PORT AUTHORITY NY NJ

2024

Airport Traffic Report

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

AIR LAND RAIL SEA

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April 2025

I am happy to share the Port Authority of NY & NJ Aviation Department's 2024 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 four commercial airports set an all-time mark for passengers in 2024 as we served a record 145.9 million customers across John F. Kennedy International (JFK), Newark Liberty International (EWR), LaGuardia (LGA) and New York Stewart International (SWF) airports. The airports also combined to serve a record 52.3 million international passengers last year, plus their busiest month ever in July 2024, when 13.7 million passengers used our airports.

This record-breaking activity demonstrates the remarkable resiliency of air travel in the New York/New Jersey region – all of which is taking place as our airport system continues to be transformed through a $30 billion+ redevelopment program.

Each of the three major airports set new individual annual records in 2024:

- JFK, Most total (63.3M) and international (35.3M) passengers
- LGA, Most total (33.5M) and domestic (31.8M) passengers
- EWR, Most international passengers (15.2M)

While our domestic passenger traffic did not set a record, the sector performed strongly, barely missing a new high as we served about 93.6 million domestic air travelers across the region—only 0.6% below the previous mark set in 2023.

Record-setting performances are fun to celebrate, but delivering on our promise to redevelop our facilities into world-class airports providing world-class service for our customers is far more gratifying. As this report was going to press, we learned LGA's Terminal B had once again earned Skytrax's coveted perfect 5-star airport terminal rating and also was named best airport in North America for domestic and short-haul international travel. These latest honors reaffirm the airport's status as a global leader in airport excellence, two years after LGA's Terminal B made history as the first airport terminal in North America to achieve this distinction while simultaneously being named by Skytrax as the world's best new airport terminal. LGA's Terminal B and EWR's Terminal A are two of only three North American airport facilities to earn the 5-star rating from Skytrax. Terminal B's second 5-star rating underscores our commitment to deliver a world-class travel experience by combining innovative design, state-of-the-art facilities and exceptional customer service.

LGA's most recent 5-star rating is the latest in a growing list of accolades for our airports. In 2024, Forbes Travel Guide named LGA the best airport in the nation. EWR's Terminal A was honored last year as the world's best new airport terminal by Skytrax, just a month after its own 5-star rating. EWR's Terminal A also was awarded a UNESCO Prix Versailles special prize for the design of the terminal's exterior. Meanwhile, JFK was named best airport in North America for the second consecutive year in 2024 by Business Traveller's annual reader survey.

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.
Deputy Director
Aviation Department
The Port Authority of NY & NJ

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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 2024, the airport served a record 63.3 million passengers and handled 1.68 million tons of cargo.

Employment and Economic Impact

Over 39,000 people are employed at the airport. The airport contributes about $35.7 billion in economic activity to the New York-New Jersey metropolitan region, supporting about 158,000 total jobs and over $15.7 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 more than $9.5 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 handle 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 more than 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 later in 2025.

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 termi¬nals, 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. The project will be completed in phases through 2027, and, when complete, will provide access for all new terminals.

INVESTMENT & REDEVELOPMENT

A $19B public-private redevelopment program is transforming John F. Kennedy International Airport into a unified, world-class gateway.

AirTrain JFK

Opened in 2003, the light-rail system connects JFK with the Long Island Rail Road and New York City subway and bus lines. Recent improvements include digital signage, expanded closed-circuit tele¬vision, upgraded access control security systems and improved customer communications on-board and in stations. In 2023, AirTrain JFK began accepting fare payments using the MTA's OMNY "Tap and Go" contactless payment readers at select gates in both the Jamaica and Howard Beach stations. OMNY "Tap and Go" contactless readers were fully integrated into all fare gates by the end of 2024.

Parking

JFK offers approximately 12,400 public parking spaces, including four Central Terminal Area lots, a 6,500-space long-term lot, two pre-paid only lots, 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 taxing time to terminal gates.
- In 2019, the Port Authority completed a $230 million rehabilitation of JFK 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 communica¬tions, 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/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.
- 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.
- Terminal C opened in 1988 as the hub of Continental Airlines, and later underwent numerous upgrades.
- 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 memorialize all 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

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RUNWAYS

3
TERMINALS

109
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. and resides in both the counties of Essex and Union and the cities of Newark and Elizabeth.

Aviation Role

EWR is among the busiest North American and international airports. In 2024, Newark served 48.9 million passengers and handled about 710,000 tons of air cargo.

Employment and Economic Impact

About 21,700 people are employed at Newark Airport. The airport contributes more than $24.8 billion in annual economic activity to the New York-New Jersey metropolitan region, supporting about 105,000 total jobs and more than $10.4 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 more than $8.7 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 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 first-class, ten-story, 585-room 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 charges, 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 bypass 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

EWR's Terminal A was honored in 2024 as the world's best new airport terminal by Skytrax, just a month after it received Skytrax's 5-star rating.

Perini/O&G, a joint venture between Tutor Perini Corporation and O&G Industries, Inc., for the design and construction of the guideway and stations portion of the project. Construction is expected to begin on the new AirTrain Newark system 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 75-foot-wide taxiways 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; the runway will undergo another rehabilitation in 2025. 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. An $84.2 million rehab of Runway 4R-22L was completed in 2021. 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 emergency operations center (EOC). 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.

LaGuardia Airport

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

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RUNWAYS

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TERMINALS

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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 a record 33.5 million passengers in 2024.

Employment and Economic Impact

LaGuardia Airport employs more than 12,000 people and plays a critical role in addressing the region's transportation needs, as well as fueling the economy. The airport contributes more than $14.5 billion in economic activity to the New York-New Jersey metropolitan region, supporting more than 64,500 total jobs and more than $6.3 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 $6.3 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 oversize 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 2024, Forbes Travel Guide named LGA the best airport in the nation, based on a survey of 5,000 hospitality and travel experts and the guide's most well-traveled fliers.

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 about 5,000 public parking spaces with E-Z Pass Plus and Express Pay machines in all parking garages. In 2018, a new 3,100-space 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, discounted garage parking space. The Terminal C parking garage opened in 2015 and expanded in 2024, offering 1,400 spaces. The airport also offers an on-airport economy parking lot with over 250 spaces available for pre-booking, and an additional remote, discounted pre-book parking option during peak travel periods with a capacity of over 300 spaces.

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 2024, Stewart served nearly 277,000 passengers and handled about 26,500 tons of cargo

AIRPORT INFRASTRUCTURE

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Employment and Economic Impact

About 1,100 people are employed at the airport. The airport contributes about $643 million in economic activity to its region, supporting more than 2,500 total jobs and $272 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 about $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.

INVESTMENT & REDEVELOPMENT

New York Stewart International Airport is an economical, convenient, uncongested alternative to the New York/New Jersey metropolitan region's airports.

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 $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, several check-in kiosks, 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, ATMs, and free wi-fi service.

Roadway Access and Ground Transportation

The MetroNorth-Port Jervis rail line offers a direct link to Secaucus, N.J., from the Salisbury Mills station. The Hudson 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 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.

Teterboro Airport

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 $450 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 nation's premier general aviation reliever facility and plays a crucial role in the region by accommodating non-scheduled general aviation aircraft that would cause major congestion at the Port Authority's commercial airports.

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 24 approach 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 commences in 2024.

Aircraft Movements

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 the 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

Commercial and Non-Commercial Aircraft Movements

Annual Totals 2011 to 2024

Domestic

Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total
2011	171,153	25	5,588	73,405	1,234	8,098	259,503
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

International

Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total
2011	127,319	182	9,668	11,742	320	–	149,231
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

Domestic and International

Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total
2011	298,472	207	15,256	85,147	1,554	8,098	408,734
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

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

Commercial and Non–Commercial Aircraft Movements

Annual Totals 2011 to 2024

Domestic

Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total
2011	138,804	506	18,736	142,243	306	11,420	312,015
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

International

Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total
2011	68,350	99	3,142	26,370	48	–	98,009
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

Domestic and International

Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total
2011	207,154	605	21,878	168,613	354	11,420	410,024
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

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

Commercial and Non–Commercial Aircraft Movements

Annual Totals 2011 to 2024

Domestic

Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total
2011	159,391	88	–	175,111	264	9,035	343,889
2012	161,560	73	–	169,620	202	9,239	340,694
2013	156,247	63	–	171,741	213	9,292	337,556
2014	157,115	39	–	163,280	205	9,143	329,782
2015	167,577	44	–	155,924	218	9,336	333,099
2016	164,477	70	–	167,776	302	13,046	345,671
2017	151,357	41	–	175,152	212	15,864	342,626
2018	152,974	21	4	176,624	193	15,186	345,002
2019	166,327	25	–	168,890	163	11,894	347,299
2020	73,032	1	–	55,087	93	3,646	131,859
2021	94,070	–	–	73,374	81	6,339	173,864
2022	167,017	4	–	159,365	284	8,210	334,880
2023	169,882	18	–	155,619	433	7,944	333,896
2024	165,498	3	–	153,817	283	8,678	328,279

International

Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total
2011	10,835	20	–	11,120	6	–	21,981
2012	15,012	0	–	14,283	–	–	29,295
2013	16,460	2	–	16,527	6	–	32,995
2014	12,055	6	–	19,359	9	–	31,429
2015	12,799	3	–	14,370	3	–	27,175
2016	13,073	1	–	11,242	–	–	24,316
2017	13,263	10	–	13,244	9	–	26,526
2018	13,018	1	–	13,883	1	–	26,903
2019	13,160	–	–	13,619	–	–	26,779
2020	2,251	–	–	5,243	1	–	7,495
2021	1,618	–	–	3,468	–	–	5,086
2022	4,833	–	–	13,048	–	–	17,881
2023	4,725	–	–	21,543	–	–	26,268
2024	3,043	–	–	21,738	1	–	24,782

Domestic and International

Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total
2011	170,226	108	–	186,231	270	9,035	365,870
2012	176,572	73	–	183,903	202	9,239	369,989
2013	172,707	65	–	188,268	219	9,292	370,551
2014	169,170	45	–	182,639	214	9,143	361,211
2015	180,376	47	–	170,294	221	9,336	360,274
2016	177,550	71	–	179,018	302	13,046	369,987
2017	164,620	51	–	188,396	221	15,864	369,152
2018	165,992	22	4	190,507	194	15,186	371,905
2019	179,487	25	–	182,509	163	11,894	374,078
2020	75,283	1	–	60,330	94	3,646	139,354
2021	95,688	–	–	76,842	81	6,339	178,950
2022	171,850	4	–	172,413	284	8,210	352,761
2023	174,607	18	–	177,162	433	7,944	360,164
2024	168,541	3	–	175,555	284	8,678	353,061

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

Commercial and Non–Commercial Aircraft Movements

Annual Totals 2011 to 2024

Domestic

Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total
2011	1,651	–	1,160	5,836	169	37,672	46,488
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

International

Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total
2011	–	20	1	–	21	–	42
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

Domestic and International

Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total
2011	1,651	20	1,161	5,836	190	37,672	46,530
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

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

Commercial and Non–Commercial Aircraft Movements

Annual Totals 2011 to 2024

Domestic

Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total
2011	–	–	–	–	–	145,795	145,795
2012	–	–	–	–	–	141,119	141,119
2013	–	–	–	–	–	148,214	148,214
2014	–	–	–	–	–	154,610	154,610
2015	–	–	–	–	–	159,707	159,707
2016	–	–	–	–	–	163,824	163,824
2017	–	–	–	–	–	167,249	167,249
2018	–	–	–	–	–	164,046	164,046
2019	–	–	–	–	–	161,865	161,865
2020	–	–	–	–	–	81,405	81,405
2021	–	–	–	–	–	130,433	130,433
2022	–	–	–	–	–	147,285	147,285
2023	–	–	–	–	–	151,035	151,035
2024	–	–	–	–	–	151,748	151,748

International

Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total
2011	–	–	–	–	–	6,455	6,455
2012	–	–	–	–	–	6,357	6,357
2013	–	–	–	–	–	6,825	6,825
2014	–	–	–	–	–	7,231	7,231
2015	–	–	–	–	–	7,529	7,529
2016	–	–	–	–	–	7,582	7,582
2017	–	–	–	–	–	7,635	7,635
2018	–	–	–	–	–	8,054	8,054
2019	–	–	–	–	–	8,339	8,339
2020	–	–	–	–	–	3,414	3,414
2021	–	–	–	–	–	13,542	13,542
2022	–	–	–	–	–	19,852	19,852
2023	–	–	–	–	–	20,423	20,423
2024	–	–	–	–	–	20,751	20,751

Domestic and International

Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total
2011	–	–	–	–	–	152,247	152,247
2012	–	–	–	–	–	147,476	147,476
2013	–	–	–	–	–	155,032	155,032
2014	–	–	–	–	–	161,842	161,842
2015	–	–	–	–	–	167,236	167,236
2016	–	–	–	–	–	171,406	171,406
2017	–	–	–	–	–	174,884	174,884
2018	–	–	–	–	–	172,100	172,100
2019	–	–	–	–	–	170,204	170,204
2020	–	–	–	–	–	84,819	84,819
2021	–	–	–	–	–	143,975	143,975
2022	–	–	–	–	–	167,137	167,137
2023	–	–	–	–	–	171,458	171,458
2024	–	–	–	–	–	172,499	172,499

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

Commercial and Non–Commercial Aircraft Movements

Annual Totals 2011 to 2024

Domestic

Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other *	Total
2011	470,999	619	25,484	396,595	1,973	66,225	961,895
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

International

Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other *	Total
2011	206,504	321	12,811	49,232	395	–	269,263
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

Domestic and International

Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other *	Total
2011	677,503	940	38,295	445,827	2,368	66,225	1,231,158
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

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

Note: Region does not include Teterboro.

Commercial and Non–Commercial Aircraft Movements

Monthly Totals 2024

Domestic

Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total	% Change 2023–24
January	13,030	12	859	5,473	220	1,256	20,850	–12.8%
February	12,550	12	821	5,789	161	1,260	20,593	–10.2%
March	14,346	14	915	6,057	181	1,078	22,591	–15.2%
April	14,278	25	868	6,016	196	1,350	22,733	–10.0%
May	14,864	17	900	6,324	200	1,706	24,011	–10.1%
June	14,300	26	850	6,108	136	1,920	23,340	–3.3%
July	14,711	19	878	6,397	193	1,834	24,032	1.7%
August	14,390	35	903	6,124	176	1,516	23,144	–7.9%
September	14,246	52	839	6,658	175	1,994	23,964	2.4%
October	14,648	72	893	6,930	163	1,830	24,536	–1.8%
November	14,236	12	847	6,296	175	1,522	23,088	–3.9%
December	14,918	25	871	5,823	191	1,378	23,206	–1.9%
Total 2024	**170,517**	**321**	**10,444**	**73,995**	**2,167**	**18,644**	**276,088**	**–6.2%**
% Change 2023 to 2024	**–5.9%**	**–3.0%**	**–0.6%**	**–9.0%**	**3.3%**	**–1.3%**	**–6.2%**	

International

Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total	% Change 2023–24
January	13,598	8	776	604	14	–	15,000	9.0%
February	12,241	2	743	627	22	–	13,635	12.2%
March	13,914	13	735	677	21	–	15,360	6.2%
April	14,618	16	684	593	17	–	15,928	6.0%
May	14,857	10	709	649	18	–	16,243	5.3%
June	16,042	8	662	609	20	–	17,341	7.9%
July	17,244	10	691	625	25	–	18,595	6.6%
August	17,126	10	714	596	19	–	18,465	4.2%
September	14,549	13	724	660	21	–	15,967	0.9%
October	14,187	33	770	651	23	–	15,664	–0.5%
November	13,088	9	778	473	27	–	14,375	–2.1%
December	14,619	7	792	463	28	–	15,909	–2.4%
Total 2024	**176,083**	**139**	**8,778**	**7,227**	**255**	**–**	**192,482**	**4.3%**
% Change 2023 to 2024	**5.3%**	**52.7%**	**–8.9%**	**–2.2%**	**–13.3%**	**–**	**4.3%**	

Domestic and International

Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total	% Change 2023–24
January	26,628	20	1,635	6,077	234	1,256	35,850	–4.8%
February	24,791	14	1,564	6,416	183	1,260	34,228	–2.5%
March	28,260	27	1,650	6,734	202	1,078	37,951	–7.6%
April	28,896	41	1,552	6,609	213	1,350	38,661	–4.0%
May	29,721	27	1,609	6,973	218	1,706	40,254	–4.5%
June	30,342	34	1,512	6,717	156	1,920	40,681	1.1%
July	31,955	29	1,569	7,022	218	1,834	42,627	3.8%
August	31,516	45	1,617	6,720	195	1,516	41,609	–2.9%
September	28,795	65	1,563	7,318	196	1,994	39,931	1.8%
October	28,835	105	1,663	7,581	186	1,830	40,200	–1.3%
November	27,324	21	1,625	6,769	202	1,522	37,463	–3.2%
December	29,537	32	1,663	6,286	219	1,378	39,115	–2.1%
Total 2024	**346,600**	**460**	**19,222**	**81,222**	**2,422**	**18,644**	**468,570**	**–2.2%**
% Change 2023 to 2024	**–0.5%**	**9.0%**	**–4.5%**	**–8.5%**	**1.3%**	**–1.3%**	**–2.2%**	

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

Commercial and Non–Commercial Aircraft Movements

Monthly Totals 2024

Domestic

Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total	% Change 2023–24
January	15,490	66	1,241	6,022	116	968	23,903	-13.0%
February	15,846	73	1,206	5,975	86	1,010	24,196	-8.3%
March	17,287	88	1,284	6,382	105	1,098	26,244	-13.7%
April	17,222	77	1,271	6,522	127	1,130	26,349	-6.4%
May	17,936	57	1,337	6,954	141	1,438	27,863	-6.5%
June	16,603	49	1,248	6,513	114	1,330	25,857	1.3%
July	16,915	40	1,279	6,481	146	1,242	26,103	3.2%
August	16,329	35	1,325	5,953	147	1,094	24,883	-10.1%
September	16,502	58	1,199	6,945	140	1,500	26,344	1.1%
October	17,282	136	1,355	7,347	120	1,540	27,780	-2.4%
November	17,207	90	1,215	6,307	141	541	25,501	-3.3%
December	17,728	103	1,419	5,890	169	1,046	26,355	0.7%
Total 2024	**202,347**	**872**	**15,379**	**77,291**	**1,552**	**13,937**	**311,378**	**-5.0%**
% Change 2023 to 2024	**-3.7%**	**22.1%**	**-10.5%**	**-8.2%**	**3.5%**	**-0.7%**	**-5.0%**	

International

Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total	% Change 2023–24
January	5,835	2	102	2,138	3		8,080	12.9%
February	5,264	12	106	2,046	7		7,435	15.3%
March	5,977	7	112	2,261	11		8,368	11.1%
April	6,373	8	69	2,223	15		8,688	8.0%
May	6,628	5	61	2,274	14		8,982	2.2%
June	7,057	3	58	2,204	19		9,341	6.6%
July	7,413	-	70	2,335	24		9,842	8.0%
August	7,047	1	68	2,255	14		9,385	-0.6%
September	6,158	1	62	2,291	11		8,523	-0.3%
October	6,143	3	71	2,167	5		8,389	-3.6%
November	5,567	-	67	2,053	4		7,691	-2.6%
December	6,193	6	57	2,070	13		8,339	-0.6%
Total 2024	**75,655**	**48**	**903**	**26,317**	**140**		**103,063**	**4.3%**
% Change 2023 to 2024	**7.8%**	**-14.3%**	**-28.9%**	**-3.2%**	**13.8%**	**-**	**4.3%**	

Domestic and International

Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total	% Change 2023–24
January	21,325	68	1,343	8,160	119	968	31,983	-7.6%
February	21,110	85	1,312	8,021	93	1,010	31,631	-3.6%
March	23,264	95	1,396	8,643	116	1,098	34,612	-8.8%
April	23,595	85	1,340	8,745	142	1,130	35,037	-3.2%
May	24,564	62	1,398	9,228	155	1,438	36,845	-4.6%
June	23,660	52	1,306	8,717	133	1,330	35,198	2.6%
July	24,328	40	1,349	8,816	170	1,242	35,945	4.5%
August	23,376	36	1,393	8,208	161	1,094	34,268	-7.7%
September	22,660	59	1,261	9,236	151	1,500	34,867	0.8%
October	23,425	139	1,426	9,514	125	1,540	36,169	-2.7%
November	22,774	90	1,282	8,360	145	541	33,192	-3.1%
December	23,921	109	1,476	7,960	182	1,046	34,694	0.4%
Total 2024	**278,002**	**920**	**16,282**	**103,608**	**1,692**	**13,937**	**414,441**	**-2.8%**
% Change 2023 to 2024	**-0.8%**	**19.5%**	**-11.8%**	**-7.0%**	**4.3%**	**-0.7%**	**-2.8%**	

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

Commercial and Non–Commercial Aircraft Movements

Monthly Totals 2024

Domestic

Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total	% Change 2023–24
January	13,144	–	–	11,409	35	576	25,164	–8.8%
February	13,174	–	–	11,988	18	492	25,672	–4.7%
March	14,296	–	–	12,661	20	492	27,469	–9.3%
April	14,119	–	–	12,591	30	698	27,438	–3.8%
May	14,501	2	–	13,298	22	840	28,663	–5.8%
June	13,320	–	–	13,015	21	686	27,042	1.3%
July	13,725	1	–	13,602	33	666	28,027	9.8%
August	13,406	–	–	12,894	40	708	27,048	–5.6%
September	13,892	–	–	13,291	29	1,070	28,282	6.5%
October	14,321	–	–	13,882	15	922	29,140	0.3%
November	13,597	–	–	13,161	10	744	27,512	–1.0%
December	14,003	–	–	12,025	10	784	26,822	3.6%
Total 2024	**165,498**	**3**	**–**	**153,817**	**283**	**8,678**	**328,279**	**–1.7%**
% Change 2023 to 2024	**–2.6%**	**–83.3%**	**-**	**–1.2%**	**–34.6%**	**9.2%**	**–1.7%**	

International

Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total	% Change 2023–24
January	125	–	–	1,956	–	–	2,081	–0.4%
February	119	–	–	1,958	–	–	2,077	–1.4%
March	133	–	–	2,115	–	–	2,248	–4.7%
April	125	–	–	2,045	–	–	2,170	–3.5%
May	475	–	–	1,639	–	–	2,114	–11.9%
June	365	–	–	1,689	–	–	2,054	1.0%
July	435	–	–	1,741	–	–	2,176	7.4%
August	304	–	–	1,744	–	–	2,048	–11.6%
September	236	–	–	1,841	–	–	2,077	–2.1%
October	408	–	–	1,679	1	–	2,088	–7.6%
November	102	–	–	1,733	–	–	1,835	–14.6%
December	216	–	–	1,598	–	–	1,814	–15.9%
Total 2024	**3,043**	**–**	**–**	**21,738**	1		**24,782**	**–5.7%**
% Change 2023 to 2024	**–35.6%**	**–**	**–**	**0.9%**	**–**	**–**	**–5.7%**	

Domestic and International

Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total	% Change 2023–24
January	13,269	–	–	13,365	35	576	27,245	–8.2%
February	13,293	–	–	13,946	18	492	27,749	–4.4%
March	14,429	–	–	14,776	20	492	29,717	–9.0%
April	14,244	–	–	14,636	30	698	29,608	–3.7%
May	14,976	2	–	14,937	22	840	30,777	–6.2%
June	13,685	–	–	14,704	21	686	29,096	1.3%
July	14,160	1	–	15,343	33	666	30,203	9.6%
August	13,710	–	–	14,638	40	708	29,096	–6.1%
September	14,128	–	–	15,132	29	1,070	30,359	5.9%
October	14,729	–	–	15,561	16	922	31,228	–0.3%
November	13,699	–	–	14,894	10	744	29,347	–1.9%
December	14,219	–	–	13,623	10	784	28,636	2.1%
Total 2024	**168,541**	**3**	**-**	**175,555**	**284**	**8,678**	**353,061**	**–2.0%**
% Change 2023 to 2024	**–3.5%**	**–83.3%**	**-**	**–0.9%**	**–34.4%**	**9.2%**	**–2.0%**	

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

Commercial and Non-Commercial Aircraft Movements

Monthly Totals 2024

Domestic

Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total	% Change 2023-24
January	60	-	131	-	9	1,045	1,245	-37.4%
February	78	-	101	-	9	1,197	1,385	-16.1%
March	108	-	101	-	9	1,481	1,699	-15.1%
April	102	-	102	-	8	1,569	1,781	-11.6%
May	94	-	109	-	11	1,672	1,886	-21.0%
June	102	-	98	-	9	2,061	2,270	10.4%
July	128	-	105	-	5	1,167	1,405	-48.8%
August	110	-	118	-	-	1,947	2,175	-8.4%
September	72	-	98	-	-	2,479	2,649	32.1%
October	112	-	113	-	9	2,319	2,553	6.1%
November	132	-	97	-	7	1,645	1,881	-8.9%
December	184	-	104	-	-	1,349	1,637	2.3%
Total 2024	**1,282**	**-**	**1,277**	**-**	**76**	**19,931**	**22,566**	**-10.8%**
% Change 2023 to 2024	**36.1%**	**-**	**-25.6%**	**-**	**-21.6%**	**-11.6%**	**-10.8%**	

International

Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total	% Change 2023-24
January	52	-	-	-	-	-	52	225.0%
February	56	-	-	-	-	-	56	133.3%
March	62	-	-	-	-	-	62	0.0%
April	60	-	-	-	-	-	60	0.0%
May	62	-	-	-	-	-	62	0.0%
June	60	-	-	-	-	-	60	0.0%
July	62	-	-	-	-	-	62	0.0%
August	62	-	-	-	-	-	62	-13.9%
September	56	2	-	-	-	-	58	-14.7%
October	42	6	-	-	-	-	48	-29.4%
November	44	-	-	-	-	-	44	-26.7%
December	46	-	-	-	-	-	46	-23.3%
Total 2024	**664**	**8**	**-**	**-**	**-**	**-**	**672**	**-0.3%**
% Change 2023 to 2024	**0.0%**	**-**	**-**	**-**	**-100%**	**-**	**-0.3%**	

Domestic and International

Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total	% Change 2023-24
January	112	-	131	-	9	1,045	1,297	-35.3%
February	134	-	101	-	9	1,197	1,441	-14.0%
March	170	-	101	-	9	1,481	1,761	-14.6%
April	162	-	102	-	8	1,569	1,841	-11.3%
May	156	-	109	-	11	1,672	1,948	-20.5%
June	162	-	98	-	9	2,061	2,330	10.1%
July	190	-	105	-	5	1,167	1,467	-47.7%
August	172	-	118	-	-	1,947	2,237	-8.6%
September	128	2	98	-	-	2,479	2,707	30.5%
October	154	6	113	-	9	2,319	2,601	5.1%
November	176	-	97	-	7	1,645	1,925	-9.4%
December	230	-	104	-	-	1,349	1,683	1.4%
Total 2024	**1,946**	**8**	**1,277**	**-**	**76**	**19,931**	**23,238**	**-10.5%**
% Change 2023 to 2024	**21.2%**	**33.3%**	**-25.6%**		**-24.8%**	**-11.6%**	**-10.5%**	

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

Commercial and Non–Commercial Aircraft Movements

Monthly Totals 2024

Domestic

Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total	% Change 2023–24
January	–	–	–	–	–	10,342	10,342	-0.8%
February	–	–	–	–	–	10,703	10,703	5.5%
March	–	–	–	–	–	11,660	11,660	-3.1%
April	–	–	–	–	–	12,907	12,907	2.7%
May	–	–	–	–	–	14,718	14,718	-0.6%
June	–	–	–	–	–	12,711	12,711	-3.9%
July	–	–	–	–	–	10,995	10,995	-3.3%
August	–	–	–	–	–	10,432	10,432	-7.6%
September	–	–	–	–	–	14,896	14,896	9.1%
October	–	–	–	–	–	15,263	15,263	7.5%
November	–	–	–	–	–	13,273	13,273	-5.2%
December	–	–	–	–	–	13,848	13,848	4.1%
Total 2024	–	–	–	–	–	**151,748**	**151,748**	**0.5%**
% Change 2023 to 2024	–	–	–	–	–	**0.5%**	**0.5%**	

International

Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total	% Change 2023–24
January	–	–	–	–	–	1,705	1,705	3.5%
February	–	–	–	–	–	1,517	1,517	-9.9%
March	–	–	–	–	–	1,659	1,659	9.0%
April	–	–	–	–	–	1,547	1,547	-11.5%
May	–	–	–	–	–	1,939	1,939	3.1%
June	–	–	–	–	–	1,857	1,857	-3.2%
July	–	–	–	–	–	1,343	1,343	-6.2%
August	–	–	–	–	–	1,270	1,270	-5.5%
September	–	–	–	–	–	1,978	1,978	7.2%
October	–	–	–	–	–	1,954	1,954	11.2%
November	–	–	–	–	–	2,003	2,003	16.0%
December	–	–	–	–	–	1,979	1,979	3.2%
Total 2024	**–**	**–**	**–**	**–**	**–**	**20,751**	**20,751**	**1.6%**
% Change 2023 to 2024	**–**	**–**	**–**	**–**	**–**	**1.6%**	**1.6%**	

Domestic and International

Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total	% Change 2023–24
January	–	–	–	–	–	12,047	12,047	-0.2%
February	–	–	–	–	–	12,220	12,220	3.3%
March	–	–	–	–	–	13,319	13,319	-1.8%
April	–	–	–	–	–	14,454	14,454	0.9%
May	–	–	–	–	–	16,657	16,657	-0.2%
June	–	–	–	–	–	14,568	14,568	-3.8%
July	–	–	–	–	–	12,338	12,338	-3.6%
August	–	–	–	–	–	11,702	11,702	-7.4%
September	–	–	–	–	–	16,874	16,874	8.9%
October	–	–	–	–	–	17,217	17,217	7.9%
November	–	–	–	–	–	15,276	15,276	-2.9%
December	–	–	–	–	–	15,827	15,827	4.0%
Total 2024	**–**	**–**	**–**	**–**	**–**	**172,499**	**172,499**	**0.6%**
% Change 2023 to 2024	**–**	**–**	**–**	**–**	**–**	**0.6%**	**0.6%**	

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

Commercial and Non–Commercial Aircraft Movements

Monthly Totals 2024

Domestic

Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total	% Change 2023–24
January	41,724	78	2,231	22,904	380	3,845	71,162	-12.1%
February	41,648	85	2,128	23,752	274	3,959	71,846	-7.8%
March	46,037	102	2,300	25,100	315	4,149	78,003	-12.7%
April	45,721	102	2,241	25,129	361	4,747	78,301	-6.7%
May	47,395	76	2,346	26,576	374	5,656	82,423	-7.7%
June	44,325	75	2,196	25,636	280	5,997	78,509	0.1%
July	45,479	60	2,262	26,480	377	4,909	79,567	3.1%
August	44,235	70	2,346	24,971	363	5,265	77,250	-7.9%
September	44,712	110	2,136	26,894	344	7,043	81,239	4.1%
October	46,363	208	2,361	28,159	307	6,611	84,009	-1.0%
November	45,172	102	2,159	25,764	333	4,452	77,982	-2.8%
December	46,833	128	2,394	23,738	370	4,557	78,020	0.9%
Total 2024	**539,644**	**1,196**	**27,100**	**305,103**	**4,078**	**61,190**	**938,311**	**-4.4%**
% Change 2023 to 2024	**-4.0%**	**12.5%**	**-7.9%**	**-5.0%**	**-1.2%**	**-3.5%**	**-4.4%**	

International

Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total	% Change 2023–24
January	19,610	10	878	4,698	17	-	25,213	9.5%
February	17,680	14	849	4,631	29	-	23,203	11.9%
March	20,086	20	847	5,053	32	-	26,038	6.6%
April	21,176	24	753	4,861	32	-	26,846	5.8%
May	22,022	15	770	4,562	32	-	27,401	2.7%
June	23,524	11	720	4,502	39	-	28,796	6.9%
July	25,154	10	761	4,701	49	-	30,675	7.1%
August	24,539	11	782	4,595	33	-	29,960	1.4%
September	20,999	16	786	4,792	32	-	26,625	0.2%
October	20,780	42	841	4,497	29	-	26,189	-2.2%
November	18,801	9	845	4,259	31	-	23,945	-3.4%
December	21,074	13	849	4,131	41	-	26,108	-3.0%
Total 2024	**255,445**	**195**	**9,681**	**55,282**	**396**	**-**	**320,999**	**3.4%**
% Change 2023 to 2024	**5.2%**	**27.5%**	**-11.2%**	**-1.5%**	**-5.9%**	**-**	**3.4%**	

Domestic and International

Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total	% Change 2023–24
January	61,334	88	3,109	27,602	397	3,845	96,375	-7.3%
February	59,328	99	2,977	28,383	303	3,959	95,049	-3.6%
March	66,123	122	3,147	30,153	347	4,149	104,041	-8.5%
April	66,897	126	2,994	29,990	393	4,747	105,147	-3.8%
May	69,417	91	3,116	31,138	406	5,656	109,824	-5.3%
June	67,849	86	2,916	30,138	319	5,997	107,305	1.9%
July	70,633	70	3,023	31,181	426	4,909	110,242	4.1%
August	68,774	81	3,128	29,566	396	5,265	107,210	-5.4%
September	65,711	126	2,922	31,686	376	7,043	107,864	3.1%
October	67,143	250	3,202	32,656	336	6,611	110,198	-1.3%
November	63,973	111	3,004	30,023	364	4,452	101,927	-2.9%
December	67,907	141	3,243	27,869	411	4,557	104,128	-0.1%
Total 2024	**795,089**	**1,391**	**36,781**	**360,385**	**4,474**	**61,190**	**1,259,310**	**-2.5%**
% Change 2023 to 2024	**-1.2%**	**14.4%**	**-8.8%**	**-4.5%**	**-1.6%**	**-3.5%**	**-2.5%**	

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

Aircraft Movements by Market

Annual Totals 2011 to 2024

JFK

Year	Domestic*	Puerto Rico	Canada	Bermuda & Caribbean**	Mexico	Latin America†	Trans-Atlantic‡	Trans-Pacific §	Total
2011	249,977	9,526	11,871	31,942	5,441	13,207	70,696	16,074	408,734
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	16,656	468,570

EWR

Year	Domestic*	Puerto Rico	Canada	Bermuda & Caribbean**	Mexico	Latin America†	Trans-Atlantic‡	Trans-Pacific §	Total
2011	310,180	1,835	32,486	8,703	3,529	4,770	44,682	3,839	410,024
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

LGA

Year	Domestic*	Puerto Rico	Canada	Bermuda & Caribbean**	Mexico	Latin America†	Trans-Atlantic‡	Trans-Pacific §	Total
2011	343,889	–	21,924	57	–	–	–	–	365,870
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

* 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.

Aircraft Movements by Market

Annual Totals 2011 to 2024

SWF

Year	Domestic*	Puerto Rico	Canada	Bermuda & Caribbean**	Mexico	Latin America †	Trans-Atlantic ‡	Trans-Pacific §	Total
2011	46,488	–	–	–	41	–	1	–	46,530
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

REGION

Year	Domestic*	Puerto Rico	Canada	Bermuda & Carribean**	Mexico	Latin America †	Trans-Atlantic ‡	Trans-Pacific §	Total
2011	950,534	11,361	66,281	40,702	9,011	17,977	115,379	19,913	1,231,158
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

* 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.

Passenger Traffic

- Top 60 Domestic Airports Comparison
- Top 60 Worldwide Airports Comparison
- Commercial Passenger Traffic
- Passenger Traffic by Market
- 2024 Revenue Passenger Traffic by Airline
- Passenger Traffic by Terminal
- Passenger Demographics

Top 60 Domestic Airports Comparison

U.S. Passengers Traffic, Ranked by Passenger

2024 The 2024 full rankings from Airports Council International (ACI) were not available at the time of publication. To view previous years' rankings and access the 2024 results once released, please visit **www.ACI.Aero**. Historical rankings are also available in past editions of the ATR.

Top 60 Worldwide Airports Comparison

World Passengers Traffic, Ranked by Passenger

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Commercial Passenger Traffic

Annual Totals 2011 to 2024

Domestic

Year	Scheduled	Charter	Commuter	Total
2011	20,692,623	1,953	3,063,937	23,758,513
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

International

Year	Scheduled	Charter	Commuter	Total
2011	23,479,474	14,944	390,546	23,884,964
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

Domestic and International

Year	Scheduled	Charter	Commuter	Total
2011	44,172,097	16,897	3,454,483	47,643,477
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

Commercial Passenger Traffic

Annual Totals 2011 to 2024

Domestic

Year	Scheduled	Charter	Commuter	Total
2011	16,855,000	36,220	5,298,449	22,189,669
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	29,419,872	47,847	4,163,092	33,630,811

International

Year	Scheduled	Charter	Commuter	Total
2011	10,415,242	9,396	1,083,185	11,507,823
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

Domestic and International

Year	Scheduled	Charter	Commuter	Total
2011	27,270,242	45,616	6,381,634	33,697,492
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	43,029,703	51,012	5,772,655	48,853,370

Commercial Passenger Traffic

Annual Totals 2011 to 2024

Domestic

Year	Scheduled	Charter	Commuter	Total
2011	17,175,291	5,212	5,906,253	23,086,756
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

International

Year	Scheduled	Charter	Commuter	Total
2011	688,313	2,187	345,222	1,035,722
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

Domestic and International

Year	Scheduled	Charter	Commuter	Total
2011	17,863,604	7,399	6,251,475	24,122,478
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

Commercial Passenger Traffic

Annual Totals 2011 to 2024

Domestic

Year	Scheduled	Charter	Commuter	Total
2011	187,653	–	224,400	412,053
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

International

Year	Scheduled	Charter	Commuter	Total
2011	–	1,601	–	1,601
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

Domestic and International

Year	Scheduled	Charter	Commuter	Total
2011	187,653	1,601	224,400	413,654
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

Commercial Passenger Traffic

Annual Totals 2011 to 2024

Domestic

Year	Scheduled	Charter	Commuter	Total
2011	54,910,567	43,385	14,493,039	69,446,991
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	76,084,405	58,079	17,484,002	93,626,486

International

Year	Scheduled	Charter	Commuter	Total
2011	34,583,029	28,128	1,818,953	36,430,110
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

Domestic and International

Year	Scheduled	Charter	Commuter	Total
2011	89,493,596	71,513	16,311,992	105,877,101
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	124,928,606	89,135	20,922,348	145,940,089

Commercial Passenger Traffic

Monthly Totals 2024

Domestic

Month	Scheduled	Charter	Commuter	Total Revenue Passengers	% Change 2023–2024	Non-Revenue Passengers
January	1,695,837	242	286,949	1,983,028	–7.8%	74,903
February	1,631,124	511	307,925	1,939,560	–4.4%	75,312
March	1,996,227	291	356,492	2,353,010	–9.6%	81,894
April	1,952,759	1,044	353,651	2,307,454	–7.3%	80,901
May	2,105,168	462	389,409	2,495,039	–5.7%	83,441
June	2,060,494	911	381,072	2,442,477	–1.7%	80,578
July	2,132,427	576	392,095	2,525,098	0.7%	82,686
August	2,092,612	960	367,583	2,461,155	–2.7%	74,896
September	1,922,930	802	379,886	2,303,618	2.0%	81,778
October	2,042,769	2,895	400,798	2,446,462	–0.2%	85,548
November	1,923,329	428	356,945	2,280,702	–4.1%	80,980
December	2,122,560	721	346,409	2,469,690	4.2%	80,872
Total	**23,678,236**	**9,843**	**4,319,214**	**28,007,293**	**–3.1%**	**963,789**
% Change 2023 to 2024	**–2.2%**	**96.8%**	**–7.7%**			**–4.6%**

International

Month	Scheduled	Charter	Commuter	Total Revenue Passengers	% Change 2023–2024	Non-Revenue Passengers
January	2,462,868	499	34,809	2,498,176	9.4%	47,715
February	2,167,209	318	36,399	2,203,926	11.1%	44,220
March	2,653,428	2,024	41,527	2,696,979	6.5%	51,517
April	2,818,364	2,642	37,289	2,858,295	4.9%	55,326
May	3,003,080	2,672	40,368	3,046,120	7.4%	52,341
June	3,239,084	1,145	40,447	3,280,676	7.7%	54,718
July	3,577,586	1,485	42,690	3,621,761	7.6%	56,619
August	3,626,691	1,333	41,464	3,669,488	6.7%	55,162
September	2,950,380	2,242	42,504	2,995,126	2.9%	50,393
October	2,895,722	8,390	42,342	2,946,454	5.3%	55,477
November	2,516,641	1,786	30,633	2,549,060	3.3%	48,066
December	2,862,230	1,118	29,282	2,892,630	3.8%	48,812
Total	**34,773,283**	**25,654**	**459,754**	**35,258,691**	**6.3%**	**620,366**
% Change 2023 to 2024	**6.3%**	**286.4%**	**1.5%**			**–2.3%**

Domestic and International

Month	Scheduled	Charter	Commuter	Total Revenue Passengers	% Change 2023–2024	Non-Revenue Passengers
January	4,158,705	741	321,758	4,481,204	1.1%	122,618
February	3,798,333	829	344,324	4,143,486	3.3%	119,532
March	4,649,655	2,315	398,019	5,049,989	–1.7%	133,411
April	4,771,123	3,686	390,940	5,165,749	–1.0%	136,227
May	5,108,248	3,134	429,777	5,541,159	1.1%	135,782
June	5,299,578	2,056	421,519	5,723,153	3.5%	135,296
July	5,710,013	2,061	434,785	6,146,859	4.7%	139,305
August	5,719,303	2,293	409,047	6,130,643	2.7%	130,058
September	4,873,310	3,044	422,390	5,298,744	2.5%	132,171
October	4,938,491	11,285	443,140	5,392,916	2.7%	141,025
November	4,439,970	2,214	387,578	4,829,762	–0.3%	129,046
December	4,984,790	1,839	375,691	5,362,320	4.0%	129,684
Total	**58,451,519**	**35,497**	**4,778,968**	**63,265,984**	**1.9%**	**1,584,155**
% Change 2023 to 2024	**2.7%**	**205.0%**	**–6.9%**			**–3.7%**

Commercial Passenger Traffic

Monthly Totals 2024

Domestic

Month	Scheduled	Charter	Commuter	Total Revenue Passengers	% Change 2023–2024	Non-Revenue Passengers
January	2,155,335	2,279	293,119	2,450,733	–7.2%	68,659
February	2,156,552	2,858	300,085	2,459,495	–2.2%	72,401
March	2,554,177	3,645	343,190	2,901,012	–5.9%	76,682
April	2,507,479	2,351	354,428	2,864,258	–3.9%	72,147
May	2,666,064	2,067	389,708	3,057,839	–2.4%	78,643
June	2,493,241	1,789	354,384	2,849,414	1.8%	80,117
July	2,581,282	1,424	360,529	2,943,235	1.2%	78,071
August	2,485,691	2,821	331,737	2,820,249	–7.2%	69,171
September	2,278,374	5,526	361,652	2,645,552	–3.3%	81,307
October	2,452,859	9,115	393,657	2,855,631	–5.2%	80,717
November	2,429,656	6,446	340,874	2,776,976	–3.2%	78,809
December	2,659,162	7,526	339,729	3,006,417	6.1%	76,125
Total	**29,419,872**	**47,847**	**4,163,092**	**33,630,811**	**–2.7%**	**912,849**
% Change 2023 to 2024	**–2.0%**	**30.5%**	**–7.3%**			**–3.4%**

International

Month	Scheduled	Charter	Commuter	Total Revenue Passengers	% Change 2023–2024	Non-Revenue Passengers
January	975,602	115	107,056	1,082,773	11.9%	25,940
February	875,799	610	109,676	986,085	15.4%	26,066
March	1,079,254	141	135,424	1,214,819	12.6%	27,246
April	1,131,374	859	132,549	1,264,782	6.9%	28,364
May	1,203,294	598	139,293	1,343,185	3.2%	28,560
June	1,296,093	218	139,495	1,435,806	4.2%	30,021
July	1,406,167	0	151,077	1,557,244	5.1%	31,134
August	1,343,247	111	154,109	1,497,467	–1.0%	28,010
September	1,125,320	64	141,120	1,266,504	–1.8%	28,479
October	1,099,550	247	132,907	1,232,704	–0.6%	29,098
November	970,963	0	129,152	1,100,115	2.2%	27,558
December	1,103,168	202	137,705	1,241,075	5.6%	29,084
Total	**13,609,831**	**3,165**	**1,609,563**	**15,222,559**	**4.7%**	**339,560**
% Change 2023 to 2024	**5.3%**	**–67.9%**	**0.4%**			**7.8%**

Domestic and International

Month	Scheduled	Charter	Commuter	Total Revenue Passengers	% Change 2023–2024	Non-Revenue Passengers
January	3,130,937	2,394	400,175	3,533,506	–2.0%	94,599
February	3,032,351	3,468	409,761	3,445,580	2.2%	98,467
March	3,633,431	3,786	478,614	4,115,831	–1.1%	103,928
April	3,638,853	3,210	486,977	4,129,040	–0.8%	100,511
May	3,869,358	2,665	529,001	4,401,024	–0.7%	107,203
June	3,789,334	2,007	493,879	4,285,220	2.6%	110,138
July	3,987,449	1,424	511,606	4,500,479	2.5%	109,205
August	3,828,938	2,932	485,846	4,317,716	–5.1%	97,181
September	3,403,694	5,590	502,772	3,912,056	–2.8%	109,786
October	3,552,409	9,362	526,564	4,088,335	–3.9%	109,815
November	3,400,619	6,446	470,026	3,877,091	–1.7%	106,367
December	3,762,330	7,728	477,434	4,247,492	5.9%	105,209
Total	**43,029,703**	**51,012**	**5,772,655**	**48,853,370**	**–0.5%**	**1,252,409**
% Change 2023 to 2024	**0.2%**	**9.6%**	**–5.3%**			**–0.6%**

Commercial Passenger Traffic

Monthly Totals 2024

Domestic

Month	Scheduled	Charter	Commuter	Total Revenue Passengers	% Change 2023–2024	Non–Revenue Passengers
January	1,616,446	–	556,271	2,172,717	4.8%	63,129
February	1,637,160	–	615,146	2,252,306	10.0%	61,941
March	1,959,861	–	738,611	2,698,472	2.1%	63,661
April	1,906,762	–	747,271	2,654,033	1.7%	67,555
May	2,035,246	328	824,067	2,859,641	1.6%	60,200
June	1,948,070	–	819,025	2,767,095	6.0%	60,951
July	2,026,633	61	837,186	2,863,880	9.9%	65,658
August	1,986,003	–	793,818	2,779,821	0.5%	58,697
September	1,830,950	–	762,997	2,593,947	6.4%	65,223
October	1,972,772	–	807,940	2,780,712	2.9%	62,422
November	1,862,066	–	758,688	2,620,754	–2.5%	62,052
December	2,029,616	–	740,676	2,770,292	7.5%	59,181
Total	**22,811,585**	**389**	**9,001,696**	**31,813,670**	**4.0%**	**750,670**
% Change 2023 to 2024	**4.1%**	**–35.3%**	**3.9%**			**–15.8%**

International

Month	Scheduled	Charter	Commuter	Total Revenue Passengers	% Change 2023–2024	Non–Revenue Passengers
January	11,115	–	105,369	116,484	5.4%	2,076
February	12,069	–	106,556	118,625	5.8%	1,985
March	14,541	–	127,140	141,681	–4.2%	2,253
April	15,065	–	128,109	143,174	–4.7%	2,123
May	53,047	–	103,976	157,023	–12.0%	2,181
June	43,936	–	111,892	155,828	–3.9%	2,167
July	55,483	–	117,736	173,219	–3.2%	2,577
August	41,654	–	123,110	164,764	–15.3%	2,062
September	27,548	–	118,982	146,530	–6.5%	2,178
October	48,757	–	108,647	157,404	–4.5%	2,228
November	12,405	–	113,582	125,987	6.0%	2,127
December	25,624	–	103,930	129,554	–3.0%	2,529
Total	**361,244**	**–**	**1,369,029**	**1,730,273**	**–4.3%**	**26,486**
% Change 2023 to 2024	**–34.8%**	**–**	**9.1%**			**–8.7%**

Domestic and International

Month	Scheduled	Charter	Commuter	Total Revenue Passengers	% Change 2023–2024	Non–Revenue Passengers
January	1,627,561	–	661,640	2,289,201	4.8%	65,205
February	1,649,229	–	721,702	2,370,931	9.8%	63,926
March	1,974,402	–	865,751	2,840,153	1.8%	65,914
April	1,921,827	–	875,380	2,797,207	1.4%	69,678
May	2,088,293	328	928,043	3,016,664	0.8%	62,381
June	1,992,006	–	930,917	2,922,923	5.4%	63,118
July	2,082,116	61	954,922	3,037,099	9.1%	68,235
August	2,027,657	–	916,928	2,944,585	–0.6%	60,759
September	1,858,498	–	881,979	2,740,477	5.6%	67,401
October	2,021,529	–	916,587	2,938,116	2.4%	64,650
November	1,874,471	–	872,270	2,746,741	–2.1%	64,179
December	2,055,240	–	844,606	2,899,846	7.0%	61,710
Total	**23,172,829**	**389**	**10,370,725**	**33,543,943**	**3.6%**	**777,156**
% Change 2023 to 2024	**3.2%**	**–35.3%**	**4.5%**			**–15.6%**

Commercial Passenger Traffic

Monthly Totals 2024

Domestic

Month	Scheduled	Charter	Commuter	Total Revenue Passengers	% Change 2023–2024	Non-Revenue Passengers
January	8,766	–	–	8,766	–45.7%	–
February	11,223	–	–	11,223	–30.4%	14
March	16,024	–	–	16,024	–20.5%	6
April	15,125	–	–	15,125	–16.0%	18
May	13,293	–	–	13,293	24.1%	14
June	14,087	–	–	14,087	17.2%	12
July	18,988	–	–	18,988	27.1%	5
August	16,157	–	–	16,157	62.0%	22
September	9,514	–	–	9,514	20.7%	20
October	13,420	–	–	13,420	62.3%	23
November	15,124	–	–	15,124	60.3%	15
December	22,991	–	–	22,991	224.6%	18
Total	**174,712**	**–**	**–**	**174,712**	**15.9%**	**167**
% Change 2023 to 2024	**15.9%**	**–100.0%**	**–**			**187.9%**

International

Month	Scheduled	Charter	Commuter	Total Revenue Passengers	% Change 2023–2024	Non-Revenue Passengers
January	7,154	–	–	7,154	246.4%	–
February	7,126	–	–	7,126	124.6%	–
March	9,184	–	–	9,184	21.4%	–
April	8,935	–	–	8,935	13.4%	–
May	9,481	–	–	9,481	9.7%	–
June	8,965	–	–	8,965	–7.5%	–
July	9,922	–	–	9,922	–16.5%	–
August	11,966	–	–	11,966	–11.2%	–
September	7,932	555	–	8,487	–22.5%	–
October	6,358	1,682	–	8,040	–32.0%	–
November	6,063	–	–	6,063	–22.7%	–
December	6,757	–	–	6,757	–16.8%	–
Total	**99,843**	**2,237**	**–**	**102,080**	**–1.0%**	**–**
% Change 2023 to 2024	**–1.4%**	**23.7%**	**–**			**–**

Domestic and International

Month	Scheduled	Charter	Commuter	Total Revenue Passengers	% Change 2023–2024	Non-Revenue Passengers
January	15,920	–	–	15,920	–12.6%	–
February	18,349	–	–	18,349	–4.9%	14
March	25,208	–	–	25,208	–9.1%	6
April	24,060	–	–	24,060	–7.1%	18
May	22,774	–	–	22,774	17.7%	14
June	23,052	–	–	23,052	6.2%	12
July	28,910	–	–	28,910	7.8%	5
August	28,123	–	–	28,123	20.0%	22
September	17,446	555	–	18,001	–4.4%	20
October	19,778	1,682	–	21,460	6.8%	23
November	21,187	–	–	21,187	22.6%	15
December	29,748	–	–	29,748	95.7%	18
Total	**274,555**	**2,237**	**–**	**276,792**	**9.0%**	**167**
% Change 2023 to 2024	**8.9%**	**23.6%**	**–**			**187.9%**

Commercial Passenger Traffic

Monthly Totals 2024

Domestic

Month	Scheduled	Charter	Commuter	Total Revenue Passengers	% Change 2023–2024	Non–Revenue Passengers
January	5,476,384	2,521	1,136,339	6,615,244	–3.8%	206,691
February	5,436,059	3,369	1,223,156	6,662,584	0.8%	209,668
March	6,526,289	3,936	1,438,293	7,968,518	–4.5%	222,243
April	6,382,125	3,395	1,455,350	7,840,870	–3.1%	220,621
May	6,819,771	2,857	1,603,184	8,425,812	–2.1%	222,298
June	6,515,892	2,700	1,554,481	8,073,073	2.1%	221,658
July	6,759,330	2,061	1,589,810	8,351,201	3.9%	226,420
August	6,580,463	3,781	1,493,138	8,077,382	–3.2%	202,786
September	6,041,768	6,328	1,504,535	7,552,631	1.5%	228,328
October	6,481,820	12,010	1,602,395	8,096,225	–1.0%	228,710
November	6,230,175	6,874	1,456,507	7,693,556	–3.2%	221,856
December	6,834,329	8,247	1,426,814	8,269,390	6.2%	216,196
Total	**76,084,405**	**58,079**	**17,484,002**	**93,626,486**	**–0.6%**	**2,627,475**
% Change 2023 to 2024	**–0.3%**	**37.4%**	**–2.0%**			**–7.7%**

International

Month	Scheduled	Charter	Commuter	Total Revenue Passengers	% Change 2023–2024	Non–Revenue Passengers
January	3,456,739	614	247,234	3,704,587	10.2%	75,731
February	3,062,203	928	252,631	3,315,762	12.3%	72,271
March	3,756,407	2,165	304,091	4,062,663	7.9%	81,016
April	3,973,738	3,501	297,947	4,275,186	5.1%	85,813
May	4,268,902	3,270	283,637	4,555,809	5.4%	83,082
June	4,588,078	1,363	291,834	4,881,275	6.2%	86,906
July	5,049,158	1,485	311,503	5,362,146	6.4%	90,330
August	5,023,558	1,444	318,683	5,343,685	3.5%	85,234
September	4,111,180	2,861	302,606	4,416,647	1.1%	81,050
October	4,050,387	10,319	283,896	4,344,602	3.0%	86,803
November	3,506,072	1,786	273,367	3,781,225	3.0%	77,751
December	3,997,779	1,320	270,917	4,270,016	4.1%	80,425
Total	**48,844,201**	**31,056**	**3,438,346**	**52,313,603**	**5.4%**	**986,412**
% Change 2023 to 2024	**5.5%**	**69.5%**	**3.8%**			**0.7%**

Domestic and International

Month	Scheduled	Charter	Commuter	Total Revenue Passengers	% Change 2023–2024	Non–Revenue Passengers
January	8,933,123	3,135	1,383,573	10,319,831	0.8%	282,422
February	8,498,262	4,297	1,475,787	9,978,346	4.4%	281,939
March	10,282,696	6,101	1,742,384	12,031,181	–0.7%	303,259
April	10,355,863	6,896	1,753,297	12,116,056	–0.4%	306,434
May	11,088,673	6,127	1,886,821	12,981,621	0.4%	305,380
June	11,103,970	4,063	1,846,315	12,954,348	3.6%	308,564
July	11,808,488	3,546	1,901,313	13,713,347	4.9%	316,750
August	11,604,021	5,225	1,811,821	13,421,067	–0.6%	288,020
September	10,152,948	9,189	1,807,141	11,969,278	1.4%	309,378
October	10,532,207	22,329	1,886,291	12,440,827	0.4%	315,513
November	9,736,247	8,660	1,729,874	11,474,781	–1.2%	299,607
December	10,832,108	9,567	1,697,731	12,539,406	5.4%	296,621
Total	**124,928,606**	**89,135**	**20,922,348**	**145,940,089**	**1.5%**	**3,613,887**
% Change 2023 to 2024	**1.9%**	**47.1%**	**–1.1%**			**–5.6%**

Passenger Traffic By Market

Annual Totals 2011 to 2024

JFK

Year	Domestic	Puerto Rico	Canada	Bermuda & Caribbean**	Mexico	Latin America†	Trans-Atlantic‡	Trans-Pacific§	Total
2011	22,482,934	1,275,579	401,042	4,058,921	684,617	2,166,435	14,076,702	2,497,247	47,643,477
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

EWR

Year	Domestic	Puerto Rico	Canada	Bermuda & Caribbean**	Mexico	Latin America†	Trans-Atlantic‡	Trans-Pacific §	Total
2011	21,894,691	294,978	1,496,798	1,126,381	460,342	626,350	7,023,745	774,207	33,697,492
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	32,732,902	897,909	1,983,398	2,529,405	790,573	1,078,198	8,300,642	540,343	48,853,370

LGA

Year	Domestic	Puerto Rico	Canada	Bermuda & Caribbean**	Mexico	Latin America†	Trans-Atlantic‡	Trans-Pacific §	Total
2011	23,086,756	–	1,029,634	6,088	–	–	–	–	24,122,478
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

**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.

Passenger Traffic By Market

Annual Totals 2011 to 2024

SWF

Year	Domestic	Puerto Rico	Canada	Bermuda & Caribbean**	Mexico	Latin America†	Trans-Atlantic‡	Trans-Pacific §	Total
2011	412,053	–	–	–	1,601	–	–	–	413,654
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

REGION

Year	Domestic	Puerto Rico	Canada	Bermuda & Caribbean**	Mexico	Latin America†	Trans-Atlantic‡	Trans-Pacific §	Total
2011	67,876,434	1,570,557	2,927,474	5,191,390	1,146,560	2,792,785	21,100,447	3,271,454	105,877,101
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	91,161,318	2,465,168	4,309,519	8,888,785	2,588,019	4,950,022	28,117,750	3,459,508	145,940,089

**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.

2024 Revenue Passenger Traffic By Airline

Top 20 Carriers

JFK

Rank	Airline	Domestic Passengers	International Passengers	Total Passengers	Cumulative %
1	Delta Air Lines	12,696,051	6,428,462	19,124,513	30.2%
2	JetBlue Airways	8,973,587	6,030,052	15,003,639	53.9%
3	American Airlines	4,677,825	2,939,023	7,616,848	66.0%
4	British Airways	–	1,373,338	1,373,338	68.2%
5	Avianca	–	1,142,907	1,142,907	70.0%
6	Alaska Airlines	1,113,068	–	1,113,068	71.7%
7	Virgin Atlantic	–	1,076,363	1,076,363	73.4%
8	Air France	–	985,816	985,816	75.0%
9	Emirates Airline	–	863,189	863,189	76.3%
10	Turkish Airlines	–	646,939	646,939	77.4%
11	Norse Atlantic Airways	–	641,466	641,466	78.4%
12	Aer Lingus	–	636,520	636,520	79.4%
13	QATAR AIRWAYS	–	631,096	631,096	80.4%
14	Latam Airlines	–	584,260	584,260	81.3%
15	Lufthansa	–	577,385	577,385	82.2%
16	Cathay Pacific	–	574,392	574,392	83.1%
17	Iberia	223	547,568	547,791	84.0%
18	EL AL	–	490,194	490,194	84.8%
19	Korean Air Lines	–	488,579	488,579	85.5%
20	ITA	–	457,260	457,260	86.3%
21	Others	546,539	8,143,882	8,690,421	100.0%
	Total Airports	**28,007,293**	**35,258,691**	**63,265,984**	**100.0%**

EWR

Rank	Airline	Domestic Passengers	International Passengers	Total Passengers	Cumulative %
1	United Airlines	23,428,178	9,440,043	32,868,221	67.3%
2	Spirit Airlines	3,155,194	–	3,155,194	73.7%
3	American Airlines	2,183,311	–	2,183,311	78.2%
4	JetBlue Airways	1,509,462	596,674	2,106,136	82.5%
5	Delta Air Lines	1,944,435	–	1,944,435	86.5%
6	Alaska Airlines	999,266	–	999,266	88.5%
7	Air Canada	–	789,783	789,783	90.2%
8	Porter Airlines	–	448,236	448,236	91.1%
9	Scandinavian Airlines	–	432,106	432,106	92.0%
10	Lufthansa	–	406,929	406,929	92.8%
11	British Airways	–	328,020	328,020	93.5%
12	TAP Air Portugal	–	325,430	325,430	94.1%
13	EL AL	–	300,025	300,025	94.7%
14	French Bee	–	248,798	248,798	95.3%
15	Emirates Airline	–	212,644	212,644	95.7%
16	Air India	–	210,054	210,054	96.1%
17	Allegiant Air	197,493	–	197,493	96.5%
18	Air France	–	181,367	181,367	96.9%
19	Austrian Airlines	–	181,235	181,235	97.3%
20	Turkish Airlines	–	178,462	178,462	97.6%
21	Others	213,472	942,753	1,156,225	100.0%
	Total Airports	**33,630,811**	**15,222,559**	**48,853,370**	**100.0%**

2024 Revenue Passenger Traffic By Airline

Top Carriers

LGA

Rank	Airline	Domestic Passengers	International Passengers	Total Passengers	Cumulative %
1	Delta Air Lines	13,545,050	445,618	13,990,668	41.7%
2	American Airlines	6,862,028	327,679	7,189,707	63.1%
3	Southwest Airlines	3,312,850	–	3,312,850	73.0%
4	Spirit Airlines	2,702,213	–	2,702,213	81.1%
5	United Airlines	2,424,758	–	2,424,758	88.3%
6	JetBlue Airways	2,151,671	51,814	2,203,485	94.9%
7	Air Canada	–	905,162	905,162	97.6%
8	Frontier Airlines	815,100	–	815,100	100.0%
9	WestJet	–	–	–	100.0%
	Total Airports	**31,813,670**	**1,730,273**	**33,543,943**	**100.0%**

SWF

Rank	Airline	Domestic Passengers	International Passengers	Total Passengers	Cumulative %
1	Allegiant Air	127,794	–	127,794	46.2%
2	Play Airlines	–	99,666	99,666	82.2%
3	Breeze Airways	46,918	–	46,918	99.1%
4	Discover Airlines	–	2,237	2,237	99.9%
5	Atlantic Airways	–	177	177	100.0%
6	Eastern Airways	–	1,258	1,258	99.8%
7	Atlantic Airways	–	408	408	100.0%
	Total Airports	**174,712**	**102,080**	**276,792**	**100.0%**

REGION

Rank	Airline	Domestic Passengers	International Passengers	Total Passengers	Cumulative %
1	United Airlines	25,852,936	9,440,043	35,292,979	24.2%
2	Delta Air Lines	28,185,536	6,874,080	35,059,616	48.2%
3	JetBlue Airways	12,634,720	6,678,540	19,313,260	61.4%
4	American Airlines	13,723,164	3,266,702	16,989,866	73.1%
5	Spirit Airlines	5,857,407	–	5,857,407	77.1%
6	Southwest Airlines	3,312,850	–	3,312,850	79.4%
7	Alaska Airlines	2,112,334	–	2,112,334	80.8%
8	Air Canada	–	1,817,555	1,817,555	82.1%
9	British Airways	–	1,701,358	1,701,358	83.2%
10	Frontier Airlines	1,241,154	–	1,241,154	84.1%
11	Air France	–	1,167,183	1,167,183	84.9%
12	Avianca	–	1,142,907	1,142,907	85.7%
13	Virgin Atlantic	–	1,076,363	1,076,363	86.4%
14	Emirates Airline	–	1,075,833	1,075,833	87.1%
15	Lufthansa	–	984,314	984,314	87.8%
16	Turkish Airlines	–	825,401	825,401	88.4%
17	EL AL	–	790,219	790,219	88.9%
18	Aer Lingus	–	744,086	744,086	89.4%
19	Norse Atlantic Airways	–	641,466	641,466	89.9%
20	Qatar Airways	–	631,096	631,096	90.3%
21	Others	706,385	13,456,457	14,162,842	100.0%
	Total Airports	**93,626,486**	**52,313,603**	**145,940,089**	**100.0%**

Passenger Traffic By Terminal

Annual Totals 2024

JFK

	Domestic		International		
Terminal Building	**Inbound**	**Outbound**	**Inbound**	**Outbound**	**Total**
Terminal 1	–	–	3,109,323	3,029,339	6,138,662
Terminal 4	6,470,521	6,400,916	7,200,019	6,932,679	27,004,135
Terminal 5	4,497,774	4,481,222	2,752,259	2,998,252	14,729,507
Terminal 7	741,687	736,857	1,275,312	1,231,945	3,985,801
Terminal 8	2,363,498	2,314,550	3,357,329	3,370,505	11,405,882
Other	134	134	857	872	1,997
Total	**14,073,614**	**13,933,679**	**17,695,099**	**17,563,592**	**63,265,984**

EWR

	Domestic		International		
Terminal Building	**Inbound**	**Outbound**	**Inbound**	**Outbound**	**Total**
Terminal A	7,712,537	7,607,886	596,531	1,233,458	17,150,412
Terminal B	2,283,768	2,268,555	4,974,661	2,174,950	11,701,934
Terminal C	6,791,519	6,954,337	2,012,676	4,229,634	19,988,166
Other	6,312	5,897	276	373	12,858
Total	**16,794,136**	**16,836,675**	**7,584,144**	**7,638,415**	**48,853,370**

LGA

	Domestic		International		
Terminal Building	**Inbound**	**Outbound**	**Inbound**	**Outbound**	**Total**
Terminal A	1,415,440	1,416,409	–	–	2,831,849
Terminal B	7,755,906	7,680,865	638,719	645,936	16,721,426
Terminal C	6,739,185	6,805,865	217,870	227,748	13,990,668
Total	**15,910,531**	**15,903,139**	**856,589**	**873,684**	**33,543,943**

SWF

	Domestic		International		
Terminal Building	**Inbound**	**Outbound**	**Inbound**	**Outbound**	**Total**
Passenger Terminal	86,557	88,155	51,422	50,658	276,792
Total	**86,557**	**88,155**	51,422	50,658	**276,792**

Passenger Demographics

Profile of Departing Passengers

	JFK	LGA	EWR	SWF	Region	NYC Airports
Passenger Type						
Local O–D	75.9%	84.6%	81.3%	–	79.7%	78.9%
Connecting	24.1%	15.4%	18.7%	–	20.3%	21.1%
Type of Flight						
Domestic	42.7%	94.8%	66.0%	–	62.5%	60.8%
International	57.3%	5.2%	34.0%	–	37.5%	39.2%
Purpose of Trip						
Business	14.0%	24.2%	23.5%	–	19.5%	17.5%
Leisure / Personal	86.0%	75.8%	76.5%	–	80.5%	82.5%
Dwell Time Before Departure						
Less than 1 hr	5.5%	7.9%	6.4%	–	6.4%	6.3%
1 – 1.5 hrs	12.8%	25.4%	22.2%	–	18.9%	17.2%
1.5 – 2 hrs	15.1%	26.8%	22.9%	–	20.4%	19.2%
2 – 3 hrs	36.0%	30.1%	33.1%	–	33.7%	34.0%
3 – 5 hrs	23.5%	8.3%	12.1%	–	16.2%	18.2%
More than 5 hrs	7.1%	1.5%	3.4%	–	4.6%	5.2%
Number of Round Trips (past 12 months)						
1–2	41.6%	35.7%	34.9%	–	38.0%	39.6%
3–5	34.3%	33.4%	34.3%	–	34.1%	34.0%
6–10	15.7%	17.6%	18.3%	–	17.0%	16.4%
11–20	5.7%	8.2%	7.6%	–	6.9%	6.6%
21 or more	2.7%	5.2%	4.9%	–	4.0%	3.6%
Gender						
Male	49.4%	48.4%	45.7%	–	47.9%	49.1%
Female	49.3%	50.4%	53.1%	–	50.8%	49.7%
Other	1.3%	1.2%	1.1%	–	1.2%	1.3%
Age						
16–24	13.6%	15.0%	12.8%	–	13.7%	14.1%
25–34	25.0%	24.9%	21.3%	–	23.7%	25.0%
35–44	18.5%	18.3%	17.6%	–	18.2%	18.4%
45–54	16.8%	15.2%	18.6%	–	17.0%	16.2%
55–64	15.3%	14.8%	16.9%	–	15.7%	15.1%
65–74	8.3%	8.6%	9.6%	–	8.8%	8.4%
75+	2.5%	3.2%	3.3%	–	2.9%	2.7%
Nationality						
U.S. Citizen	55.8%	80.4%	73.5%	–	67.4%	64.3%
Foreign National	44.2%	19.6%	26.5%	–	32.6%	35.7%

Passenger Demographics

Profile of Departing Passengers

	JFK	LGA	EWR	SWF	Region	NYC Airports
Nationality						
United States	55.8%	80.4%	73.5%	–	67.4%	64.3%
Canada	1.4%	3.4%	3.9%	–	2.7%	2.1%
Africa	1.6%	0.9%	0.9%	–	1.2%	1.4%
Asia	8.0%	3.6%	4.5%	–	5.8%	6.5%
Europe	18.3%	3.4%	9.7%	–	12.0%	13.1%
Latin America	14.0%	7.9%	6.9%	–	*10.2%*	11.9%
Middle East	1.0%	0.3%	0.6%	–	*0.7%*	0.8%
Residence						
U.S. Resident	64.3%	88.8%	80.3%	–	75.3%	72.8%
International Resident	35.7%	11.2%	19.7%	–	24.7%	27.2%
Residence						
United States	64.3%	88.8%	80.3%	–	75.3%	72.8%
Canada	1.5%	3.2%	4.2%	–	2.8%	2.1%
Africa	1.0%	0.4%	0.5%	–	0.7%	0.8%
Asia	5.6%	1.5%	2.2%	–	3.5%	4.2%
Europe	16.8%	2.2%	8.1%	–	10.5%	11.7%
Latin America	9.7%	3.6%	3.9%	–	6.4%	7.6%
Middle East	1.1%	0.2%	0.8%	–	0.8%	0.8%
Modal Access						
Private/Company Car	14.8%	10.8%	18.2%	–	15.0%	13.4%
Private Car – Dropped Off by Someone	21.7%	15.3%	25.7%	–	21.6%	19.5%
Ridesharing (e.g. Uber)	21.4%	40.0%	25.0%	–	26.9%	27.8%
Taxi/Limo	17.3%	15.3%	9.3%	–	14.2%	16.6%
Bus/Shuttle/Coach	3.5%	8.6%	6.8%	–	5.8%	5.3%
Rental Car	2.9%	3.9%	5.5%	–	4.0%	3.2%
Rail/Subway	15.1%	3.7%	5.7%	–	9.3%	11.1%
Other	3.3%	2.4%	3.7%	–	3.2%	3.0%
Check-in Method*						
Online/mobile	70.4%	81.7%	81.4%	–	76.7%	74.3%
Desk with airline staff	36.0%	19.6%	21.5%	–	27.4%	30.3%
Self-serve kiosk	19.7%	21.9%	19.8%	–	20.2%	20.5%
Bag drop	15.5%	13.0%	16.2%	–	15.2%	14.6%
Other	2.6%	1.9%	1.9%	–	2.2%	2.4%

Source: 2024 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

Top 60 Domestic Airports Comparison

Revenue Freight plus Mail (in Short Tons), Ranked by Freight

2024 The 2024 full rankings from Airports Council International (ACI) were not available at the time of publication. To view previous years' rankings and access the 2024 results once released, please visit **www.ACI.Aero**. Historical rankings are also available in past editions of the ATR.

Top 60 Worldwide Airports Comparison

Revenue Freight plus Mail（in Short Tons）, Ranked by Freight

2024 The 2024 full rankings from Airports Council International (ACI) were not available at the time of publication. To view previous years' rankings and access the 2024 results once released, please visit **www.ACI.Aero**. Historical rankings are also available in past editions of the ATR.

Revenue Freight In Short Tons

Annual Totals 2011 to 2024

Domestic

Year	Belly	Freighter	Passenger Aircraft*	Total
2011	63,049	188,557	–	251,606
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

International

Year	Belly	Freighter	Passenger Aircraft*	Total
2011	588,428	542,915	–	1,131,343
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

Domestic and International

Year	Belly	Freighter	Passenger Aircraft*	Total
2011	651,477	731,472	–	1,382,949
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

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.

Revenue Freight In Short Tons

Annual Totals 2011 to 2024

Domestic

Year	Belly	Freighter	Passenger Aircraft*	Total
2011	29,189	506,983	–	536,172
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

International

Year	Belly	Freighter	Passenger Aircraft*	Total
2011	204,688	71,481	–	276,169
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

Domestic and International

Year	Belly	Freighter	Passenger Aircraft*	Total
2011	233,877	578,465	–	812,341
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

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.

Revenue Freight In Short Tons

Annual Totals 2011 to 2024

Domestic

Year	Belly	Freighter	Passenger Aircraft*	Total
2011	7,254	–	–	7,254
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

International

Year	Belly	Freighter	Passenger Aircraft*	Total
2011	136	–	–	136
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	–	–	–	–

Domestic and International

Year	Belly	Freighter	Passenger Aircraft*	Total
2011	7,390	–	–	7,390
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

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.

Revenue Freight In Short Tons

Annual Totals 2011 to 2024

Domestic

Year	Belly	Freighter	Passenger Aircraft*	Total
2011	30	16,314	–	16,345
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

International

Year	Belly	Freighter	Passenger Aircraft*	Total
2011	–	13	–	13
2012	–	203	–	203
2013	–	547	–	547
2014	–	24	–	24
2015	–	128	–	128
2016	–	–	–	0
2017	–	140	–	140
2018	–	390	–	390
2019	–	29	–	29
2020	–	–	–	0
2021	–	10	–	10
2022	–	–	–	0
2023	–	–	–	0
2024	321	–	–	321

Domestic and International

Year	Belly	Freighter	Passenger Aircraft*	Total
2011	30	16,327	–	16,358
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

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.

Revenue Freight In Short Tons

Annual Totals 2011 to 2024

Domestic

Year	Belly	Freighter	Passenger Aircraft*	Total
2011	99,523	711,854	–	811,377
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

International

Year	Belly	Freighter	Passenger Aircraft*	Total
2011	793,251	614,409	–	1,407,661
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

Domestic and International

Year	Belly	Freighter	Passenger Aircraft*	Total
2011	892,774	1,326,264	–	2,219,038
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

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.

Revenue Freight In Short Tons

Monthly Totals 2024

Domestic

Month	Belly	Freighter	Passenger Aircraft*	Total	% Change 2023–2024
January	4,196	38,684	–	42,880	42.0%
February	5,211	33,860	–	39,071	34.0%
March	4,105	39,960	–	44,065	13.1%
April	3,840	39,088	–	42,928	22.4%
May	4,286	40,715	–	45,001	17.8%
June	3,686	32,428	–	36,114	–11.6%
July	4,107	37,652	–	41,759	5.4%
August	4,284	38,536	–	42,820	–2.9%
September	4,162	35,097	–	39,259	–8.2%
October	4,307	38,613	–	42,920	–0.6%
November	5,217	37,422	–	42,639	–13.0%
December	5,486	36,538	–	42,024	–16.9%
Total	**52,887**	**448,593**	**–**	**501,480**	**4.1%**
% Change 2023 to 2024	**6.5%**	**3.8%**	**–**	**4.1%**	

International

Month	Belly	Freighter	Passenger Aircraft*	Total	% Change 2023–2024
January	49,029	42,165	–	91,194	13.2%
February	47,742	39,307	–	87,049	11.7%
March	55,250	43,240	–	98,490	8.1%
April	50,802	37,929	–	88,731	0.8%
May	55,063	40,910	26	95,999	7.0%
June	56,829	39,898	–	96,727	9.9%
July	59,439	40,191	–	99,630	7.4%
August	58,779	42,417	–	101,196	5.5%
September	57,975	42,163	–	100,138	3.0%
October	60,409	45,031	–	105,440	1.6%
November	56,798	45,401	–	102,199	3.4%
December	55,404	47,037	–	102,441	0.1%
Total	**663,520**	**505,689**	**26**	**1,169,235**	**5.7%**
% Change 2023 to 2024	**14.1%**	**–3.6%**	**–68.7%**	**5.7%**	

Domestic and International

Month	Belly	Freighter	Passenger Aircraft*	Total	% Change 2023–2024
January	53,225	80,849	–	134,074	21.1%
February	52,953	73,167	–	126,120	17.8%
March	59,355	83,200	–	142,555	9.6%
April	54,642	77,017	–	131,659	6.9%
May	59,349	81,625	26	141,000	10.2%
June	60,515	72,326	–	132,841	3.1%
July	63,546	77,843	–	141,389	6.8%
August	63,063	80,953	–	144,016	2.9%
September	62,137	77,260	–	139,397	–0.4%
October	64,717	83,644	–	148,361	1.0%
November	62,015	82,823	–	144,838	–2.1%
December	60,891	83,575	–	144,466	–5.5%
Total	**716,407**	**954,282**	**26**	**1,670,715**	**5.2%**
% Change 2023 to 2024	**13.5%**	**–0.2%**	**–68.7%**	**5.2%**	

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.

Revenue Freight In Short Tons

Monthly Totals 2024

Domestic

Month	Belly	Freighter	Passenger Aircraft*	Total	% Change 2023–2024
January	4,725	30,746	31	35,502	5.4%
February	5,215	30,643	8	35,866	8.6%
March	6,395	32,248	18	38,661	–1.1%
April	4,754	31,054	15	35,823	0.9%
May	4,801	35,848	27	40,676	4.7%
June	5,334	32,546	33	37,913	1.2%
July	4,773	32,290	19	37,082	8.1%
August	5,032	33,134	22	38,188	0.5%
September	4,719	30,266	38	35,023	–5.5%
October	5,963	33,566	–	39,529	0.4%
November	6,458	30,049	16	36,523	–12.1%
December	6,179	34,799	14	40,992	–10.2%
Total	**64,348**	**387,189**	**241**	**451,778**	**–0.4%**
% Change 2023 to 2024	**7.7%**	**–1.7%**	**106.0%**	**–0.4%**	

International

Month	Belly	Freighter	Passenger Aircraft*	Total	% Change 2023–2024
January	15,283	3,057	–	18,340	–4.7%
February	17,061	2,386	84	19,531	–2.5%
March	19,458	3,420	24	22,902	0.1%
April	15,776	2,984	11	18,771	–4.2%
May	15,610	2,946	1	18,557	0.6%
June	16,539	4,745	10	21,294	11.9%
July	16,766	5,448	8	22,222	12.2%
August	16,802	5,022	6	21,830	7.0%
September	16,969	4,515	21	21,505	4.9%
October	20,479	5,339	30	25,848	18.9%
November	20,003	4,853	46	24,902	8.4%
December	19,193	4,528	55	23,776	8.3%
Total	**209,940**	**49,243**	**296**	**259,479**	**5.2%**
% Change 2023 to 2024	**3.1%**	**15.0%**	**50.3%**	**5.2%**	

Domestic and International

Month	Belly	Freighter	Passenger Aircraft*	Total	% Change 2023–2024
January	20,008	33,803	31	53,842	1.8%
February	22,276	33,029	92	55,397	4.4%
March	25,853	35,668	42	61,563	–0.7%
April	20,530	34,038	26	54,594	–0.9%
May	20,411	38,794	28	59,233	3.4%
June	21,873	37,291	43	59,207	4.8%
July	21,539	37,738	27	59,304	9.6%
August	21,834	38,156	28	60,018	2.8%
September	21,688	34,781	59	56,528	–1.8%
October	26,442	38,905	30	65,377	6.9%
November	26,461	34,902	62	61,425	–4.8%
December	25,372	39,327	69	64,768	–4.2%
Total	**274,288**	**436,432**	**537**	**711,257**	**1.6%**
% Change 2023 to 2024	**4.2%**	**0.0%**	**71.0%**	**1.6%**	

Note: Data was converted from pounds to short tons and rounded.
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Revenue Freight In Short Tons

Monthly Totals 2024

Domestic

Month	Belly	Freighter	Passenger Aircraft*	Total	% Change 2023–2024
January	427	–	–	427	–10.3%
February	440	–	–	440	–7.4%
March	501	–	–	501	–8.4%
April	483	–	–	483	–7.8%
May	526	–	–	526	–13.1%
June	455	–	–	455	–9.0%
July	433	–	–	433	–8.2%
August	465	–	–	465	–6.5%
September	500	–	–	500	2.3%
October	584	–	–	584	16.3%
November	478	–	–	478	–5.0%
December	457	–	–	457	6.4%
Total	**5,749**	**–**	**–**	**5,749**	**–4.5%**
% Change 2023 to 2024	**–4.5%**	**–**	**–**	**–4.5%**	

International

Month	Belly	Freighter	Passenger Aircraft*	Total	% Change 2023–2024
January	–	–	–	–	–
February	–	–	–	–	–100.0%
March	–	–	–	–	–
April	–	–	–	–	–
May	–	–	–	–	–
June	–	–	–	–	–
July	–	–	–	–	–
August	–	–	–	–	–
September	–	–	–	–	–
October	–	–	–	–	–
November	–	–	–	–	–
December	–	–	–	–	–100.0%
Total	**–**	**–**	**–**	**–**	**–100.0%**
% Change 2023 to 2024	**–100.0%**	**–**	**–**	**-100.0%**	

Domestic and International

Month	Belly	Freighter	Passenger Aircraft*	Total	% Change 2023–2024
January	427	–	–	427	–10.3%
February	440	–	–	440	–8.4%
March	501	–	–	501	–8.4%
April	483	–	–	483	–7.8%
May	526	–	–	526	–13.1%
June	455	–	–	455	–9.0%
July	433	–	–	433	–8.2%
August	465	–	–	465	–6.5%
September	500	–	–	500	2.3%
October	584	–	–	584	16.3%
November	478	–	–	478	–5.0%
December	457	–	–	457	6.2%
Total	**5,749**	**–**	**–**	**5,749**	**–4.6%**
% Change 2023 to 2024	**–4.6%**	**–**	**–**	**–4.6%**	

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.

Revenue Freight In Short Tons

Monthly Totals 2024

Domestic

Month	Belly	Freighter	Passenger Aircraft*	Total	% Change 2023–2024
January	–	1,723	–	1,723	2.5%
February	–	1,877	–	1,877	14.5%
March	–	2,060	–	2,060	–1.0%
April	–	1,993	–	1,993	13.0%
May	–	2,315	–	2,315	14.2%
June	–	2,085	–	2,085	–0.7%
July	–	2,133	–	2,133	17.4%
August	–	2,301	–	2,301	3.8%
September	–	2,110	–	2,110	6.8%
October	–	2,568	–	2,568	22.9%
November	–	2,220	–	2,220	3.6%
December	–	2,752	–	2,752	26.8%
Total	**–**	**26,137**	**–**	**26,137**	**10.3%**
% Change 2023 to 2024	**–**	**10.3%**	**–**	**10.3%**	

International

Month	Belly	Freighter	Passenger Aircraft*	Total	% Change 2023–2024
January	–	–	–	–	–
February	–	–	–	–	–
March	3	–	–	3	–
April	31	–	–	31	–
May	56	–	–	56	–
June	43	–	–	43	–
July	35	–	–	35	–
August	25	–	–	25	–
September	33	–	–	33	–
October	38	–	–	38	–
November	33	–	–	33	–
December	24	–	–	24	–
Total	**321**	**–**	**–**	**321**	**–**
% Change 2023 to 2024	**–**	**–**	**–**	**–**	

Domestic and International

Month	Belly	Freighter	Passenger Aircraft*	Total	% Change 2023–2024
January	–	1,723	–	1,723	2.5%
February	–	1,877	–	1,877	14.5%
March	3	2,060	–	2,063	–0.8%
April	31	1,993	–	2,024	14.8%
May	56	2,315	–	2,371	17.0%
June	43	2,085	–	2,128	1.3%
July	35	2,133	–	2,168	19.3%
August	25	2,301	–	2,326	4.9%
September	33	2,110	–	2,143	8.4%
October	38	2,568	–	2,606	24.7%
November	33	2,220	–	2,253	5.2%
December	24	2,752	–	2,776	27.9%
Total	**321**	**26,137**	**–**	**26,458**	**11.6%**
% Change 2023 to 2024	**–**	**10.3%**	**–**	**11.6%**	

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.

Revenue Freight In Short Tons

Monthly Totals 2024

Domestic

Month	Belly	Freighter	Passenger Aircraft*	Total	% Change 2023–2024
January	9,348	71,153	31	80,532	22.0%
February	10,865	66,380	8	77,253	20.1%
March	11,002	74,268	18	85,288	5.7%
April	9,077	72,135	15	81,227	11.5%
May	9,612	78,878	27	88,517	11.1%
June	9,474	67,059	33	76,566	–5.3%
July	9,313	72,075	19	81,407	6.9%
August	9,780	73,971	22	83,773	–1.2%
September	9,381	67,473	38	76,892	–6.6%
October	10,855	74,747	–	85,602	0.5%
November	12,153	69,691	16	81,860	–12.2%
December	12,123	74,089	14	86,226	–12.8%
Total	**122,983**	**861,919**	**241**	**985,143**	**2.1%**
% Change 2023 to 2024	**6.5%**	**1.5%**	**106.0%**	**2.1%**	

International

Month	Belly	Freighter	Passenger Aircraft*	Total	% Change 2023–2024
January	64,312	45,222	–	109,534	9.8%
February	64,804	41,693	84	106,581	8.8%
March	74,710	46,660	24	121,394	6.5%
April	66,610	40,913	11	107,534	–0.1%
May	70,729	43,856	27	114,612	6.0%
June	73,411	44,643	10	118,064	10.3%
July	76,240	45,639	8	121,887	8.3%
August	75,606	47,439	6	123,051	5.8%
September	74,977	46,678	21	121,676	3.4%
October	80,926	50,370	30	131,326	4.6%
November	76,834	50,254	46	127,134	4.3%
December	74,621	51,565	55	126,241	1.6%
Total	**873,781**	**554,932**	**322**	**1,429,035**	**5.6%**
% Change 2023 to 2024	**11.3%**	**–2.2%**	**15.0%**	**5.6%**	

Domestic and International

Month	Belly	Freighter	Passenger Aircraft*	Total	% Change 2023–2024
January	73,660	116,375	31	190,066	14.6%
February	75,669	108,073	92	183,834	13.3%
March	85,712	120,928	42	206,682	6.2%
April	75,686	113,048	26	188,760	4.6%
May	80,341	122,734	54	203,129	8.1%
June	82,886	111,702	43	194,631	3.6%
July	85,553	117,714	27	203,294	7.7%
August	85,386	121,410	28	206,824	2.8%
September	84,358	114,151	59	198,568	–0.7%
October	91,780	125,117	30	216,927	3.0%
November	88,988	119,945	62	208,995	–2.8%
December	86,744	125,654	69	212,467	–4.8%
Total	**996,764**	**1,416,851**	**563**	**2,414,178**	**4.2%**
% Change 2023 to 2024	**10.7%**	**0.0%**	**41.8%**	**4.2%**	

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.

Regional Freight In Short Tons

By Direction: Annual Totals 2011–2024

Inbound

Year	EWR	JFK	LGA	SWF	Total
2011	271,333	149,657	3,929	13,015	437,935
2012	243,023	151,684	3,844	14,563	413,114
2013	188,998	143,915	4,002	12,169	349,083
2014	182,512	132,530	4,332	10,698	330,072
2015	194,243	125,946	4,604	10,831	335,624
2016	236,964	126,752	4,085	13,932	381,733
2017	264,126	128,058	3,916	14,238	410,339
2018	267,164	141,934	3,235	14,797	427,129
2019	268,284	154,888	3,310	16,182	442,665
2020	255,494	201,053	3,265	17,528	477,340
2021	272,262	276,863	3,396	16,128	568,649
2022	238,388	266,639	3,503	16,520	525,050
2023	227,354	309,547	2,834	16,315	556,049
2024	232,600	330,107	2,566	18,033	583,306

Outbound

Year	EWR	JFK	LGA	SWF	Total
2011	264,839	101,949	3,325	3,330	373,442
2012	251,877	102,544	2,975	4,332	361,728
2013	229,798	114,147	2,591	4,774	351,310
2014	231,198	110,303	2,751	4,791	349,044
2015	255,719	109,061	3,068	4,185	372,033
2016	249,278	114,228	3,444	5,242	372,193
2017	269,495	111,357	2,902	6,456	390,209
2018	276,206	125,549	2,690	7,621	412,065
2019	272,088	127,584	3,017	7,395	410,084
2020	250,347	154,817	2,560	6,618	414,342
2021	259,127	215,067	2,932	14,858	491,984
2022	253,300	185,656	3,159	8,187	450,302
2023	226,230	172,113	3,186	7,389	408,918
2024	219,178	171,373	3,183	8,104	401,837

Total

Year	EWR	JFK	LGA	SWF	Total
2011	536,172	251,606	7,254	16,345	811,377
2012	494,900	254,228	6,819	18,895	774,842
2013	418,796	258,062	6,592	16,943	700,393
2014	413,711	242,833	7,084	15,489	679,116
2015	449,962	235,007	7,672	15,016	707,657
2016	486,243	240,980	7,529	19,174	753,926
2017	533,621	239,415	6,818	20,694	800,548
2018	543,370	267,483	5,924	22,418	839,195
2019	540,372	282,472	6,327	23,577	852,748
2020	505,841	355,870	5,825	24,145	891,681
2021	531,390	491,930	6,328	30,986	1,060,633
2022	491,688	452,295	6,662	24,707	975,352
2023	453,584	481,660	6,020	23,704	964,967
2024	451,778	501,480	5,749	26,137	985,143

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

Regional Freight In Short Tons

By Direction: Annual Totals 2011–2024

Inbound

Year	EWR	JFK	LGA	SWF	Total
2011	166,376	619,484	19	13	785,892
2012	153,408	600,897	32	20	754,357
2013	161,254	601,852	29	59	763,194
2014	163,689	631,408	7	24	795,127
2015	169,648	650,818	16	128	820,610
2016	169,854	650,879	5	–	820,738
2017	195,043	706,548	9	112	901,712
2018	209,975	717,395	18	111	927,499
2019	198,621	661,264	10	–	859,895
2020	129,829	496,711	–	–	626,540
2021	170,151	656,154	–	2	826,306
2022	172,120	666,673	–	–	838,793
2023	172,758	731,794	2	–	904,555
2024	186,866	795,323	–	321	982,510

Outbound

Year	EWR	JFK	LGA	SWF	Total
2011	109,794	511,859	116	–	621,769
2012	94,590	464,093	157	183	559,023
2013	83,106	461,122	99	488	544,814
2014	89,178	468,814	49	–	558,042
2015	85,604	446,236	33	–	531,873
2016	90,674	423,499	50	–	514,224
2017	93,925	448,545	51	28	542,549
2018	97,291	437,282	54	279	534,905
2019	89,350	394,683	39	29	484,102
2020	64,393	300,023	1	–	364,417
2021	85,149	426,123	–	8	511,280
2022	83,037	426,656	–	–	509,693
2023	73,821	374,407	3	–	448,232
2024	72,613	373,912	–	–	446,525

Total

Year	EWR	JFK	LGA	SWF	Total
2011	276,169	1,131,343	136	13	1,407,661
2012	247,998	1,064,990	190	203	1,313,381
2013	244,359	1,062,973	128	547	1,308,008
2014	252,867	1,100,222	56	24	1,353,169
2015	255,252	1,097,054	49	128	1,352,483
2016	260,528	1,074,377	55	–	1,334,961
2017	288,968	1,155,093	60	140	1,444,261
2018	307,266	1,154,677	72	390	1,462,404
2019	287,970	1,055,947	49	29	1,343,996
2020	194,221	796,735	1	–	990,957
2021	255,299	1,082,277	–	10	1,337,586
2022	255,157	1,093,329	–	–	1,348,486
2023	246,580	1,106,201	6	–	1,352,786
2024	259,479	1,169,235	–	321	1,429,035

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

2024 Revenue Freight by Airline

Top Carriers

JFK

Rank	Airline	Total Freight (Short Tons)	Cumulative %
1	Delta Air Lines	131,019	7.8%
2	Atlas Air	95,268	13.5%
3	FedEx	83,184	18.5%
4	American Airlines	78,809	23.2%
5	Kalitta Air LLC	78,210	27.9%
6	Air Transport International (BAX Inc.)	54,585	31.2%
7	Cathay Pacific	52,684	34.3%
8	United Parcel Service	52,256	37.5%
9	Cargolux Airlines International	52,113	40.6%
10	Korean Air Lines	51,228	43.7%
11	British Airways	45,690	46.4%
12	China Airlines (CAL)	44,142	49.0%
13	Virgin Atlantic	42,719	51.6%
14	China Southern Airlines	41,484	54.1%
15	ABX Air INC	40,974	56.5%
	Others	726,350	100.0%
	Total	**1,670,715**	**100.0%**

EWR

Rank	Airline	Total Freight (Short Tons)	Cumulative %
1	FedEx	278,414	39.1%
2	United Airlines	187,500	65.5%
3	United Parcel Service	137,975	84.9%
4	21 Air LLC	15,230	87.0%
5	British Airways	12,315	88.8%
6	Scandinavian Airlines	11,541	90.4%
7	Lufthansa	9,734	91.8%
8	Emirates Airline	8,068	92.9%
9	Swiss International Air Lines	6,047	93.8%
10	EL AL	5,779	94.6%
11	Turkish Airlines	5,189	95.3%
12	Air France	4,599	95.9%
13	Austrian Airlines	3,385	96.4%
14	French Bee	2,949	96.8%
15	Air India	2,777	97.2%
	Others	19,757	100.0%
	Total	**711,257**	**100.0%**

2024 Revenue Freight by Airline

Top Carriers

LGA

Rank	Airline	Total Freight (Short Tons)	Cumulative %
1	Southwest Airlines	4,789	83.3%
2	American Airlines	772	96.7%
3	Delta Air Lines	109	98.6%
4	United Airlines	79	100.0%
	Total	**5,749**	**100.0%**

SWF

Rank	Airline	Total Freight (Short Tons)	Cumulative %
1	FedEx	16,434	62.1%
2	United Parcel Service	9,703	98.8%
3	Play Airlines	321	100.0%
	Total	**26,458**	**100.0%**

REGION

Rank	Airline	Total Freight (Short Tons)	Cumulative %
1	FedEx	378,032	15.7%
2	United Parcel Service	199,934	23.9%
3	United Airlines	187,579	31.7%
4	Delta Air Lines	132,433	37.2%
5	Atlas Air	95,405	41.1%
6	American Airlines	80,083	44.5%
7	Kalitta Air LLC	78,402	47.7%
8	British Airways	58,005	50.1%
9	Air Transport International (BAX Inc.)	54,585	52.4%
10	Cathay Pacific	52,684	54.6%
11	Cargolux Airlines International	52,113	56.7%
12	Korean Air Lines	51,228	58.8%
13	Lufthansa	50,469	60.9%
14	China Airlines (CAL)	44,142	62.8%
15	Turkish Airlines	43,133	64.5%
	Others	855,951	100.0%
	Total	**2,414,178**	**100.0%**

Revenue Mail In Short Tons

Annual Totals 2011 to 2024

Domestic

Year	EWR	JFK	LGA	SWF	Region
2011	25,858	19,349	23	–	45,229
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

International

Year	EWR	JFK	LGA	SWF	Region
2011	58,745	80,102	620	–	139,467
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

Domestic and International

Year	EWR	JFK	LGA	SWF	Region
2011	84,603	99,451	643	–	184,696
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

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

Revenue Mail In Short Tons

Monthly Totals 2024

Domestic

Month	EWR	JFK	LGA	SWF	Region	Regional % Change 2023–2024
January	1,517	561	–	1,380	3,458	–50.5%
February	1,559	754	–	–	2,313	–64.6%
March	1,696	509	–	–	2,204	–69.5%
April	1,779	730	–	–	2,509	–58.1%
May	2,555	836	1	–	3,392	–40.3%
June	2,385	949	–	–	3,334	–37.1%
July	2,605	1,286	–	–	3,891	–9.8%
August	2,508	1,328	–	–	3,836	–14.4%
September	2,676	1,949	–	–	4,625	12.4%
October	3,562	1,807	–	–	5,369	37.8%
November	3,234	1,769	–	–	5,002	14.7%
December	3,694	2,357	–	–	6,051	20.5%
Total 2023	**29,768**	**14,837**	**1**	**1,380**	**45,985**	**–28.0%**
% Change 2023 to 2024	**1.2%**	**37.3%**	**–99.9%**	**–94.0%**	**–28.0%**	

International

Month	EWR	JFK	LGA	SWF	Region	Regional % Change 2023–2024
January	736	2,454	–	–	3,190	2.0%
February	705	2,275	–	–	2,979	–12.9%
March	730	2,644	–	–	3,374	–1.5%
April	709	2,487	–	–	3,197	2.0%
May	642	2,573	–	–	3,215	–1.9%
June	589	2,478	–	–	3,068	–5.4%
July	673	2,390	–	–	3,063	–3.3%
August	619	2,932	–	–	3,551	13.4%
September	554	2,675	–	–	3,229	4.9%
October	670	3,163	–	–	3,833	17.2%
November	974	3,001	–	–	3,975	2.5%
December	1,357	3,673	–	–	5,029	3.6%
Total 2023	**8,958**	**32,746**	**–**	**–**	**41,704**	**1.7%**
% Change 2023 to 2024	**0.6%**	**2.0%**	**–**	**–**	**1.7%**	

Domestic and International

Month	EWR	JFK	LGA	SWF	Region	Regional % Change 2023–2024
January	2,253	3,015	–	1,380	6,648	–34.3%
February	2,264	3,029	–	–	5,293	–46.8%
March	2,426	3,153	–	–	5,578	–47.7%
April	2,488	3,218	–	–	5,706	–37.5%
May	3,197	3,409	1	–	6,607	–26.2%
June	2,974	3,428	–	–	6,402	–25.0%
July	3,278	3,676	–	–	6,954	–7.0%
August	3,127	4,261	–	–	7,387	–2.9%
September	3,230	4,625	–	–	7,854	9.2%
October	4,231	4,970	–	–	9,202	28.4%
November	4,208	4,770	–	–	8,978	9.0%
December	5,050	6,030	–	–	11,081	12.2%
Total 2023	**38,726**	**47,582**	**1**	**1,380**	**87,689**	**–16.4%**
% Change 2023 to 2024	**1.0%**	**10.9%**	**–99.9%**	**–94.0%**	**–16.4%**	

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

Passengers Accessing Airports By Bus & Rail

Annual Totals 2011 to 2024

	EWR		NJ Only
Year	Olympia Trail (Motor Coach)	NJT Rail Service and AirTrain	Grand Total Motor Coach and Rail
2011	624,869	2,055,623	2,680,492
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

	JFK		LGA	SWF		NY Only
Year	NY Airport Service (Motor Coach)	AirTrain	NY Airport Service (Motor Coach)	Connecting Bus (Leprechaun)	Express Bus	Grand Total Motor Coach and Rail
2011	272,274	5,573,116	232,843	1,548	–	6,079,781
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

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: Currently serves Port Authority Bus Terminal to SWF.

Paid Parked Cars

Annual Totals 2011 to 2024

Year	EWR	JFK	LGA	SWF	Region
2011	3,063,016	4,273,262	1,481,809	94,574	8,912,661
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

Taxi Dispatch Passengers

Annual Totals 2011 to 2024

Year	EWR	JFK	LGA	SWF*	Region
2011	1,370,930	3,194,816	3,586,124	5,810	8,157,680
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

* Visconti Cab Company.

Airport Employment

Annual Totals 2011 to 2024

Year	EWR	JFK	LGA	SWF	Region
2011	20,716	36,352	10,284	1,139	68,491
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

Note: n/a = Airport employment figures not available.

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.

2024

Economic Impact for the NY/NJ Region	EWR	JFK	LGA	SWF	Total
Airport Employment Impact					
Labor Compensation	$ 4,895	$ 8,411	$ 2,714	$ 241	$ 16,261
Total Final Sales	$12,915	$ 19,920	$ 6,815	$ 577	$ 40,227
Full-Time Jobs Supported	46,471	80,196	26,385	2,270	155,322
Visitor Economic Impact					
Labor Compensation	$ 5,152	$ 6,671	$ 3,537	$ 30	$ 15,390
Total Final Sales	$11,093	$14,365	$ 7,616	$ 64	$ 33,138
Full-Time Jobs Supported	54,480	70,553	37,407	314	162,754
Capital Spending Impact					
Labor Compensation	$ 189	$ 468	$ 20	-	$ 677
Total Final Sales	$ 419	$ 1,038	$ 43	-	$ 1,500
Full-Time Jobs Supported	2,163	5,354	224	-	7,741
Total Economic Impact					
Labor Compensation	$10,404	$15,731	$ 6,318	$ 272	$ 32,725
Total Final Sales	$24,802	$35,727	$14,581	$ 643	$ 75,753
Full-Time Jobs Supported	105,063	158,216	64,567	2,594	330,440

In Millions $ 2024

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.

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