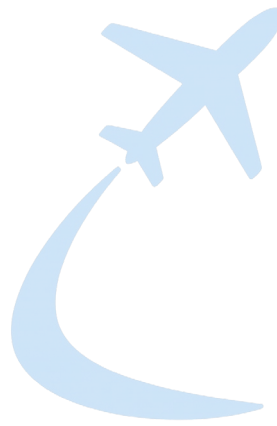
<https://aircraftnoise.panynj.gov/faqs/>



Fly Quiet Program

Learn about the Fly Quiet Program and airline award winners

<https://aircraftnoise.panynj.gov/fly-quiet-program/>





**PORT
AUTHORITY
NY NJ**