

**2022**

# **Airport Traffic Report**

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





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April 2023

I am happy to share the Port Authority Aviation Department's 2022 Annual Traffic Report, which provides important statistics on air traffic at our regional aviation facilities, including comparative data on airports worldwide and the multitude of destinations our airports offer our customers.

Despite a series of gyrations created by the Omicron coronavirus variant, spiking inflation, the Russian invasion of Ukraine and irregular airline operations, 2022 ended as the fifth-busiest year in our airport system's history with more than 128 million passengers across our four commercial airports. It represented a remarkable turnaround from the darkest days of the pandemic just three years earlier, when as much as 99 percent of our passenger traffic had evaporated.

Most airports across the country and around the world enjoyed the same robust growth we did as the aviation industry transitioned from a pandemic operating environment defined by travel restrictions, health/safety protocols and the recovery of pre-pandemic passenger levels to a reassessment of networks, schedules and staffing for the path beyond recovery.

It was particularly encouraging to track growth trends throughout the year. A challenging first quarter dominated in part by the peak of Omicron yielded to spring and summer when travelers returned to our airports in ever-greater numbers. The demand was so heavy during peak periods that airlines were forced to reduce capacity because they simply could not ramp up staffing quickly enough to satisfy a travel-hungry public. By autumn, several key Asian travel destinations had reopened after a years-long lockdown, setting the stage for a strong fourth quarter that saw us approach levels of air traffic not seen since before the pandemic.

Ultimately, we finished 2022 at 91% of 2019 levels. Domestic traffic grew 58% over 2021 and came within a single percentage point of matching 2019's record total, while international traffic more than doubled its 2021 total and finished at 77% of 2019 levels. And despite headwinds presented by economic and geopolitical conditions worldwide, air cargo also performed well in 2022, finishing above 2019 levels for the second straight year.

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.



Jacqueline McCarthy  
Deputy Director, Planning and Development  
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 2022, the airport served more than 55.2 million passengers and handled more than 1.5 million tons of cargo. The airport served about 26.8 million international passengers in 2022—more than any other U.S. airport.

## Employment and Economic Impact

About 40,500 people are employed at the airport. The airport contributes over \$45 billion in economic activity to the New York-New Jersey metropolitan region, supporting more than 238,000 total jobs and \$19 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 \$8.95 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. Substantial completion is expected by the end of 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<sup>1</sup>



125  
GATES

<sup>1</sup> Terminal 2 was permanently closed in January 2023 and its footprint will be used to construct the New Terminal One.

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, with a total of 70,400 square feet of added space, including 33,000 square feet of public space. Another 57,500 square feet of existing space will be refurbished. New amenities include premium lounges, enhanced baggage systems, premium check-in space, and five wide-body gates. Upgraded concessions will be implemented over the next couple of years. Completion is expected in 2023.

More information about the JFK redevelopment program can be found at [www.anewjfk.com](http://www.anewjfk.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 sustainable-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 permanently closed in January 2023. The footprint of Terminal 2 will be 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 are developing a fresh and modern terminal to deliver an elevated airport experience. The project will increase terminal capacity by building ten new aircraft parking positions and adding an additional domestic baggage claim carousel. There are also several terminal transformation upgrades to enhance the passenger experience, such as restroom modernizations, technology enhancements, and the transformation of regional jet areas to accommodate mainline aircraft.
- Terminal 5: JetBlue's Terminal 5 opened in 2008. The Port Authority provided nearly \$800 million toward the jointly financed, 26-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.

### ECONOMIC IMPACT

Annual Economic Activity

\$45.4  
BILLION



238,000  
JOBS



Annual Wages

\$19.1  
BILLION





## INVESTMENT & REDEVELOPMENT



One of two reimagined new world-class international passenger terminal complexes at Kennedy Airport, which will feature duty-free shopping, fine dining, and other modern amenities.

- 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.

### Roadway Access and Ground Transportation

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

### 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 television, upgraded access control security systems and improved customer communications on-board and in stations.

### Parking

JFK offers approximately 15,000 public parking spaces and includes four garages and three surface lots. 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 the overflow lot. 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.

### 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 nine 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.
- 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.
- Both runways 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.
- 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 \$355 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 communications, radar, and wind shear alert systems.

### Hotel

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

## 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 2022, Newark served more than 43.5 million passengers and handled nearly 750,000 tons of air cargo.

## Employment and Economic Impact

About 23,000 people are employed at Newark Airport. The airport contributes nearly \$29.3 billion in annual economic activity to the New York-New Jersey metropolitan region, supporting more than 137,000 total jobs and nearly \$12.5 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 \$8.5 billion at the airport.

## Redevelopment

A \$2.7 billion program to replace Terminal A was substantially completed in 2022. The 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 be fully operational in 2023.

## 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 consists of three passenger terminals: A, 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 began in October 1967, and the facility opened in August 1973. With 25 gates, the terminal branched out into three circular satellite buildings. The new one-million-square-foot, world-class terminal with 33 common-use gates and related infrastructure replaced the existing terminal in early 2023.

## AIRPORT INFRASTRUCTURE



3  
RUNWAYS



3  
TERMINALS



110  
GATES<sup>1</sup>

<sup>1</sup>The new Terminal A opened in early 2023 and offers eight more gates than the former Terminal A.

- Terminal B's modernization expanded the two-level facility into three levels. Highlights include inline baggage screening systems and passenger screening systems, a baggage claim hall, departure areas, ticket counters, additional passenger lounges and concessions, and a Welcome Center. Terminal B has 15 international and 10 domestic gates. In October 2022, The Port Authority of New York and New Jersey selected a master planner to oversee an ambitious vision plan for future development of EWR. The plan will create a comprehensive development strategy and blueprint to accommodate future growth and demand, improve the travel experience and identify opportunities for enhancing the sustainability and resiliency of the facility.
- 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.

## INVESTMENT & REDEVELOPMENT



The new Terminal A opened to the public in January 2023 and replaced the existing and airport's oldest terminal, Terminal A.

### 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 October 2019, the Board provided a \$2.05 billion authorization to replace the existing rail system with a completely new AirTrain. Planning for AirTrain Newark's replacement continued throughout 2021. The project received the final go-ahead in 2021 with the Federal Aviation Administration's issuance of a Final Environmental Assessment and a Finding of No Significant Impact/Record of Decision.

Following a Request for Qualifications process initiated in 2020, the Port Authority issued a Request for Proposals (RFP) to shortlisted teams in May 2021. The Port Authority received bidder proposals in response to the RFP, and subsequently cancelled the procurement due to the higher-than-expected price of bids received. In December 2022, the Port Authority repackaged its procurement effort to adapt to the current market and address feedback from industry stakeholders. The AirTrain EWR Program will advance through a multi-phase procurement process with separate procurement packages targeting new AirTrain service to be operational in 2029. The new rail link will be designed to maximize customer convenience with seamless connections to other forms of transportation and provide modern wayfinding, digital tools, and amenities in stations and in vehicles.

**Parking**

The airport offers more than 15,500 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) 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 at the AirTrain Station that offers 13 EV charging stations; and the C garage located across from Terminal C. All lots accept E-ZPass Plus, which allows customers to use their E-ZPass to pay for parking, and customers can 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 of the parallel runways have displaced thresholds to reduce community noise impacts. 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. 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. During the rehabilitation of Runway 11-29, incandescent runway lighting was converted to LED lighting. An \$84.2 million rehab of Runway 4R-22L was completed in 2021.

**ECONOMIC IMPACT**

Annual Economic Activity

**\$29.2**  
BILLION



**137,000**  
JOBS



Annual Wages

**\$12.5**  
BILLION



**Port Authority Administration Building**

Reconstruction of the airport’s original 1935 Central Terminal Building, which is now a National Historic Landmark, was completed in 2002. Now designated Building One, this 100,000-square-foot facility now 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).

**Air Traffic Control Tower**

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

## History

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

## Size and Location

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

## 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 nearly 29 million passengers in 2022.

## AIRPORT INFRASTRUCTURE



2  
RUNWAYS



3  
TERMINALS<sup>1</sup>



78  
GATES

<sup>1</sup> The new Terminal C opened in 2022 and combines operations in the former Terminals C and D.

## Employment and Economic Impact<sup>1</sup>

LaGuardia Airport employs about 15,800 people and plays a critical role in addressing the region's transportation needs, as well as fueling the economy. The airport contributes more than \$13.6 billion in economic activity to the New York-New Jersey metropolitan region, supporting 62,000 total jobs and nearly \$6 billion in annual wages.

## Investment

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

## Redevelopment

Construction is substantially complete on the multibillion-dollar redevelopment of Terminal B and Terminal C, including related airport infrastructure. The project comprises 2.7 million square feet, 72 new gates, two new terminal arrivals and departures halls connected by a central hall, 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 Central Hall, 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 is currently completing 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 set for 2024 on a 1.1 million-square-foot terminal with 37 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



The \$8 billion transformation of LaGuardia Airport makes it the first new major airport built in the United States in the last 25 years.

**ECONOMIC IMPACT**

Annual Economic Activity

**\$13.6**  
BILLION



**62,000**  
JOBS



Annual Wages

**\$6**  
BILLION



**Parking**

LaGuardia Airport offers about 3,400 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 is undergoing an expansion that will increase its capacity by about 50 percent. Work will be completed in mid-2024. The airport also offers a remote, discounted pre-book parking option during peak travel periods with a capacity of over 500 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 alternative to the New York/New Jersey metropolitan region’s airports. Several commercial and charter airlines operate at the airport, offering direct access to several major U.S. hubs with connections to virtually anywhere in the world. In 2022, Stewart served nearly 300,000 passengers and handled more than 24,700 tons of cargo.

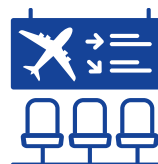
## AIRPORT INFRASTRUCTURE



2  
RUNWAYS



1  
TERMINAL



7  
GATES

## Employment and Economic Impact

The airport employs about 1,200 people. Airport activity contributed \$134 million in economic activity to its region and supported more than 800 additional jobs and \$59 million in annual wages. Half the capital projects initiated by the Port Authority have been awarded to local firms and contractors.

## Investment

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

## Redevelopment

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

## INVESTMENT & REDEVELOPMENT



Stewart Airport welcomed international service back in June 2022.

### ECONOMIC IMPACT

Annual Economic Activity

**\$134**  
MILLION



**800**  
JOBS



Annual Wages

**\$59**  
MILLION



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 will be available in mid-2022.

## 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 oversized mail freight, express packages and livestock. The airport is home to the New York Animal Import Center. Fed Ex, UPS and Kalitta Air operate regularly scheduled flights at the airport. A USDA inspection facility is located on the airport.

## Runways

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

## Air Traffic Control Tower

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

## History

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

## Size and Location

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

## Aviation Role

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

## Employment and Economic Impact

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

## Investment

The Port Authority has invested more than \$450 million to upgrade the airport's facilities and open new areas of service to the aviation community.

## Sustainability

The airport has been replacing its incandescent airfield lighting with LED lighting. About 50 percent of incandescent lights have been converted, with the remaining 50 percent to be completed by the end of 2024. 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 New York-New Jersey region's designated reliever airport for general aviation, offering a 24-hour public-use facility that plays a critical role in the region by accommodating non-scheduled, general aviation aircraft that otherwise would cause major congestion at the Port Authority's commercial airports.*

## Business Services

- Fixed-Based Operations – Teterboro Airport is served by four fixed-based operators that operate 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 Runway 1 approach is equipped with a Visual Approach Slope Indicator (VASI). Runway 1-19 was repaved and grooved in the summer of 2000, which 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. It is slated for another rehabilitation in 2024.

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

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 and went into operation on October 29, 1975. Construction of a new control tower began in 2020 with site preparation. The anticipated commissioning of the new tower is planned for fall 2024.

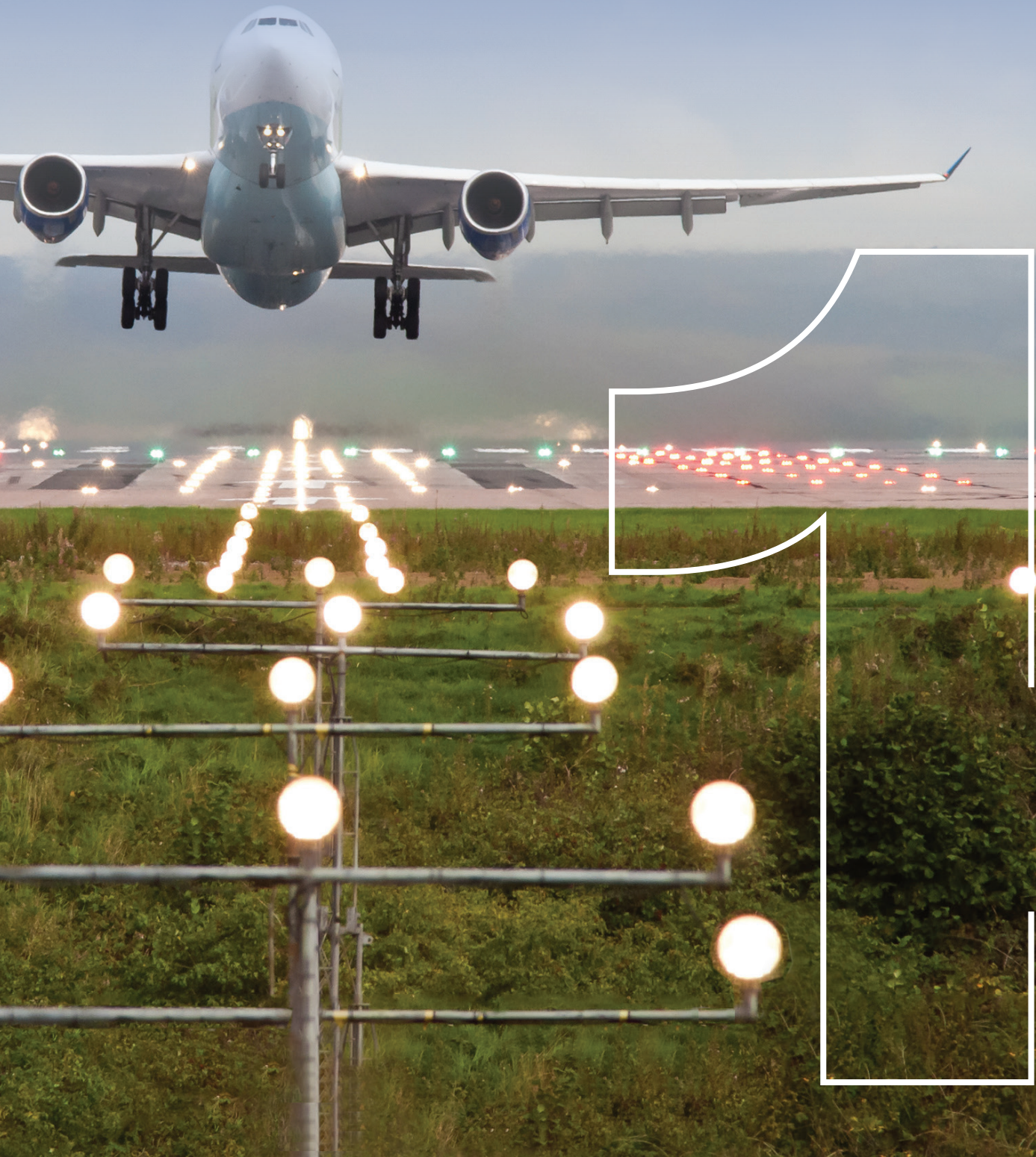
## Community Relations and Noise Abatement

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

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

# Aircraft Movements

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





Domestic	Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total
	2009	177,208	30	5,723	81,302	1,398	7,143	272,804
2010	168,811	39	5,942	68,637	1,184	7,743	252,356	
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	191,144	81	6,133	66,219	457	12,859	276,893	
2019	189,446	10	7,064	62,730	310	17,434	276,994	
2020	88,941	56	9,583	19,433	327	5,487	123,827	
2021	125,418	169	12,057	39,763	450	2,868	180,725	
2022	185,869	380	10,525	79,834	701	15,680	292,989	

International	Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total
	2009	123,444	171	7,837	10,503	525	-	142,480
2010	124,710	188	9,387	9,714	526	-	144,525	
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	164,770	39	6,714	6,976	103	-	178,602	
2019	166,187	21	6,419	6,505	53	-	179,185	
2020	63,624	195	10,658	1,304	159	-	75,940	
2021	95,037	1,598	13,245	3	130	-	110,013	
2022	145,434	91	9,661	950	108	-	156,244	

Domestic and International	Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total
	2009	300,652	201	13,560	91,805	1,923	7,143	415,284
2010	293,521	227	15,329	78,351	1,710	7,743	396,881	
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	355,914	120	12,847	73,195	560	12,859	455,495	
2019	355,633	31	13,483	69,235	363	17,434	456,179	
2020	152,565	251	20,241	20,737	486	5,487	199,767	
2021	220,455	1,767	25,302	39,766	580	2,868	290,738	
2022	331,303	471	20,186	80,784	809	15,680	449,233	

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

Domestic	Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total
	2009	144,577	418	18,475	144,648	128	11,443	319,689
2010	131,384	339	19,008	150,934	111	11,599	313,375	
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	180,051	612	21,226	127,649	1,368	14,560	345,466	
2018	188,635	552	21,972	126,914	1,936	13,960	353,969	
2019	186,689	519	21,040	123,556	692	14,416	346,912	
2020	93,604	350	20,084	53,325	720	5,424	173,507	
2021	138,079	672	21,261	60,165	1,068	8,216	229,461	
2022	187,959	682	19,816	95,694	1,078	14,188	319,417	

International	Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total
	2009	63,189	101	3,122	25,702	18	-	92,132
2010	66,696	162	3,134	25,904	49	-	95,945	
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	67,460	141	1,406	24,025	49	-	93,081	
2018	72,629	228	1,218	25,262	71	-	99,408	
2019	71,431	67	1,399	26,879	26	-	99,802	
2020	27,808	89	2,809	7,165	82	-	37,953	
2021	48,216	379	1,934	6,311	87	-	56,927	
2022	61,535	43	1,277	18,945	205	-	82,005	

Domestic and International	Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total
	2009	207,766	519	21,597	170,350	146	11,443	411,821
2010	198,080	501	22,142	176,838	160	11,599	409,320	
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	247,511	753	22,632	151,674	1,417	14,560	438,547	
2018	261,264	780	23,190	152,176	2,007	13,960	453,377	
2019	258,120	586	22,439	150,435	718	14,416	446,714	
2020	121,412	439	22,893	60,490	802	5,424	211,460	
2021	186,295	1,051	23,195	66,476	1,155	8,216	286,388	
2022	249,494	725	21,093	114,639	1,283	14,188	401,422	

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



Domestic	Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total
	2009	156,940	96	-	165,384	228	8,835	331,483
2010	161,675	84	-	165,908	173	9,416	337,256	
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	-	-	74,351	81	6,339	174,841	
2022	167,017	4	-	160,956	105	8,210	336,292	

International	Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total
	2009	11,093	2	-	11,808	2	-	22,905
2010	11,570	15	-	12,717	1	-	24,303	
2011	10,835	20	-	11,120	6	-	21,981	
2012	15,012	-	-	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	-	-	2,581	-	-	4,199	
2022	4,833	-	-	8,173	-	-	13,006	

Domestic and International	Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total
	2009	168,033	98	-	177,192	230	8,835	354,388
2010	173,245	99	-	178,625	174	9,416	361,559	
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	-	-	76,932	81	6,339	179,040	
2022	171,850	4	-	169,129	105	8,210	349,298	

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

Domestic	Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total
	2009	1,454	-	933	5,417	23	36,738	44,565
2010	1,426	-	903	5,350	193	39,175	47,047	
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	

International	Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total
	2009	-	-	3	-	3	-	6
2010	-	-	-	-	-	-	-	
2011	-	20	1	-	21	-	42	
2012	-	-	12	-	1	-	13	
2013	-	-	20	-	2	-	22	
2014	-	-	4	-	-	-	4	
2015	-	-	11	-	-	-	11	
2016	1,008	-	2	-	-	-	1,010	
2017	2,318	-	8	-	-	-	2,326	
2018	665	-	1	-	-	-	666	
2019	-	-	1	-	-	-	1	
2020	392	-	-	-	-	-	392	
2021	-	-	-	-	-	-	-	
2022	-	-	-	-	-	-	-	

Domestic and International	Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total
	2009	1,454	-	936	5,417	26	36,738	44,571
2010	1,426	-	903	5,350	193	39,175	47,047	
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	

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

Domestic	Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total
	2009	-	-	-	-	-	-	132,746
2010	-	-	-	-	-	-	143,380	143,380
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

International	Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total
	2009	-	-	-	-	-	-	5,144
2010	-	-	-	-	-	-	6,150	6,150
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

Domestic and International	Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total
	2009	-	-	-	-	-	-	137,890
2010	-	-	-	-	-	-	149,530	149,530
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

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

Domestic	Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other *	Total
	2009	480,179	544	25,131	396,751	1,777	64,159	968,541
2010	463,296	462	25,853	390,829	1,661	67,933	950,034	
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	520,357	730	28,577	367,293	2,184	70,767	989,908	
2018	534,952	658	29,476	372,962	2,668	65,364	1,006,080	
2019	544,606	556	29,538	358,672	1,259	69,130	1,003,761	
2020	256,579	414	31,199	128,788	1,224	33,502	451,706	
2021	358,569	843	34,824	174,701	1,694	40,346	610,977	
2022	542,520	1,066	31,886	336,484	1,973	62,574	976,503	

International	Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other *	Total
	2009	197,726	274	10,962	48,013	548	-	257,523
2010	202,976	365	12,521	48,335	576	-	264,773	
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	246,795	232	8,556	45,159	167	-	300,909	
2018	252,735	268	7,940	46,121	175	-	307,239	
2019	251,443	88	7,819	47,003	79	-	306,432	
2020	93,683	284	13,467	13,712	242	-	121,388	
2021	144,871	1,977	15,180	8,895	217	-	171,140	
2022	212,194	134	10,938	28,068	313	-	251,647	

Domestic and International	Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other *	Total
	2009	677,905	818	36,093	444,764	2,325	64,159	1,226,064
2010	666,272	827	38,374	439,164	2,237	67,933	1,214,807	
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	767,152	962	37,133	412,452	2,351	70,767	1,290,817	
2018	787,687	926	37,416	419,083	2,843	65,364	1,313,319	
2019	796,049	644	37,357	405,675	1,338	69,130	1,310,193	
2020	350,262	698	44,666	142,500	1,466	33,502	573,094	
2021	503,440	2,820	50,004	183,596	1,911	40,346	782,117	
2022	754,714	1,200	42,824	364,552	2,286	62,574	1,228,150	

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

Note: Region does not include Teterboro.

Domestic	Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other *	Total	% Change 2021-22
	Jan	14,217	45	881	5,918	39	300	21,400	158.0%
Feb	14,164	25	825	5,921	27	680	21,642	195.7%	
Mar	15,887	16	990	6,819	41	1,192	24,945	174.4%	
Apr	14,595	28	896	6,767	41	1,192	23,519	93.6%	
May	15,651	26	831	7,180	61	1,242	24,991	70.8%	
Jun	15,349	27	856	6,349	41	1,768	24,390	45.9%	
Jul	16,340	20	838	6,775	41	1,804	25,818	45.2%	
Aug	16,213	23	870	6,710	57	1,698	25,571	44.7%	
Sep	15,920	50	851	7,004	68	1,560	25,453	52.5%	
Oct	16,538	45	844	7,084	99	1,566	26,176	51.3%	
Nov	15,749	23	888	6,970	85	1,524	25,239	16.2%	
Dec	15,246	52	955	6,337	101	1,154	23,845	11.6%	
<b>Total 2022</b>	<b>185,869</b>	<b>380</b>	<b>10,525</b>	<b>79,834</b>	<b>701</b>	<b>15,680</b>	<b>292,989</b>	<b>62.1%</b>	
<b>% Change 2021 to 2022</b>	<b>48.2%</b>	<b>124.9%</b>	<b>-12.7%</b>	<b>100.8%</b>	<b>55.8%</b>	<b>446.7%</b>	<b>62.1%</b>		

International	Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other *	Total	% Change 2021-22
	Jan	10,101	22	1,243	-	2	-	11,368	64.5%
Feb	9,166	9	813	-	3	-	9,991	69.4%	
Mar	10,999	2	882	-	4	-	11,887	63.9%	
Apr	11,553	1	771	-	10	-	12,335	64.7%	
May	12,401	10	815	1	4	-	13,231	52.0%	
Jun	13,201	22	707	-	6	-	13,936	46.2%	
Jul	14,013	-	698	115	16	-	14,842	39.3%	
Aug	13,996	3	720	168	5	-	14,892	34.3%	
Sep	12,378	4	689	176	10	-	13,257	31.8%	
Oct	12,382	2	774	185	11	-	13,354	35.4%	
Nov	11,999	5	761	173	23	-	12,961	21.6%	
Dec	13,245	11	788	132	14	-	14,190	19.3%	
<b>Total 2022</b>	<b>145,434</b>	<b>91</b>	<b>9,661</b>	<b>950</b>	<b>108</b>	<b>-</b>	<b>156,244</b>	<b>42.0%</b>	
<b>% Change 2021 to 2022</b>	<b>53.0%</b>	<b>-94.3%</b>	<b>-27.1%</b>	<b>31566.7%</b>	<b>-16.9%</b>	<b>-</b>	<b>42.0%</b>		

Domestic and International	Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other *	Total	% Change 2021-22
	Jan	24,318	67	2,124	5,918	41	300	32,768	115.5%
Feb	23,330	34	1,638	5,921	30	680	31,633	139.4%	
Mar	26,886	18	1,872	6,819	45	1,192	36,832	125.3%	
Apr	26,148	29	1,667	6,767	51	1,192	35,854	82.6%	
May	28,052	36	1,646	7,181	65	1,242	38,222	63.8%	
Jun	28,550	49	1,563	6,349	47	1,768	38,326	46.0%	
Jul	30,353	20	1,536	6,890	57	1,804	40,660	43.0%	
Aug	30,209	26	1,590	6,878	62	1,698	40,463	40.7%	
Sep	28,298	54	1,540	7,180	78	1,560	38,710	44.7%	
Oct	28,920	47	1,618	7,269	110	1,566	39,530	45.5%	
Nov	27,748	28	1,649	7,143	108	1,524	38,200	18.0%	
Dec	28,491	63	1,743	6,469	115	1,154	38,035	14.4%	
<b>Total 2022</b>	<b>331,303</b>	<b>471</b>	<b>20,186</b>	<b>80,784</b>	<b>809</b>	<b>15,680</b>	<b>449,233</b>	<b>54.5%</b>	
<b>% Change 2021 to 2022</b>	<b>50.3%</b>	<b>-73.3%</b>	<b>-20.2%</b>	<b>103.1%</b>	<b>39.5%</b>	<b>446.7%</b>	<b>54.5%</b>		

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

## Domestic

Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total	% Change 2021-22
Jan	14,228	97	1,603	7,292	106	686	24,012	103.4%
Feb	14,241	74	1,453	7,069	88	622	23,547	117.8%
Mar	15,732	74	1,889	9,192	75	518	27,480	80.3%
Apr	15,222	55	1,665	9,413	86	1,022	27,463	82.7%
May	17,062	16	1,637	9,205	72	2,382	30,374	85.1%
Jun	14,486	39	1,716	8,822	84	1,210	26,357	46.0%
Jul	14,827	28	1,600	8,486	55	1,416	26,412	37.8%
Aug	15,061	17	1,642	8,232	71	1,454	26,477	30.1%
Sep	14,523	53	1,513	7,147	86	1,356	24,678	29.4%
Oct	17,194	51	1,470	7,865	108	1,304	27,992	20.1%
Nov	17,157	92	1,642	7,078	92	1,140	27,201	-3.5%
Dec	18,226	86	1,986	5,893	155	1,078	27,424	-1.8%
<b>Total 2022</b>	<b>187,959</b>	<b>682</b>	<b>19,816</b>	<b>95,694</b>	<b>1,078</b>	<b>14,188</b>	<b>319,417</b>	<b>39.2%</b>
<b>% Change 2021 to 2022</b>	<b>36.1%</b>	<b>1.5%</b>	<b>-6.8%</b>	<b>59.1%</b>	<b>0.9%</b>	<b>245.4%</b>	<b>39.2%</b>	

## International

Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total	% Change 2021-22
Jan	4,389	-	115	897	8	-	5,409	67.4%
Feb	3,836	1	103	785	3	-	4,728	73.1%
Mar	4,450	1	82	1,115	4	-	5,652	63.1%
Apr	5,241	16	111	1,447	11	-	6,826	96.3%
May	5,718	4	113	1,814	130	-	7,779	94.5%
Jun	5,993	5	108	1,779	6	-	7,891	58.5%
Jul	6,172	2	107	1,717	11	-	8,009	46.5%
Aug	6,119	5	119	1,753	7	-	8,003	40.0%
Sep	5,084	3	100	1,718	4	-	6,909	25.3%
Oct	4,790	3	112	1,795	5	-	6,705	18.0%
Nov	4,650	3	107	1,973	8	-	6,741	12.0%
Dec	5,093	-	100	2,152	8	-	7,353	10.7%
<b>Total 2022</b>	<b>61,535</b>	<b>43</b>	<b>1,277</b>	<b>18,945</b>	<b>205</b>	<b>-</b>	<b>82,005</b>	<b>44.1%</b>
<b>% Change 2021 to 2022</b>	<b>27.6%</b>	<b>-88.7%</b>	<b>-34.0%</b>	<b>200.2%</b>	<b>135.6%</b>	<b>-</b>	<b>44.1%</b>	

## Domestic and International

Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total	% Change 2021-22
Jan	18,617	97	1,718	8,189	114	686	29,421	95.6%
Feb	18,077	75	1,556	7,854	91	622	28,275	108.8%
Mar	20,182	75	1,971	10,307	79	518	33,132	77.1%
Apr	20,463	71	1,776	10,860	97	1,022	34,289	85.2%
May	22,780	20	1,750	11,019	202	2,382	38,153	87.0%
Jun	20,479	44	1,824	10,601	90	1,210	34,248	48.7%
Jul	20,999	30	1,707	10,203	66	1,416	34,421	39.7%
Aug	21,180	22	1,761	9,985	78	1,454	34,480	32.2%
Sep	19,607	56	1,613	8,865	90	1,356	31,587	28.5%
Oct	21,984	54	1,582	9,660	113	1,304	34,697	19.7%
Nov	21,807	95	1,749	9,051	100	1,140	33,942	-0.8%
Dec	23,319	86	2,086	8,045	163	1,078	34,777	0.6%
<b>Total 2022</b>	<b>249,494</b>	<b>725</b>	<b>21,093</b>	<b>114,639</b>	<b>1,283</b>	<b>14,188</b>	<b>401,422</b>	<b>40.2%</b>
<b>% Change 2021 to 2022</b>	<b>33.9%</b>	<b>-31.0%</b>	<b>-9.1%</b>	<b>72.5%</b>	<b>11.1%</b>	<b>245.4%</b>	<b>40.2%</b>	

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

## Domestic

Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other *	Total	% Change 2021-22
Jan	12,997	-	-	12,815	8	480	26,300	279.7%
Feb	12,591	-	-	12,093	11	372	25,067	347.6%
Mar	14,370	-	-	14,078	9	750	29,207	217.0%
Apr	13,670	-	-	14,087	4	728	28,489	172.1%
May	14,158	-	-	13,862	12	834	28,866	183.3%
Jun	13,516	-	-	13,075	3	652	27,246	137.2%
Jul	14,192	4	-	13,522	7	648	28,373	88.4%
Aug	14,297	-	-	13,106	4	668	28,075	111.6%
Sep	14,256	-	-	14,088	7	1,004	29,355	82.0%
Oct	14,613	-	-	14,056	22	712	29,403	51.3%
Nov	14,510	-	-	13,676	12	706	28,904	6.6%
Dec	13,847	-	-	12,498	6	656	27,007	1.2%
<b>Total 2022</b>	<b>167,017</b>	<b>4</b>	<b>-</b>	<b>160,956</b>	<b>105</b>	<b>8,210</b>	<b>336,292</b>	<b>92.3%</b>
<b>% Change 2021 to 2022</b>	<b>77.5%</b>	<b>-</b>	<b>-</b>	<b>116.5%</b>	<b>29.6%</b>	<b>168.0%</b>	<b>92.3%</b>	

## International

Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other *	Total	% Change 2021-22
Jan	226	-	-	233	-	-	459	190.5%
Feb	228	-	-	166	-	-	394	535.5%
Mar	304	-	-	352	-	-	656	-
Apr	224	-	-	471	-	-	695	-
May	575	-	-	819	-	-	1,394	69600.0%
Jun	474	-	-	713	-	-	1,187	11770.0%
Jul	489	-	-	717	-	-	1,206	371.1%
Aug	498	-	-	756	-	-	1,254	125.5%
Sep	632	-	-	720	-	-	1,352	111.6%
Oct	648	-	-	680	-	-	1,328	84.4%
Nov	293	-	-	1,261	-	-	1,554	42.8%
Dec	242	-	-	1,285	-	-	1,527	115.7%
<b>Total 2022</b>	<b>4,833</b>	<b>-</b>	<b>-</b>	<b>8,173</b>	<b>-</b>	<b>-</b>	<b>13,006</b>	<b>209.7%</b>
<b>% Change 2021 to 2022</b>	<b>198.7%</b>	<b>-</b>	<b>-</b>	<b>216.7%</b>	<b>-</b>	<b>-</b>	<b>209.7%</b>	

## Domestic and International

Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other *	Total	% Change 2021-22
Jan	13,223	-	-	13,048	8	480	26,759	277.7%
Feb	12,819	-	-	12,259	11	372	25,461	349.7%
Mar	14,674	-	-	14,430	9	750	29,863	224.1%
Apr	13,894	-	-	14,558	4	728	29,184	178.7%
May	14,733	-	-	14,681	12	834	30,260	197.0%
Jun	13,990	-	-	13,788	3	652	28,433	147.4%
Jul	14,681	4	-	14,239	7	648	29,579	93.1%
Aug	14,795	-	-	13,862	4	668	29,329	112.2%
Sep	14,888	-	-	14,808	7	1,004	30,707	83.2%
Oct	15,261	-	-	14,736	22	712	30,731	52.5%
Nov	14,803	-	-	14,937	12	706	30,458	8.0%
Dec	14,089	-	-	13,783	6	656	28,534	4.2%
<b>Total 2022</b>	<b>171,850</b>	<b>4</b>	<b>-</b>	<b>169,129</b>	<b>105</b>	<b>8,210</b>	<b>349,298</b>	<b>95.1%</b>
<b>% Change 2021 to 2022</b>	<b>79.6%</b>	<b>-</b>	<b>-</b>	<b>119.8%</b>	<b>29.6%</b>	<b>168.0%</b>	<b>95.1%</b>	

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

Domestic	Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other *	Total	% Change 2021-22
	Jan	114	-	103	-	8	1,653	1,878	-8.1%
Feb	114	-	101	-	7	1,641	1,863	48.9%	
Mar	152	-	121	-	9	1,732	2,014	-3.8%	
Apr	150	-	114	-	8	1,992	2,264	9.7%	
May	138	-	107	-	9	1,919	2,173	-17.4%	
Jun	198	-	113	-	9	2,082	2,402	1.5%	
Jul	206	-	138	-	10	2,649	3,003	50.1%	
Aug	155	-	152	-	8	3,003	3,318	96.0%	
Sep	110	-	143	-	11	2,328	2,592	-15.8%	
Oct	126	-	138	-	8	1,959	2,231	-21.5%	
Nov	108	-	150	-	-	1,727	1,985	13.8%	
Dec	104	-	165	-	2	1,811	2,082	-2.7%	
<b>Total 2022</b>	<b>1,675</b>	<b>-</b>	<b>1,545</b>	<b>-</b>	<b>89</b>	<b>24,496</b>	<b>27,805</b>	<b>7.1%</b>	
<b>% Change 2021 to 2022</b>	<b>67.2%</b>	<b>-</b>	<b>2.6%</b>	<b>-</b>	<b>-6.3%</b>	<b>6.9%</b>	<b>7.1%</b>		

International	Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other *	Total	% Change 2021-22
	Jan	-	-	-	-	-	-	-	-
Feb	-	-	-	-	-	-	-	-	-
Mar	-	-	-	-	-	-	-	-	-
Apr	-	-	-	-	-	-	-	-	-
May	-	-	-	-	-	-	-	-	-
Jun	44	-	-	-	-	-	-	44	-
Jul	62	-	-	-	-	-	-	62	6100.0%
Aug	62	-	-	-	-	-	-	62	-
Sep	60	-	-	-	-	-	-	60	-
Oct	62	-	-	-	-	-	-	62	-
Nov	56	-	-	-	-	-	-	56	-
Dec	46	-	-	-	-	-	-	46	-
<b>Total 2022</b>	<b>392</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>392</b>	<b>39100.0%</b>
<b>% Change 2021 to 2022</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>39100.0%</b>	

Domestic and International	Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other *	Total	% Change 2021-22
	Jan	114	-	103	-	8	1,653	1,878	-8.1%
Feb	114	-	101	-	7	1,641	1,863	48.9%	
Mar	152	-	121	-	9	1,732	2,014	-3.8%	
Apr	150	-	114	-	8	1,992	2,264	9.7%	
May	138	-	107	-	9	1,919	2,173	-17.4%	
Jun	242	-	113	-	9	2,082	2,446	3.3%	
Jul	268	-	138	-	10	2,649	3,065	53.1%	
Aug	217	-	152	-	8	3,003	3,380	99.6%	
Sep	170	-	143	-	11	2,328	2,652	-13.9%	
Oct	188	-	138	-	8	1,959	2,293	-19.3%	
Nov	164	-	150	-	-	1,727	2,041	17.0%	
Dec	150	-	165	-	2	1,811	2,128	-0.6%	
<b>Total 2022</b>	<b>2,067</b>	<b>-</b>	<b>1,545</b>	<b>-</b>	<b>89</b>	<b>24,496</b>	<b>28,197</b>	<b>8.7%</b>	
<b>% Change 2021 to 2022</b>	<b>106.3%</b>	<b>-</b>	<b>2.5%</b>	<b>-</b>	<b>-6.3%</b>	<b>6.9%</b>	<b>8.7%</b>		

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



Domestic	Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other *	Total	% Change 2021-22
	Jan	-	-	-	-	-	-	9,182	9,182
Feb	-	-	-	-	-	-	10,462	10,462	63.8%
Mar	-	-	-	-	-	-	12,546	12,546	40.7%
Apr	-	-	-	-	-	-	12,751	12,751	29.9%
May	-	-	-	-	-	-	14,698	14,698	36.1%
Jun	-	-	-	-	-	-	13,289	13,289	18.0%
Jul	-	-	-	-	-	-	9,257	9,257	-14.6%
Aug	-	-	-	-	-	-	9,757	9,757	-10.1%
Sep	-	-	-	-	-	-	14,755	14,755	23.6%
Oct	-	-	-	-	-	-	13,863	13,863	-4.6%
Nov	-	-	-	-	-	-	13,904	13,904	-3.6%
Dec	-	-	-	-	-	-	12,821	12,821	-6.5%
<b>Total 2022</b>	-	-	-	-	-	-	<b>147,285</b>	<b>147,285</b>	<b>12.9%</b>
<b>% Change 2021 to 2022</b>	-	-	-	-	-	-	<b>12.9%</b>	<b>12.9%</b>	

International	Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other *	Total	% Change 2021-22
	Jan	-	-	-	-	-	-	1,358	1,358
Feb	-	-	-	-	-	-	1,382	1,382	148.1%
Mar	-	-	-	-	-	-	1,732	1,732	105.0%
Apr	-	-	-	-	-	-	1,705	1,705	85.3%
May	-	-	-	-	-	-	1,898	1,898	115.2%
Jun	-	-	-	-	-	-	1,811	1,811	99.2%
Jul	-	-	-	-	-	-	1,162	1,162	13.1%
Aug	-	-	-	-	-	-	1,132	1,132	1.8%
Sep	-	-	-	-	-	-	2,020	2,020	43.7%
Oct	-	-	-	-	-	-	1,808	1,808	18.5%
Nov	-	-	-	-	-	-	1,880	1,880	7.0%
Dec	-	-	-	-	-	-	1,964	1,964	3.9%
<b>Total 2022</b>	-	-	-	-	-	-	<b>19,852</b>	<b>19,852</b>	<b>46.6%</b>
<b>% Change 2021 to 2022</b>	-	-	-	-	-	-	<b>46.6%</b>	<b>46.6%</b>	

Domestic and International	Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other *	Total	% Change 2021-22
	Jan	-	-	-	-	-	-	10,540	10,540
Feb	-	-	-	-	-	-	11,844	11,844	70.6%
Mar	-	-	-	-	-	-	14,278	14,278	46.2%
Apr	-	-	-	-	-	-	14,456	14,456	34.7%
May	-	-	-	-	-	-	16,596	16,596	42.1%
Jun	-	-	-	-	-	-	15,100	15,100	24.1%
Jul	-	-	-	-	-	-	10,419	10,419	-12.2%
Aug	-	-	-	-	-	-	10,889	10,889	-9.0%
Sep	-	-	-	-	-	-	16,775	16,775	25.7%
Oct	-	-	-	-	-	-	15,671	15,671	-2.4%
Nov	-	-	-	-	-	-	15,784	15,784	-2.5%
Dec	-	-	-	-	-	-	14,785	14,785	-5.3%
<b>Total 2022</b>	-	-	-	-	-	-	<b>167,137</b>	<b>167,137</b>	<b>16.1%</b>
<b>% Change 2021 to 2022</b>	-	-	-	-	-	-	<b>16.1%</b>	<b>16.1%</b>	

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

Domestic

Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other *	Total	% Change 2021-22
Jan	41,556	142	2,587	26,025	161	3,119	73,590	153.1%
Feb	41,110	99	2,379	25,083	133	3,315	72,119	188.7%
Mar	46,141	90	3,000	30,089	134	4,192	83,646	134.7%
Apr	43,637	83	2,675	30,267	139	4,934	81,735	105.8%
May	47,009	42	2,575	30,247	154	6,377	86,404	97.0%
Jun	43,549	66	2,685	28,246	137	5,712	80,395	65.4%
Jul	45,565	52	2,576	28,783	113	6,517	83,606	54.8%
Aug	45,726	40	2,664	28,048	140	6,823	83,441	57.5%
Sep	44,809	103	2,507	28,239	172	6,248	82,078	49.3%
Oct	48,471	96	2,452	29,005	237	5,541	85,802	36.4%
Nov	47,524	115	2,680	27,724	189	5,097	83,329	5.8%
Dec	47,423	138	3,106	24,728	264	4,699	80,358	2.9%
<b>Total 2022</b>	<b>542,520</b>	<b>1,066</b>	<b>31,886</b>	<b>336,484</b>	<b>1,973</b>	<b>62,574</b>	<b>976,503</b>	<b>59.8%</b>
<b>% Change 2021 to 2022</b>	<b>51.3%</b>	<b>26.5%</b>	<b>-8.4%</b>	<b>92.6%</b>	<b>16.5%</b>	<b>89.8%</b>	<b>59.8%</b>	

International

Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other *	Total	% Change 2021-22
Jan	14,716	22	1,358	1,130	10	-	17,236	67.3%
Feb	13,230	10	916	951	6	-	15,113	73.9%
Mar	15,753	3	964	1,467	8	-	18,195	69.7%
Apr	17,018	17	882	1,918	21	-	19,856	81.1%
May	18,694	14	928	2,634	134	-	22,404	76.4%
Jun	19,712	27	815	2,492	12	-	23,058	58.8%
Jul	20,736	2	805	2,549	27	-	24,119	47.2%
Aug	20,675	8	839	2,677	12	-	24,211	39.4%
Sep	18,154	7	789	2,614	14	-	21,578	33.1%
Oct	17,882	5	886	2,660	16	-	21,449	31.9%
Nov	16,998	8	868	3,407	31	-	21,312	19.9%
Dec	18,626	11	888	3,569	22	-	23,116	20.1%
<b>Total 2022</b>	<b>212,194</b>	<b>134</b>	<b>10,938</b>	<b>28,068</b>	<b>313</b>	<b>-</b>	<b>251,647</b>	<b>47.0%</b>
<b>% Change 2021 to 2022</b>	<b>46.5%</b>	<b>-93.2%</b>	<b>-27.9%</b>	<b>215.5%</b>	<b>44.2%</b>	<b>-</b>	<b>47.0%</b>	

Domestic and International

Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other *	Total	% Change 2021-22
Jan	56,272	164	3,945	27,155	171	3,119	90,826	130.7%
Feb	54,340	109	3,295	26,034	139	3,315	87,232	159.1%
Mar	61,894	93	3,964	31,556	142	4,192	101,841	119.7%
Apr	60,655	100	3,557	32,185	160	4,934	101,591	100.5%
May	65,703	56	3,503	32,881	288	6,377	108,808	92.4%
Jun	63,261	93	3,500	30,738	149	5,712	103,453	63.9%
Jul	66,301	54	3,381	31,332	140	6,517	107,725	53.0%
Aug	66,401	48	3,503	30,725	152	6,823	107,652	53.0%
Sep	62,963	110	3,296	30,853	186	6,248	103,656	45.6%
Oct	66,353	101	3,338	31,665	253	5,541	107,251	35.5%
Nov	64,522	123	3,548	31,131	220	5,097	104,641	8.4%
Dec	66,049	149	3,994	28,297	286	4,699	103,474	6.3%
<b>Total 2022</b>	<b>754,714</b>	<b>1,200</b>	<b>42,824</b>	<b>364,552</b>	<b>2,286</b>	<b>62,574</b>	<b>1,228,150</b>	<b>57%</b>
<b>% Change 2021 to 2022</b>	<b>49.9%</b>	<b>-57.4%</b>	<b>-14.4%</b>	<b>98.6%</b>	<b>19.6%</b>	<b>89.8%</b>	<b>57%</b>	

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

## JFK

Year	Domestic*	Puerto Rico	Canada	Bermuda & Caribbean	Mexico	Latin America†	Trans-Atlantic‡	Trans-Pacific §	Total
2009	263,832	8,972	11,289	29,220	7,228	11,854	68,820	14,069	415,284
2010	242,898	9,458	10,221	31,713	6,625	12,763	67,762	15,441	396,881
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	6,682	7,790	42,149	13,345	15,780	81,006	18,532	455,495
2019	269,331	7,663	7,232	44,558	12,035	14,712	82,073	18,575	456,179
2020	119,321	4,506	1,470	20,322	5,333	5,552	31,673	11,590	199,767
2021	171,567	9,158	460	31,446	8,570	14,672	44,598	10,267	290,738
2022	283,293	9,696	2,218	37,765	10,098	21,176	75,256	9,731	449,233

## EWR

Year	Domestic*	Puerto Rico	Canada	Bermuda & Caribbean	Mexico	Latin America†	Trans-Atlantic‡	Trans-Pacific §	Total
2009	316,516	3,173	30,200	8,534	3,699	4,649	41,476	3,574	411,821
2010	310,754	2,621	32,137	8,926	3,918	4,669	42,332	3,963	409,320
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	350,986	2,983	32,089	11,068	4,182	8,148	38,252	5,669	453,377
2019	343,577	3,335	29,420	15,722	4,867	7,987	36,054	5,752	446,714
2020	170,118	3,389	7,355	9,170	2,721	2,359	15,034	1,314	211,460
2021	219,639	5,714	6,690	19,191	5,070	5,578	19,714	684	282,280
2022	314,517	4,900	20,507	16,695	5,067	5,001	33,434	1,301	401,422

## LGA

Year	Domestic*	Puerto Rico	Canada	Bermuda & Caribbean	Mexico	Latin America†	Trans-Atlantic‡	Trans-Pacific §	Total
2009	331,483	-	22,573	332	-	-	-	-	354,388
2010	337,256	-	23,957	346	-	-	-	-	361,559
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	131,683	-	7,431	64	-	-	-	-	139,178
2021	171,534	32	4,173	26	-	-	-	-	175,765
2022	336,285	7	12,891	115	-	-	-	-	349,298

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

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

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

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

Note: Region total does not include Teterboro.

## SWF

Year	Domestic*	Puerto Rico	Canada	Bermuda & Caribbean	Mexico	Latin America †	Trans-Atlantic ‡	Trans-Pacific §	Total
2009	44,565	-	-	-	-	-	6	-	44,571
2010	47,047	-	-	-	-	-	-	-	47,047
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	-	-	-	-	-	1,008	-	34,787
2018	30,216	-	2	-	-	-	2,325	-	32,542
2019	32,556	-	1	-	-	-	665	-	33,222
2020	22,513	-	1	-	-	-	-	-	22,513
2021	25,950	-	-	-	-	-	1	-	25,951
2022	27,805	-	-	-	-	-	392	-	28,197

## REGION

Year	Domestic*	Puerto Rico	Canada	Bermuda & Caribbean	Mexico	Latin America †	Trans-Atlantic ‡	Trans-Pacific §	Total
2009	956,396	12,145	64,062	38,086	10,927	16,503	110,302	17,643	1,226,064
2010	937,955	12,079	66,315	40,985	10,543	17,432	110,094	19,404	1,214,807
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	996,415	9,665	66,759	53,241	17,527	23,928	121,583	24,201	1,313,319
2019	992,763	10,998	63,324	60,388	16,902	22,699	118,792	24,327	1,310,193
2020	443,635	7,895	16,256	29,556	8,054	7,911	46,707	12,904	572,918
2021	588,690	14,904	11,323	50,663	13,640	20,250	64,313	10,951	774,734
2022	961,900	14,603	35,616	54,575	15,165	26,177	109,082	11,032	1,228,150

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

† 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
- 2022 Revenue Passenger Traffic by Airline
- Passenger Traffic by Terminal
- Passenger Demographics





2022

Rank	City	Airport	Number of Passengers	% Change 2021-22
1	Atlanta GA	Hartsfield-Jackson Atlanta International Airport	93,699,630	23.8
2	Dallas/Fort Worth TX	Dallas/Ft Worth International Airport	73,362,946	17.5
3	Denver CO	Denver International Airport	69,286,461	17.8
4	Chicago IL	O'Hare International Airport	68,340,619	26.5
5	Los Angeles CA	Los Angeles International Airport	65,924,298	37.3
6	New York NY	John F. Kennedy International Airport	55,287,711	79.6
7	Las Vegas NV	McCarran International Airport	52,694,312	32.6
8	Miami FL	Miami International Airport	50,684,396	35.9
9	Orlando FL	Orlando International Airport	50,176,103	24.2
10	Charlotte NC	Charlotte Douglas International Airport	47,758,605	10.3
11	Seattle WA	Seattle-Tacoma International Airport	45,964,321	27.1
12	Phoenix AZ	Sky Harbor International Airport	44,397,854	14.3
13	Newark NJ	Newark Liberty International Airport	43,565,254	50.0
14	San Francisco CA	San Francisco International Airport	42,210,201	73.5
15	Houston TX	George Bush Intercontinental Airport	40,974,831	21.7
16	Boston MA	Logan International Airport	36,112,473	59.1
17	Fort Lauderdale FL	Ft Lauderdale-Hollywood International Airport	31,686,404	12.9
18	Minneapolis MN	Minneapolis/St Paul International Airport	30,622,784	25.4
19	New York NY	LaGuardia Airport	28,997,592	85.9
20	Detroit MI	Detroit Metropolitan Wayne County Airport	28,160,572	19.3
21	Salt Lake City UT	Salt Lake City International Airport	25,752,783	15.1
22	Philadelphia PA	Philadelphia International Airport	25,198,742	28.1
23	Washington DC	Ronald Reagan Washington National Airport	23,936,235	70.6
24	Baltimore MD	Baltimore/Washington International Thurgood Marshall Airport	22,804,744	20.9
25	San Diego CA	San Diego International Airport	22,005,185	41.0
26	Nashville TN	Nashville International Airport	21,651,320	28.1
27	Tampa FL	Tampa International Airport	21,527,863	18.8
28	Washington DC	Washington Dulles International Airport	21,225,826	43.5
29	Austin TX	Austin-Bergstrom International Airport	21,089,289	55.4
30	Chicago IL	Midway International Airport	19,916,643	25.4
31	Honolulu HI	Honolulu International Airport	18,469,123	51.4
32	Dallas TX	Love Field	15,969,541	19.9
33	Portland OR	Portland International Airport	14,818,654	25.5
34	St Louis MO	Lambert-St Louis International Airport	13,665,517	30.8
35	Houston TX	W. P. Hobby Airport	13,113,875	16.0
36	Sacramento CA	Sacramento International Airport	12,313,370	26.9
37	New Orleans LA	Louis Armstrong New Orleans International Airport	11,895,985	47.5
38	Raleigh-Durham NC	Raleigh-Durham International Airport	11,842,330	34.7
39	Santa Ana CA	John Wayne Airport	11,360,839	47.5
40	San Jose CA	Norman Y. Mineta San Jose International Airport	11,333,723	54.0
41	Oakland CA	Oakland International Airport	11,146,229	37.0
42	Fort Myers FL	Southwest Florida International Airport	10,343,802	0.2
43	Kansas City MO	Kansas City International Airport	9,863,533	28.5
44	San Antonio TX	San Antonio International Airport	9,462,449	26.8
45	Cleveland OH	Cleveland Hopkins International Airport	8,693,866	19.4
46	Indianapolis IN	Indianapolis International Airport	8,693,018	21.1
47	Kahului HI	Kahului Airport	8,469,737	40.0
48	Pittsburgh PA	Pittsburgh International Airport	8,113,835	27.7
49	Cincinnati OH	Cincinnati/Northern Kentucky International Airport	7,573,416	20.6
50	Columbus OH	John Glenn Columbus International Airport	7,452,623	28.0
51	West Palm Beach FL	Palm Beach International Airport	6,630,020	26.0
52	Jacksonville FL	Jacksonville International Airport	6,574,902	30.3
53	Burbank CA	Bob Hope Airport	5,898,640	58.0
54	Hartford CT	Bradley International Airport	5,779,666	24.5
55	Ontario CA	LA/Ontario International Airport	5,728,589	28.1
56	Milwaukee WI	General Mitchell International Airport	5,446,751	20.4
57	Anchorage AK	Ted Stevens Anchorage International Airport	5,267,773	16.1
58	Albuquerque NM	Albuquerque International Sunport	4,714,404	37.7
59	Omaha NE	Eppley Airfield	4,506,713	20.2
60	Boise ID	Boise Airport	4,496,529	24.7

Source: Airports Council International - Worldwide Airport Traffic Report - Calendar Year 2022 (Preliminary results as of April 12, 2023)

2022

Rank	Country	Airport	Number of Passengers	% Change 2021-22
1	United States	Hartsfield-Jackson Atlanta International Airport	93,699,630	23.8
2	United States	Dallas/Ft Worth International Airport	73,362,946	17.5
3	United States	Denver International Airport	69,286,461	17.8
4	United States	O'Hare International Airport	68,340,619	26.5
5	United Arab Emirates	Dubai International Airport	66,069,981	127.0
6	United States	Los Angeles International Airport	65,924,298	37.3
7	Turkey	Istanbul International Airport*	64,289,107	73.8
8	United Kingdom	Heathrow Airport	61,614,508	217.7
9	India	Indira Gandhi International Airport	59,490,074	60.2
10	France	Aéroport de Paris-Charles de Gaulle	57,474,033	119.4
11	United States	John F. Kennedy International Airport	55,287,711	79.6
12	United States	McCarran International Airport	52,694,312	32.6
13	Netherlands	Amsterdam Airport Schiphol	52,472,188	105.8
14	United States	Miami International Airport	50,684,396	35.9
15	Spain	Aeropuerto de Adolfo Suárez Madrid-Barajas	50,602,864	109.8
16	Japan	Tokyo International (Haneda) Airport	50,290,705	92.5
17	United States	Orlando International Airport	50,176,103	24.2
18	Germany	Flughafen Frankfurt/Main	48,918,482	97.2
19	United States	Charlotte Douglas International Airport	47,758,605	10.3
20	Mexico	Aeropuerto Internacional de la Ciudad de México "Lic Benito Juárez"	46,261,729	28.3
21	United States	Seattle-Tacoma International Airport	45,964,321	27.1
22	United States	Sky Harbor International Airport	44,397,854	14.3
23	United States	Newark Liberty International Airport	43,565,254	50.0
24	United States	San Francisco International Airport	42,210,201	73.5
25	Spain	Aeropuerto de Barcelona-El Prat	41,616,302	120.6
26	United States	George Bush Intercontinental Airport	40,974,831	21.7
27	Indonesia	Soekarno-Hatta International Airport	38,791,168	113.3
28	India	Chhatrapati Shivaji International Airport	38,332,106	93.7
29	Canada	Toronto Pearson International Airport	36,356,109	186.4
30	United States	Logan International Airport	36,112,473	59.1
31	Qatar	Hamad International Airport	35,730,482	101.8
32	Colombia	Aeropuerto Internacional El Dorado	35,362,529	60.1
33	Brazil	Guarulhos International Airport	34,466,946	42.6
34	Viet Nam	Tan Son Nhat International Airport	34,278,320	233.2
35	United Kingdom	Gatwick Airport	32,848,088	424.7
36	Singapore	Singapore Changi Airport	32,202,000	954.8
37	United States	Ft Lauderdale-Hollywood International Airport	31,686,404	12.9
38	Saudi Arabia	King Abdulaziz International Airport	31,648,324	134.6
39	Germany	Munich Airport	31,642,738	153.2
40	Turkey	Antalya International Airport	31,228,377	41.7
41	Turkey	Sabiha Gökçen International Airport	30,780,357	23.2
42	United States	Minneapolis/St Paul International Airport	30,622,784	25.4
43	Mexico	Cancún International Airport	30,484,094	36.1
44	Philippines	Ninoy Aquino International Airport	30,329,246	287.8
45	Republic of Korea	Jeju International Airport	29,703,669	15.1
46	Italy	Aeroporto di Roma-Fiumicino	29,346,365	151.8
47	France	Aéroport de Paris-Orly	29,187,269	85.6
48	Australia	Sydney International Airport	29,094,483	265.8
49	United States	LaGuardia Airport	28,997,592	85.9
50	Thailand	Suvarnabhumi International Airport	28,754,314	407.6
51	Spain	Aeropuerto de Palma de Mallorca	28,569,765	97.1
52	Russian Federation	Sheremetyevo International Airport	28,422,391	-8.2
53	Portugal	Lisbon Airport	28,261,903	132.7
54	United States	Detroit Metropolitan Wayne County Airport	28,160,572	19.3
55	Ireland	Dublin Airport	28,084,926	232.2
56	India	Kempegowda International Airport	27,503,817	71.1
57	Saudi Arabia	King Khaled International Airport	26,299,612	63.5
58	China	Guangzhou Bai Yun International Airport	26,105,133	-35.2
59	Australia	Melbourne Airport	25,866,561	257.5
60	United States	Salt Lake City International Airport	25,752,783	15.1

Source: Airports Council International – Worldwide Airport Traffic Report – Calendar Year 2022 (Preliminary results as of April 12, 2023)



Domestic	Year	Scheduled	Charter	Commuter	Total
	2009	20,796,078	2,023	3,223,132	24,021,233
2010	20,566,499	3,189	2,828,763	23,398,451	
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	24,702,546	2,015	3,412,776	28,117,337	
2019	25,014,833	582	3,218,376	28,233,791	
2020	7,580,779	694	686,193	8,267,666	
2021	15,959,511	2,106	2,076,186	18,037,803	
2022	24,161,948	968	4,286,539	28,449,455	

International	Year	Scheduled	Charter	Commuter	Total
	2009	21,516,446	18,920	321,343	21,856,709
2010	22,793,276	17,939	305,394	23,116,609	
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	33,154,638	2,762	361,498	33,518,898	
2019	33,984,904	741	352,027	34,337,672	
2020	8,293,582	17,437	51,957	8,362,976	
2021	12,745,885	4,634	-	12,750,519	
2022	26,767,451	9,864	60,941	26,838,256	

Domestic and International	Year	Scheduled	Charter	Commuter	Total
	2009	42,312,524	20,943	3,544,475	45,877,942
2010	43,359,775	21,128	3,134,157	46,515,060	
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	57,857,184	4,777	3,774,274	61,636,235	
2019	58,999,737	1,323	3,570,403	62,571,463	
2020	15,874,361	18,131	738,150	16,630,642	
2021	28,705,396	6,740	2,076,186	30,788,322	
2022	50,929,399	10,832	4,347,480	55,287,711	

Domestic				
	Year	Scheduled	Charter	Commuter
2009	17,023,793	29,749	5,489,133	22,542,675
2010	15,961,660	24,645	5,730,581	21,716,886
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	24,329,732	37,561	5,963,275	30,330,568
2018	25,598,129	32,197	6,100,409	31,730,735
2019	25,936,098	25,037	6,043,005	32,004,140
2020	10,083,376	19,073	2,018,644	12,121,093
2021	19,395,245	28,167	3,023,115	22,446,527
2022	27,059,523	27,960	4,856,064	31,943,547

International				
	Year	Scheduled	Charter	Commuter
2009	9,905,151	6,384	905,913	10,817,448
2010	10,458,217	10,729	1,008,358	11,477,304
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	11,670,798	20,361	1,197,394	12,888,553
2018	12,791,536	37,809	1,299,440	14,128,785
2019	12,986,715	9,232	1,388,950	14,384,897
2020	3,484,941	2,135	284,723	3,771,799
2021	6,323,313	2,310	277,402	6,603,025
2022	10,584,979	4,095	1,032,633	11,621,707

Domestic and International				
	Year	Scheduled	Charter	Commuter
2009	26,928,944	36,133	6,395,046	33,360,123
2010	26,419,877	35,374	6,738,939	33,194,190
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	36,000,530	57,922	7,160,669	43,219,121
2018	38,389,665	70,006	7,399,849	45,859,520
2019	38,922,813	34,269	7,431,955	46,389,037
2020	13,568,317	21,208	2,303,367	15,892,892
2021	25,718,558	30,477	3,300,517	29,049,552
2022	37,644,502	32,055	5,888,697	43,565,254

Domestic					
	Year	Scheduled	Charter	Commuter	Total
2009	16,102,463		6,120	5,034,430	21,143,013
2010	17,420,964		5,757	5,521,626	22,948,347
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	3,827,234	15,319,871
2022	19,841,369		3,550	8,139,359	27,984,278

International					
	Year	Scheduled	Charter	Commuter	Total
2009	684,911		95	325,217	1,010,223
2010	713,046		1,081	318,840	1,032,967
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		-	146,522	281,192
2022	554,664		-	458,650	1,013,314

Domestic and International					
	Year	Scheduled	Charter	Commuter	Total
2009	16,787,374		6,215	5,359,647	22,153,236
2010	18,134,010		6,838	5,840,466	23,981,314
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	3,973,756	15,601,063
2022	20,396,033		3,550	8,598,009	28,997,592

<b>Domestic</b>	<b>Year</b>	<b>Scheduled</b>	<b>Charter</b>	<b>Commuter</b>	<b>Total</b>
	2009	180,154	-	209,911	390,065
	2010	185,531	-	209,371	394,902
	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

<b>International</b>	<b>Year</b>	<b>Scheduled</b>	<b>Charter</b>	<b>Commuter</b>	<b>Total</b>
	2009	-	-	-	-
	2010	-	-	-	-
	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

<b>Domestic and International</b>	<b>Year</b>	<b>Scheduled</b>	<b>Charter</b>	<b>Commuter</b>	<b>Total</b>
	2009	180,154	-	209,911	390,065
	2010	185,531	-	209,371	394,902
	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

<b>Domestic</b>	<b>Year</b>	<b>Scheduled</b>	<b>Charter</b>	<b>Commuter</b>	<b>Total</b>
	2009	54,102,488	37,892	13,956,606	68,096,986
	2010	54,134,654	33,591	14,290,341	68,458,586
	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	67,179,160	134,490	17,759,912	85,073,562
	2018	69,782,248	36,540	18,253,111	88,071,899
	2019	71,675,213	27,634	17,776,249	89,479,096
	2020	23,813,059	20,315	4,506,145	28,339,519
	2021	46,966,510	34,259	8,938,576	55,939,345
	2022	71,307,504	32,478	17,281,962	88,621,944

<b>International</b>	<b>Year</b>	<b>Scheduled</b>	<b>Charter</b>	<b>Commuter</b>	<b>Total</b>
	2009	32,106,508	25,399	1,552,473	33,684,380
	2010	33,964,539	29,749	1,632,592	35,626,880
	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	45,303,493	28,341	2,313,633	47,645,467
	2018	47,738,732	40,632	2,417,030	50,196,394
	2019	48,598,256	9,973	2,483,784	51,092,013
	2020	11,940,092	19,572	566,935	12,526,599
	2021	19,203,868	6,944	423,924	19,634,736
	2022	37,960,381	13,959	1,552,224	39,526,564

<b>Domestic and International</b>	<b>Year</b>	<b>Scheduled</b>	<b>Charter</b>	<b>Commuter</b>	<b>Total</b>
	2009	86,208,996	63,291	15,509,079	101,781,366
	2010	88,099,193	63,340	15,922,933	104,085,466
	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	112,482,653	162,831	20,073,545	132,719,029
	2018	117,520,980	77,172	20,670,141	138,268,293
	2019	120,273,469	37,607	20,260,033	140,571,109
	2020	35,753,151	39,887	5,073,080	40,866,118
	2021	66,170,378	41,203	9,362,500	75,574,081
	2022	109,267,885	46,437	18,834,186	128,148,508

## Domestic

Month	Scheduled	Charter	Commuter	Total Revenue Passengers	% Change 2021-2022	Non-Revenue Passengers
January	1,382,435	385	187,237	1,570,057	172.4%	72,713
February	1,562,637	-	223,744	1,786,381	212.6%	77,622
March	2,076,656	200	353,768	2,430,624	236.9%	89,491
April	2,040,245	-	382,377	2,422,622	116.1%	79,261
May	2,161,852	222	424,451	2,586,525	89.9%	92,120
June	2,150,288	-	387,979	2,538,267	40.3%	89,291
July	2,222,664	-	398,583	2,621,247	26.9%	99,539
August	2,185,029	161	372,936	2,558,126	26.8%	115,476
September	2,086,353	-	396,059	2,482,412	46.8%	85,285
October	2,205,107	-	412,404	2,617,511	43.0%	96,981
November	2,062,172	-	396,338	2,458,510	15.1%	85,414
December	2,026,510	-	350,663	2,377,173	11.4%	80,724
<b>Total</b>	<b>24,161,948</b>	<b>968</b>	<b>4,286,539</b>	<b>28,449,455</b>	<b>57.7%</b>	<b>1,064,457</b>
<b>% Change 2021 to 2022</b>	<b>51.4%</b>	<b>-54.0%</b>	<b>106.5%</b>			<b>48.9%</b>

## International

Month	Scheduled	Charter	Commuter	Total Revenue Passengers	% Change 2021-2022	Non-Revenue Passengers
January	1,357,632	1,102	-	1,358,734	156.4%	22,512
February	1,303,551	107	-	1,303,658	224.1%	28,585
March	1,793,349	19	-	1,793,368	217.8%	36,061
April	2,067,560	-	-	2,067,560	206.9%	37,046
May	2,271,441	2,228	-	2,273,669	166.6%	44,251
June	2,584,208	3,199	-	2,587,407	124.6%	44,912
July	2,903,802	40	7,104	2,910,946	93.5%	57,400
August	2,873,158	174	10,879	2,884,211	75.5%	50,064
September	2,470,496	142	11,390	2,482,028	99.2%	42,752
October	2,429,962	-	11,997	2,441,959	114.1%	52,021
November	2,232,667	163	10,972	2,243,802	65.2%	48,204
December	2,479,625	2,690	8,599	2,490,914	48.0%	45,703
<b>Total</b>	<b>26,767,451</b>	<b>9,864</b>	<b>60,941</b>	<b>26,838,256</b>	<b>110.5%</b>	<b>509,511</b>
<b>% Change 2021 to 2022</b>	<b>110.0%</b>	<b>112.9%</b>	<b>-</b>			<b>100.8%</b>

## Domestic and International

Month	Scheduled	Charter	Commuter	Total Revenue Passengers	% Change 2021-2022	Non-Revenue Passengers
January	2,740,067	1,487	187,237	2,928,791	164.7%	95,225
February	2,866,188	107	223,744	3,090,039	217.4%	106,207
March	3,870,005	219	353,768	4,223,992	228.5%	125,552
April	4,107,805	-	382,377	4,490,182	150.2%	116,307
May	4,433,293	2,450	424,451	4,860,194	119.4%	136,371
June	4,734,496	3,199	387,979	5,125,674	73.1%	134,203
July	5,126,466	40	405,687	5,532,193	55.0%	156,939
August	5,058,187	335	383,815	5,442,337	48.6%	165,540
September	4,556,849	142	407,449	4,964,440	69.0%	128,577
October	4,635,069	-	424,401	5,059,470	70.3%	149,002
November	4,294,839	163	407,310	4,702,312	34.6%	133,618
December	4,506,135	2,690	359,262	4,868,087	27.5%	126,427
<b>Total</b>	<b>50,929,399</b>	<b>10,832</b>	<b>4,347,480</b>	<b>55,287,711</b>	<b>79.6%</b>	<b>1,573,968</b>
<b>% Change 2021 to 2022</b>	<b>77.42%</b>	<b>60.71%</b>	<b>109.40%</b>			<b>62.5%</b>

## Domestic

Month	Scheduled	Charter	Commuter	Total Revenue Passengers	% Change 2021-2022	Non-Revenue Passengers
January	1,584,737	3,362	259,314	1,847,413	103.5%	65,669
February	1,735,756	2,171	280,492	2,018,419	132.9%	65,343
March	2,265,261	2,564	456,206	2,724,031	102.0%	76,423
April	2,273,472	689	496,704	2,770,865	76.8%	70,257
May	2,514,517	263	495,039	3,009,819	69.5%	80,861
June	2,254,023	876	474,177	2,729,076	38.3%	73,678
July	2,304,048	611	451,835	2,756,494	25.0%	83,487
August	2,313,232	243	437,589	2,751,064	23.2%	74,002
September	2,172,759	2,177	377,781	2,552,717	33.4%	70,255
October	2,522,819	5,547	432,123	2,960,489	24.3%	84,302
November	2,480,365	3,099	385,213	2,868,677	9.0%	75,555
December	2,638,534	6,358	309,591	2,954,483	11.9%	74,218
<b>Total</b>	<b>27,059,523</b>	<b>27,960</b>	<b>4,856,064</b>	<b>31,943,547</b>	<b>42.3%</b>	<b>894,050</b>
<b>% Change 2021 to 2022</b>	<b>39.5%</b>	<b>-0.7%</b>	<b>60.6%</b>			<b>37.0%</b>

## International

Month	Scheduled	Charter	Commuter	Total Revenue Passengers	% Change 2021-2022	Non-Revenue Passengers
January	599,070	-	25,017	624,087	114.6%	11,315
February	555,987	67	30,771	586,825	192.8%	12,473
March	706,034	51	52,057	758,142	161.9%	14,822
April	876,636	2,680	67,071	946,387	165.4%	16,238
May	954,286	552	92,220	1,047,058	172.0%	18,301
June	1,062,313	181	104,371	1,166,865	103.8%	21,453
July	1,176,310	83	102,277	1,278,670	60.0%	20,824
August	1,156,215	128	109,378	1,265,721	45.5%	21,945
September	940,235	-	104,064	1,044,299	66.4%	21,324
October	879,752	118	110,391	990,261	56.9%	22,535
November	796,532	235	108,141	904,908	21.6%	21,282
December	881,609	-	126,875	1,008,484	20.6%	20,911
<b>Total</b>	<b>10,584,979</b>	<b>4,095</b>	<b>1,032,633</b>	<b>11,621,707</b>	<b>76.0%</b>	<b>223,423</b>
<b>% Change 2021 to 2022</b>	<b>67.4%</b>	<b>77.3%</b>	<b>272.3%</b>			<b>58.2%</b>

## Domestic and International

Month	Scheduled	Charter	Commuter	Total Revenue Passengers	% Change 2021-2022	Non-Revenue Passengers
January	2,183,807	3,362	284,331	2,471,500	106.2%	76,984
February	2,291,743	2,238	311,263	2,605,244	144.2%	77,816
March	2,971,295	2,615	508,263	3,482,173	112.6%	91,245
April	3,150,108	3,369	563,775	3,717,252	93.3%	86,495
May	3,468,803	815	587,259	4,056,877	87.7%	99,162
June	3,316,336	1,057	578,548	3,895,941	53.0%	95,131
July	3,480,358	694	554,112	4,035,164	34.3%	104,311
August	3,469,447	371	546,967	4,016,785	29.4%	95,947
September	3,112,994	2,177	481,845	3,597,016	41.5%	91,579
October	3,402,571	5,665	542,514	3,950,750	31.1%	106,837
November	3,276,897	3,334	493,354	3,773,585	11.8%	96,837
December	3,520,143	6,358	436,466	3,962,967	14.0%	95,129
<b>Total</b>	<b>37,644,502</b>	<b>32,055</b>	<b>5,888,697</b>	<b>43,565,254</b>	<b>50.0%</b>	<b>1,117,473</b>
<b>% Change 2021 to 2022</b>	<b>46.4%</b>	<b>5.2%</b>	<b>78.4%</b>			<b>40.8%</b>

## Domestic

Month	Scheduled	Charter	Commuter	Total Revenue Passengers	% Change 2021-2022	Non-Revenue Passengers
January	1,036,390	-	354,951	1,391,341	187.1%	51,106
February	1,181,269	-	325,320	1,506,589	252.6%	49,777
March	1,624,317	-	699,425	2,323,742	232.6%	65,796
April	1,721,277	-	778,510	2,499,787	171.9%	62,433
May	1,796,925	-	792,059	2,588,984	136.8%	66,706
June	1,813,859	-	748,222	2,562,081	115.9%	61,372
July	1,828,998	3,550	746,042	2,578,590	68.7%	69,774
August	1,819,047	-	697,357	2,516,404	71.4%	71,223
September	1,721,914	-	760,111	2,482,025	69.8%	68,882
October	1,774,090	-	787,711	2,561,801	44.9%	73,460
November	1,760,751	-	786,619	2,547,370	18.7%	68,732
December	1,762,532	-	663,032	2,425,564	13.5%	64,846
<b>Total</b>	<b>19,841,369</b>	<b>3,550</b>	<b>8,139,359</b>	<b>27,984,278</b>	<b>82.7%</b>	<b>774,107</b>
<b>% Change 2021 to 2022</b>	<b>72.7%</b>	<b>-4.0%</b>	<b>112.7%</b>			<b>66.7%</b>

## International

Month	Scheduled	Charter	Commuter	Total Revenue Passengers	% Change 2021-2022	Non-Revenue Passengers
January	11,986	-	7,324	19,310	239.5%	193
February	23,346	-	6,439	29,785	2013.9%	530
March	28,793	-	16,940	45,733	-	809
April	24,482	-	28,124	52,606	-	811
May	63,197	-	41,303	104,500	108754.2%	1,257
June	57,580	-	42,686	100,266	13635.1%	1,275
July	63,775	-	45,104	108,879	596.8%	1,508
August	65,370	-	49,105	114,475	168.0%	1,684
September	75,188	-	40,789	115,977	153.0%	1,814
October	79,094	-	38,256	117,350	125.8%	1,940
November	32,796	-	69,807	102,603	45.0%	2,097
December	29,057	-	72,773	101,830	119.6%	2,034
<b>Total</b>	<b>554,664</b>	<b>-</b>	<b>458,650</b>	<b>1,013,314</b>	<b>260.4%</b>	<b>15,952</b>
<b>% Change 2021 to 2022</b>	<b>311.9%</b>	<b>-</b>	<b>213.0%</b>			<b>529.3%</b>

## Domestic and International

Month	Scheduled	Charter	Commuter	Total Revenue Passengers	% Change 2021-2022	Non-Revenue Passengers
January	1,048,376	-	362,275	1,410,651	187.7%	51,299
February	1,204,615	-	331,759	1,536,374	258.4%	50,307
March	1,653,110	-	716,365	2,369,475	239.2%	66,605
April	1,745,759	-	806,634	2,552,393	177.6%	63,244
May	1,860,122	-	833,362	2,693,484	146.4%	67,963
June	1,871,439	-	790,908	2,662,347	124.2%	62,647
July	1,892,773	3,550	791,146	2,687,469	74.1%	71,282
August	1,884,417	-	746,462	2,630,879	74.1%	72,907
September	1,797,102	-	800,900	2,598,002	72.4%	70,696
October	1,853,184	-	825,967	2,679,151	47.2%	75,400
November	1,793,547	-	856,426	2,649,973	19.5%	70,829
December	1,791,589	-	735,805	2,527,394	15.8%	66,880
<b>Total</b>	<b>20,396,033</b>	<b>3,550</b>	<b>8,598,009</b>	<b>28,997,592</b>	<b>85.9%</b>	<b>790,059</b>
<b>% Change 2021 to 2022</b>	<b>75.5%</b>	<b>-4.0%</b>	<b>116.4%</b>			<b>69.2%</b>



Domestic							
	Month	Scheduled	Charter	Commuter	Total Revenue Passengers	% Change 2021-2022	Non-Revenue Passengers
January	14,517	-	-	-	14,517	448.0%	30
February	16,380	-	-	-	16,380	388.7%	6
March	22,356	-	-	-	22,356	239.2%	11
April	22,744	-	-	-	22,744	218.3%	16
May	20,527	-	-	-	20,527	121.6%	33
June	28,295	-	-	-	28,295	99.6%	22
July	30,954	-	-	-	30,954	72.8%	37
August	23,595	-	-	-	23,595	34.9%	20
September	15,374	-	-	-	15,374	85.5%	23
October	17,750	-	-	-	17,750	76.2%	19
November	15,584	-	-	-	15,584	-14.9%	19
December	16,588	-	-	-	16,588	-16.6%	13
<b>Total</b>	<b>244,664</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>244,664</b>	<b>81.0%</b>	<b>249</b>
<b>% Change 2021 to 2022</b>	<b>99.2%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

International							
	Month	Scheduled	Charter	Commuter	Total Revenue Passengers	% Change 2021-2022	Non-Revenue Passengers
January	-	-	-	-	-	-	-
February	-	-	-	-	-	-	-
March	-	-	-	-	-	-	-
April	-	-	-	-	-	-	-
May	-	-	-	-	-	-	-
June	5,248	-	-	-	5,248	-	-
July	9,204	-	-	-	9,204	-	-
August	9,713	-	-	-	9,713	-	-
September	7,884	-	-	-	7,884	-	-
October	8,062	-	-	-	8,062	-	-
November	6,962	-	-	-	6,962	-	-
December	6,214	-	-	-	6,214	-	-
<b>Total</b>	<b>53,287</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>53,287</b>	<b>-</b>	<b>-</b>
<b>% Change 2021 to 2022</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

Domestic and International							
	Month	Scheduled	Charter	Commuter	Total Revenue Passengers	% Change 2021-2022	Non-Revenue Passengers
January	14,517	-	-	-	14,517	448.0%	30
February	16,380	-	-	-	16,380	388.7%	6
March	22,356	-	-	-	22,356	239.2%	11
April	22,744	-	-	-	22,744	218.3%	16
May	20,527	-	-	-	20,527	121.6%	33
June	33,543	-	-	-	33,543	136.7%	22
July	40,158	-	-	-	40,158	124.1%	37
August	33,308	-	-	-	33,308	90.5%	20
September	23,258	-	-	-	23,258	180.7%	23
October	25,812	-	-	-	25,812	156.2%	19
November	22,546	-	-	-	22,546	23.1%	19
December	22,802	-	-	-	22,802	14.7%	13
<b>Total</b>	<b>297,951</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>297,951</b>	<b>120.5%</b>	<b>249</b>
<b>% Change 2021 to 2022</b>	<b>142.6%</b>	<b>-100.0%</b>	<b>-100.0%</b>	<b>-100.0%</b>	<b>-</b>	<b>-</b>	<b>-18.6%</b>

Domestic

Month	Scheduled	Charter	Commuter	Total Revenue Passengers	% Change 2021-2022	Non-Revenue Passengers
January	4,018,079	3,747	801,502	4,823,328	144.7%	189,518
February	4,496,042	2,171	829,556	5,327,769	185.1%	192,748
March	5,988,590	2,764	1,509,399	7,500,753	170.3%	231,721
April	6,057,738	689	1,657,591	7,716,018	113.5%	211,967
May	6,493,821	485	1,711,549	8,205,855	93.5%	239,720
June	6,246,465	876	1,610,378	7,857,719	57.6%	224,363
July	6,386,664	4,161	1,596,460	7,987,285	37.3%	252,837
August	6,340,903	404	1,507,882	7,849,189	36.8%	260,721
September	5,996,400	2,177	1,533,951	7,532,528	48.4%	224,985
October	6,519,766	5,547	1,632,238	8,157,551	36.2%	254,762
November	6,318,872	3,099	1,568,170	7,890,141	13.8%	229,720
December	6,444,164	6,358	1,323,286	7,773,808	12.1%	219,801
<b>Total</b>	<b>71,307,504</b>	<b>32,478</b>	<b>17,281,962</b>	<b>88,621,944</b>	<b>58.4%</b>	<b>2,732,863</b>
<b>% Change 2021 to 2022</b>	<b>51.8%</b>	<b>-5.2%</b>	<b>93.3%</b>			<b>49.2%</b>

International

Month	Scheduled	Charter	Commuter	Total Revenue Passengers	% Change 2021-2022	Non-Revenue Passengers
January	1,968,688	1,102	32,341	2,002,131	142.2%	34,020
February	1,882,884	174	37,210	1,920,268	217.9%	41,588
March	2,528,176	70	68,997	2,597,243	204.2%	51,692
April	2,968,678	2,680	95,195	3,066,553	197.6%	54,095
May	3,288,924	2,780	133,523	3,425,227	176.7%	63,809
June	3,709,349	3,380	147,057	3,859,786	123.7%	67,640
July	4,153,091	123	154,485	4,307,699	85.8%	79,732
August	4,104,456	302	169,362	4,274,120	67.2%	73,693
September	3,493,803	142	156,243	3,650,188	90.2%	65,890
October	3,396,870	118	160,644	3,557,632	95.1%	76,496
November	3,068,957	398	188,920	3,258,275	50.0%	71,583
December	3,396,505	2,690	208,247	3,607,442	40.6%	68,648
<b>Total</b>	<b>37,960,381</b>	<b>13,959</b>	<b>1,552,224</b>	<b>39,526,564</b>	<b>101.3%</b>	<b>748,886</b>
<b>% Change 2021 to 2022</b>	<b>97.7%</b>	<b>101.0%</b>	<b>266.2%</b>			<b>88.4%</b>

Domestic and International

Month	Scheduled	Charter	Commuter	Total Revenue Passengers	% Change 2021-2022	Non-Revenue Passengers
January	5,986,767	4,849	833,843	6,825,459	143.9%	223,538
February	6,378,926	2,345	866,766	7,248,037	193.1%	234,336
March	8,516,766	2,834	1,578,396	10,097,996	178.3%	283,413
April	9,026,416	3,369	1,752,786	10,782,571	132.1%	266,062
May	9,782,745	3,265	1,845,072	11,631,082	112.3%	303,529
June	9,955,814	4,256	1,757,435	11,717,505	74.6%	292,003
July	10,539,755	4,284	1,750,945	12,294,984	51.1%	332,569
August	10,445,359	706	1,677,244	12,123,309	46.2%	334,414
September	9,490,203	2,319	1,690,194	11,182,716	59.9%	290,875
October	9,916,636	5,665	1,792,882	11,715,183	49.9%	331,258
November	9,387,829	3,497	1,757,090	11,148,416	22.4%	301,303
December	9,840,669	9,048	1,531,533	11,381,250	19.8%	288,449
<b>Total</b>	<b>109,267,885</b>	<b>46,437</b>	<b>18,834,186</b>	<b>128,148,508</b>	<b>69.6%</b>	<b>3,481,749</b>
<b>% Change 2021 to 2022</b>	<b>65.1%</b>	<b>12.7%</b>	<b>101.2%</b>			<b>56.2%</b>

## JFK

Year	Domestic	Puerto Rico	Canada	Bermuda & Caribbean	Mexico	Latin America†	Trans-Atlantic‡	Trans-Pacific§	Total
2009	22,793,400	1,227,833	363,393	3,828,019	757,431	1,758,428	13,046,234	2,103,204	45,877,942
2010	22,100,088	1,298,363	354,898	4,105,998	775,510	2,000,877	13,534,550	2,344,776	46,515,060
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	1,047,933	466,565	5,799,731	1,898,813	2,909,462	18,686,805	3,757,522	61,636,235
2019	27,020,358	1,213,433	442,860	6,172,529	1,691,306	2,733,426	19,473,336	3,824,215	62,571,463
2020	7,784,806	482,860	65,113	2,130,773	567,934	830,099	4,023,660	745,397	16,630,642
2021	16,712,345	1,325,458	5,099	3,817,022	1,162,986	1,875,280	5,573,998	316,134	30,788,322
2022	26,957,448	1,492,007	206,178	5,237,595	1,519,601	3,224,005	15,534,290	1,116,587	55,287,711

## EWR

Year	Domestic	Puerto Rico	Canada	Bermuda & Caribbean	Mexico	Latin America†	Trans-Atlantic‡	Trans-Pacific§	Total
2009	22,041,074	501,601	1,225,403	1,098,468	479,071	622,518	6,681,810	710,178	33,360,123
2010	21,295,398	421,488	1,419,746	1,163,250	523,058	620,403	6,911,125	839,722	33,194,190
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	31,245,811	484,924	1,831,038	1,514,600	573,086	1,192,620	7,674,452	1,342,989	45,859,520
2019	31,463,755	540,385	1,721,479	2,057,528	625,645	1,205,106	7,432,216	1,342,923	46,389,037
2020	11,703,292	417,801	319,848	899,076	290,774	301,676	1,822,247	138,178	15,892,892
2021	21,540,538	905,989	303,530	2,144,592	639,347	632,903	2,854,587	28,066	29,049,552
2022	31,156,325	787,222	1,243,258	2,266,962	712,905	759,216	6,456,599	182,767	43,565,254

## LGA

Year	Domestic	Puerto Rico	Canada	Bermuda & Caribbean	Mexico	Latin America†	Trans-Atlantic‡	Trans-Pacific§	Total
2009	21,143,013	-	977,324	32,899	-	-	-	-	22,153,236
2010	22,948,347	-	1,000,291	32,676	-	-	-	-	23,981,314
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	15,316,310	3,561	279,230	1,962	-	-	-	-	15,601,063
2022	27,983,283	995	999,852	13,462	-	-	-	-	28,997,592

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

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

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

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

## 2.3.1

continued

# Passenger Traffic By Market

Annual Totals 2009 to 2022

### SWF

Year	Domestic	Puerto Rico	Canada	Bermuda & Caribbean	Mexico	Latin America†	Trans-Atlantic‡	Trans-Pacific§	Total
2009	390,065	-	-	-	-	-	-	-	390,065
2010	394,902	-	-	-	-	-	-	-	394,902
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

### REGION

Year	Domestic	Puerto Rico	Canada	Bermuda & Caribbean	Mexico	Latin America†	Trans-Atlantic‡	Trans-Pacific§	Total
2009	66,367,552	1,729,434	2,566,120	4,959,386	1,236,502	2,380,946	19,728,044	2,813,382	101,781,366
2010	66,738,735	1,719,851	2,774,935	5,301,924	1,298,568	2,621,280	20,445,675	3,184,498	104,085,466
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	86,539,042	1,532,857	4,521,609	7,314,755	2,471,899	4,102,082	26,685,538	5,100,511	138,268,293
2019	87,725,278	1,753,818	4,363,365	8,240,884	2,316,951	3,938,532	27,065,143	5,167,138	140,571,109
2020	27,438,858	900,661	771,836	3,034,798	858,708	1,131,775	5,845,907	883,575	40,866,118
2021	53,704,337	2,235,008	587,859	5,963,576	1,802,333	2,508,183	8,428,585	344,200	75,574,081
2022	86,341,720	2,280,224	2,449,288	7,518,019	2,232,506	3,983,221	22,044,176	1,299,354	128,148,508

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

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

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

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

## JFK

Rank	Airline	Domestic Passengers	International Passengers	Total Passengers	Cumulative %
1	JetBlue Airways	10,869,861	5,026,548	15,896,409	28.8%
2	Delta Air Lines	10,961,300	4,743,428	15,704,728	57.2%
3	American Airlines	4,829,482	3,078,257	7,907,739	71.5%
4	Alaska Airlines	1,265,963	-	1,265,963	73.8%
5	Air France	313	1,054,672	1,054,985	75.7%
6	British Airways	-	918,980	918,980	77.3%
7	Virgin Atlantic	-	820,849	820,849	78.8%
8	Emirates Airline	-	815,778	815,778	80.3%
9	Turkish Airlines	-	562,951	562,951	81.3%
10	Aer Lingus	-	536,037	536,037	82.3%
11	Iberia	-	454,199	454,199	83.1%
12	Qatar Airways	-	453,508	453,508	83.9%
13	KLM	-	423,443	423,443	84.7%
14	Avianca	-	413,738	413,738	85.4%
15	Lufthansa	-	407,197	407,197	86.2%
16	ITA	-	358,520	358,520	86.8%
17	Copa Airlines	-	348,443	348,443	87.4%
18	Aeromexico	-	338,144	338,144	88.1%
19	United Airlines	333,364	-	333,364	88.7%
20	Singapore Airlines	-	325,257	325,257	89.2%
21	Others	189,172	5,758,307	5,947,479	100.0%
	<b>Total Airports</b>	<b>28,449,455</b>	<b>26,838,256</b>	<b>55,287,711</b>	<b>100.0%</b>

## EWR

Rank	Airline	Domestic Passengers	International Passengers	Total Passengers	Cumulative %
1	United Airlines	22,013,382	7,093,164	29,106,546	66.8%
2	JetBlue Airways	2,026,146	744,995	2,771,141	73.2%
3	Spirit Airlines	2,523,385	-	2,523,385	79.0%
4	American Airlines	2,427,312	2,500	2,429,812	84.5%
5	Delta Air Lines	1,584,581	283	1,584,864	88.2%
6	Alaska Airlines	1,051,037	-	1,051,037	90.6%
7	Air Canada	-	457,727	457,727	91.6%
8	Scandinavian Airlines	-	395,416	395,416	92.6%
9	Lufthansa	-	377,841	377,841	93.4%
10	Porter Airlines	-	342,718	342,718	94.2%
11	British Airways	-	289,910	289,910	94.9%
12	TAP Air Portugal	-	236,951	236,951	95.4%
13	Air India	-	211,160	211,160	95.9%
14	Allegiant Air	196,125	-	196,125	96.3%
15	EI AI	-	191,958	191,958	96.8%
16	French Bee	-	173,876	173,876	97.2%
17	Emirates Airline	-	167,302	167,302	97.6%
18	Turkish Airlines	-	156,787	156,787	97.9%
19	Austrian Airlines	-	152,168	152,168	98.3%
20	Swiss International Air Lines	-	129,859	129,859	98.6%
21	Others	121,579	497,092	618,671	100.0%
	<b>Total Airports</b>	<b>31,943,547</b>	<b>11,621,707</b>	<b>43,565,254</b>	<b>100.0%</b>

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

## 2.4.1

continued

## 2022 Revenue Passenger Traffic By Airline

Top Carriers

## LGA

Rank	Airline	Domestic Passengers	International Passengers	Total Passengers	Cumulative %
1	Delta Air Lines	11,516,979	-	11,516,979	39.7%
2	American Airlines	7,076,024	185,137	7,261,161	64.8%
3	Southwest Airlines	2,889,970	-	2,889,970	74.7%
4	JetBlue Airways	2,652,308	-	2,652,308	83.9%
5	United Airlines	1,944,887	-	1,944,887	90.6%
6	Spirit Airlines	1,566,156	-	1,566,156	96.0%
7	Air Canada	-	675,284	675,284	98.3%
8	Frontier Airlines	337,954	-	337,954	99.5%
9	WestJet	-	152,893	152,893	100.0%
<b>Total Airports</b>		<b>27,984,278</b>	<b>1,013,314</b>	<b>28,997,592</b>	<b>100.0%</b>

## SWF

Rank	Airline	Domestic Passengers	International Passengers	Total Passengers	Cumulative %
1	Frontier Airlines	128,788	-	128,788	43.2%
2	Allegiant Air	115,876	-	115,876	82.1%
3	Play Airlines	-	53,287	53,287	100.0%
<b>Total Airports</b>		<b>244,664</b>	<b>53,287</b>	<b>297,951</b>	<b>100.0%</b>

## REGION

Rank	Airline	Domestic Passengers	International Passengers	Total Passengers	Cumulative %
1	United Airlines	24,291,633	7,093,164	31,384,797	24.5%
2	Delta Air Lines	24,062,860	4,743,711	28,806,571	47.0%
3	JetBlue Airways	15,548,315	5,771,543	21,319,858	63.6%
4	American Airlines	14,332,818	3,265,894	17,598,712	77.3%
5	Spirit Airlines	4,089,541	-	4,089,541	80.5%
6	Southwest Airlines	2,889,970	-	2,889,970	82.8%
7	Alaska Airlines	2,317,000	-	2,317,000	84.6%
8	British Airways	-	1,208,890	1,208,890	85.5%
9	Air Canada	-	1,132,133	1,132,133	86.4%
10	Air France	313	1,064,555	1,064,868	87.3%
11	Emirates Airline	-	983,080	983,080	88.0%
12	Virgin Atlantic	-	820,849	820,849	88.7%
13	Lufthansa	-	785,038	785,038	89.3%
14	Turkish Airlines	-	719,738	719,738	89.8%
15	Aer Lingus	-	639,055	639,055	90.3%
16	Frontier Airlines	516,179	2,467	518,646	90.7%
17	El Al	-	509,875	509,875	91.1%
18	Iberia	-	454,199	454,199	91.5%
19	Qatar Airways	-	453,508	453,508	91.8%
20	KLM	-	423,443	423,443	92.2%
21	Others	573,315	9,455,422	10,028,737	100.0%
<b>Total Airports</b>		<b>88,621,944</b>	<b>39,526,564</b>	<b>128,148,508</b>	<b>100.0%</b>

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

## JFK

Terminal Building	Domestic		International		Total
	Inbound	Outbound	Inbound	Outbound	
Terminal 1	313	-	2,508,339	2,480,108	4,988,760
Terminal 2	2,088,925	1,926,206	106,721	206,717	4,328,569
Terminal 4	3,489,009	3,584,039	5,375,544	4,940,229	17,388,821
Terminal 5	5,473,294	5,458,699	2,542,636	2,765,454	16,240,083
Terminal 7	807,115	792,212	916,390	866,032	3,381,749
Terminal 8	2,451,543	2,377,939	2,068,022	2,061,829	8,959,333
Other	161	-	145	90	396
<b>Total</b>	<b>14,310,360</b>	<b>14,139,095</b>	<b>13,517,797</b>	<b>13,320,459</b>	<b>55,287,711</b>

## EWR

Terminal Building	Domestic		International		Total
	Inbound	Outbound	Inbound	Outbound	
Terminal A	2,987,520	3,100,744	351,401	317,141	6,756,806
Terminal B	3,178,705	2,683,838	4,055,756	2,019,736	11,938,035
Terminal C	9,816,640	10,174,646	1,377,651	3,500,022	24,868,959
Other	652	802	-	-	1,454
<b>Total</b>	<b>15,983,517</b>	<b>15,960,030</b>	<b>5,784,808</b>	<b>5,836,899</b>	<b>43,565,254</b>

## LGA†

Terminal Building	Domestic		International		Total
	Inbound	Outbound	Inbound	Outbound	
Terminal A	932,251	901,821	-	-	1,834,072
Terminal B	7,201,962	7,145,776	434,418	426,003	15,208,159
Terminal C	4,300,922	4,475,010	75,392	77,501	8,928,825
Terminal D	1,509,299	1,517,237	-	-	3,026,536
<b>Total</b>	<b>13,944,434</b>	<b>14,039,844</b>	<b>509,810</b>	<b>503,504</b>	<b>28,997,592</b>

## SWF

Terminal Building	Domestic		International		Total
	Inbound	Outbound	Inbound	Outbound	
Passenger Terminal	122,111	122,553	27,082	26,205	297,951
<b>Total</b>	<b>122,111</b>	<b>122,553</b>	<b>27,082</b>	<b>26,205</b>	<b>297,951</b>

† LGA: Delta operated in Terminals C & D until Terminal D closed in June 2022.

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

"Other" terminals represent operations that occur outside of an airport's passenger terminal buildings.

	JFK	LGA	EWR	SWF	Region	NYC Airports
<b>Passenger Type</b>						
Local O-D	72.3%	82.5%	76.0%	-	75.9%	75.9%
Connecting	27.7%	17.5%	24.0%	-	24.1%	24.1%
<b>Type of Flight</b>						
Domestic	48.4%	95.2%	70.2%	-	66.6%	64.8%
International	51.6%	4.8%	29.8%	-	33.4%	35.2%
<b>Purpose of Trip</b>						
Business	14.4%	25.5%	21.1%	-	19.2%	18.3%
Leisure/Personal	85.6%	74.5%	78.9%	-	80.8%	81.7%
<b>Dwell Time Before Departure</b>						
Less than 1 hr	5.6%	7.8%	6.1%	-	6.3%	6.4%
1 - 1.5 hrs	15.1%	33.7%	22.1%	-	21.8%	21.6%
1.5 - 2 hrs	16.3%	26.6%	23.3%	-	21.0%	19.9%
2 - 3 hrs	34.8%	25.8%	32.1%	-	31.8%	31.7%
3 - 5 hrs	21.3%	4.6%	13.6%	-	14.8%	15.5%
More than 5 hrs	6.9%	1.5%	2.7%	-	4.2%	5.0%
<b>Number of Round Trips</b>						
1-2	48.4%	33.7%	40.6%	-	42.4%	43.3%
3-5	32.6%	34.8%	33.6%	-	33.4%	33.4%
6-10	12.5%	19.5%	14.4%	-	14.8%	15.0%
11-20	4.0%	7.5%	6.7%	-	5.7%	5.2%
21 or more	2.5%	4.6%	4.6%	-	3.7%	3.2%
<b>Gender</b>						
Male	47.9%	53.6%	48.7%	-	49.5%	49.9%
Female	50.9%	45.0%	50.2%	-	49.3%	48.8%
Other	1.2%	1.3%	1.1%	-	1.2%	1.2%
<b>Age</b>						
16-24	16.7%	19.2%	12.1%	-	15.7%	17.6%
25-34	29.9%	33.6%	22.4%	-	28.2%	31.2%
35-44	19.2%	19.1%	17.1%	-	18.5%	19.2%
45-54	16.7%	15.4%	17.6%	-	16.7%	16.2%
55-64	11.4%	9.9%	17.8%	-	13.2%	10.9%
65-74	5.2%	2.6%	10.3%	-	6.3%	4.3%
75+	0.9%	0.3%	2.8%	-	1.4%	0.7%
<b>Nationality</b>						
U.S. Citizen	50.6%	73.3%	64.4%	-	60.5%	58.5%
Foreign National	36.6%	13.3%	21.7%	-	26.2%	28.4%
Unknown	12.8%	13.4%	13.9%	-	13.3%	13.0%



## 2.6.1

continued

# Passenger Demographics

Profile of Departing Passengers

	JFK	LGA	EWR	SWF	Region	NYC Airports
<b>Nationality</b>						
United States	50.6%	73.3%	64.4%	-	60.5%	58.5%
Canada	0.8%	3.0%	3.0%	-	2.1%	1.6%
Africa	1.3%	0.5%	0.9%	-	1.0%	1.0%
Asia	5.4%	3.0%	5.0%	-	4.7%	4.6%
Europe	13.9%	3.1%	7.0%	-	9.1%	10.1%
Latin America	14.4%	3.5%	5.4%	-	8.8%	10.6%
Middle East	0.8%	0.2%	0.3%	-	0.5%	0.6%
Unknown	12.8%	13.4%	13.9%	-	13.3%	13.0%
<b>Residence</b>						
U.S. Resident	58.9%	80.0%	72.0%	-	68.2%	66.3%
International Resident	29.7%	8.3%	15.6%	-	20.0%	22.2%
Unknown	11.4%	11.7%	12.4%	-	11.8%	11.5%
<b>Residence</b>						
United States	58.9%	80.0%	72.0%	-	68.2%	66.3%
Canada	0.7%	3.2%	3.1%	-	2.1%	1.6%
Africa	0.8%	0.3%	0.6%	-	0.6%	0.6%
Asia	3.5%	1.3%	2.4%	-	2.6%	2.7%
Europe	13.4%	1.9%	6.0%	-	8.2%	9.4%
Latin America	10.5%	1.4%	3.2%	-	5.9%	7.3%
Middle East	0.8%	0.2%	0.4%	-	0.5%	0.6%
Unknown	11.4%	11.7%	12.4%	-	11.8%	11.5%
<b>Modal Access</b>						
Private/Company Car	15.2%	10.6%	20.6%	-	16.0%	13.6%
Private Car - Dropped Off by Someone	23.3%	15.3%	28.7%	-	23.3%	20.5%
Ridesharing (e.g. Uber)	21.2%	44.7%	22.5%	-	27.0%	29.4%
Taxi/Limo	18.3%	15.3%	9.6%	-	14.7%	17.3%
Bus/Shuttle/Coach	3.3%	5.9%	5.0%	-	4.5%	4.2%
Rental Car	2.5%	2.7%	5.2%	-	3.5%	2.6%
Rail/Subway	12.6%	3.3%	4.8%	-	7.8%	9.3%
Other	3.6%	2.2%	3.7%	-	3.3%	3.1%
<b>Check-in Method*</b>						
Online/mobile	66.6%	83.5%	77.5%	-	74.2%	72.5%
Desk with airline staff	41.8%	20.9%	28.4%	-	32.4%	34.5%
Self-serve kiosk	18.5%	19.1%	19.0%	-	18.8%	18.7%
Bag drop	12.7%	12.1%	13.1%	-	12.7%	12.5%
Other	2.2%	1.0%	1.7%	-	1.8%	1.8%

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

Source: 2022 ACI ASQ

Please note that the ACI ASQ survey format has changed from prior years and SWF data is not available

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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

2022

Rank	City	Airport	Cargo (Metric Tons)	% Change 2021-22
1	Memphis TN	Memphis International Airport	4,042,679	-9.81
2	Anchorage AK	Ted Stevens Anchorage International Airport	3,461,603	-4.29
3	Louisville KY	Louisville International Airport	3,067,234	0.49
4	Miami FL	Miami International Airport	2,499,837	-0.83
5	Los Angeles CA	Los Angeles International Airport	2,489,854	-7.58
6	Chicago IL	O'Hare International Airport	2,235,709	-11.86
7	Cincinnati OH	Cincinnati/Northern Kentucky International Airport	1,794,451	16.75
8	New York NY	John F. Kennedy International Airport	1,441,905	-2.96
9	Indianapolis IN	Indianapolis International Airport	1,251,533	-6.19
10	Dallas/Fort Worth TX	Dallas/Ft Worth International Airport	818,933	-10.07
11	Ontario CA	LA/Ontario International Airport	779,441	-3.5
12	Newark NJ	Newark Liberty International Airport	732,336	-5.03
13	Atlanta GA	Hartsfield-Jackson Atlanta International Airport	688,614	-6.28
14	Oakland CA	Oakland International Airport	580,364	-8.35
15	Honolulu HI	Honolulu International Airport	568,778	6.52
16	Philadelphia PA	Philadelphia International Airport	567,232	-2.81
17	Houston TX	George Bush Intercontinental Airport	542,072	3.38
18	San Francisco CA	San Francisco International Airport	502,978	-4.9
19	Rockford IL	Chicago Rockford International Airport	488,926	7.16
20	Seattle WA	Seattle-Tacoma International Airport	456,289	-8.51
21	Phoenix AZ	Sky Harbor International Airport	378,892	-5.49
22	Portland OR	Portland International Airport	333,116	-3.69
23	Denver CO	Denver International Airport	328,295	7.52
24	Boston MA	Logan International Airport	305,628	3.8
25	Baltimore MD	Baltimore/Washington International Thurgood Marshall Airport	256,598	-8.58
26	Orlando FL	Orlando International Airport	250,652	2.25
27	Minneapolis MN	Minneapolis/St Paul International Airport	235,990	0.99
28	Washington DC	Washington Dulles International Airport	226,096	0.29
29	Tampa FL	Tampa International Airport	220,359	4.31
30	Salt Lake City UT	Salt Lake City International Airport	199,543	-2.89
31	Charlotte NC	Charlotte Douglas International Airport	188,339	23.16
32	Detroit MI	Detroit Metropolitan Wayne County Airport	184,862	4.87
33	Hartford CT	Bradley International Airport	178,439	4.94
34	Greensboro NC	Piedmont Triad International Airport	157,529	2.06
35	San Diego CA	San Diego International Airport	144,305	-6.25
36	Austin TX	Austin-Bergstrom International Airport	140,744	29.71
37	Sacramento CA	Sacramento International Airport	125,523	-17.12
38	San Antonio TX	San Antonio International Airport	121,639	-3.37
39	Las Vegas NV	McCarran International Airport	118,349	8.57
40	Kansas City MO	Kansas City International Airport	117,994	5.84
41	Allentown PA	Lehigh Valley International Airport	107,912	2.47
42	Raleigh-Durham NC	Raleigh-Durham International Airport	102,996	-0.63
43	Columbus OH	Rickenbacker International Airport	102,262	-33.42
44	Pittsburgh PA	Pittsburgh International Airport	99,650	-11.9
45	Fort Lauderdale FL	Ft Lauderdale-Hollywood International Airport	96,766	-3.47
46	Manchester NH	Manchester-Boston Regional Airport	91,121	-2.9
47	St Louis MO	Lambert-St Louis International Airport	89,124	-16.65
48	El Paso TX	El Paso International Airport	87,982	-9.72
49	Jacksonville FL	Jacksonville International Airport	85,246	-3.41
50	Cleveland OH	Cleveland Hopkins International Airport	84,848	-2.37
51	Greer SC	Greenville-Spartanburg International Airport	79,749	-9.03
52	Richmond VA	Richmond International Airport	73,823	-6.93
53	Spokane WA	Spokane International Airport	71,572	3.01
54	Milwaukee WI	General Mitchell International Airport	71,321	-8.51
55	New Orleans LA	Louis Armstrong New Orleans International Airport	67,712	6.38
56	Columbia SC	Columbia Metropolitan Airport	65,099	-1.26
57	Sacramento CA	Mather Airport	64,621	-11.68
58	Reno NV	Reno-Tahoe International Airport	63,218	-7.78
59	Omaha NE	Eppley Airfield	61,177	-9.83
60	Huntsville AL	Huntsville International Airport	60,336	0.28

Source: Airports Council International – Worldwide Airport Traffic Report – Calendar Year 2022 (Preliminary results as of April 12, 2023)

## Top 60 Worldwide Airports Comparison

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

2022

Rank	Country	Airport	Cargo (Metric Tons)	% Change 2021-22
1	Hong Kong SAR	Hong Kong International Airport	4,199,196	-16.4
2	United States	Memphis International Airport	4,042,679	-9.8
3	United States	Ted Stevens Anchorage International Airport	3,461,603	-4.3
4	China	Pudong International Airport	3,117,216	-21.7
5	United States	Louisville International Airport	3,067,234	0.5
6	Republic of Korea	Incheon International Airport	2,945,855	-11.5
7	Chinese Taipei	Taiwan Taoyuan International Airport	2,538,768	-9.7
8	United States	Miami International Airport	2,499,837	-0.8
9	United States	Los Angeles International Airport	2,489,854	-7.6
10	Japan	Narita International Airport	2,399,298	-9.3
11	Qatar	Hamad International Airport	2,321,920	-11.4
12	United States	O'Hare International Airport	2,235,709	-11.9
13	Germany	Flughafen Frankfurt/Main	1,967,450	-13.5
14	France	Aéroport de Paris-Charles de Gaulle	1,925,571	-6.6
15	China	Guangzhou Bai Yun International Airport	1,884,784	-7.8
16	Singapore	Singapore Changi Airport	1,869,600	-5.1
17	United States	Cincinnati/Northern Kentucky International Airport	1,794,451	16.8
18	United Arab Emirates	Dubai International Airport	1,727,815	-25.5
19	Germany	Flughafen Leipzig/Halle	1,509,098	-5.0
20	China	Shenzhen Baoan International Airport	1,506,959	-3.9
21	Netherlands	Amsterdam Airport Schiphol	1,445,516	-14.0
22	United States	John F. Kennedy International Airport	1,441,905	-3.0
23	Turkey	Istanbul International Airport	1,439,997	86.4
24	United Kingdom	Heathrow Airport	1,398,435	-3.8
25	United States	Indianapolis International Airport	1,251,533	-6.2
26	Thailand	Suvarnabhumi International Airport	1,184,157	5.7
27	Belgium	Liège Airport	1,140,060	-19.3
28	China	Beijing Capital International Airport	988,868	-29.4
29	Luxembourg	Luxembourg-Findel International Airport	970,118	-10.9
30	Germany	Köln-Bonn Airport	958,236	-1.0
31	India	Indira Gandhi International Airport	920,740	-2.8
32	Japan	Tokyo International ( Haneda ) Airport	857,233	-4.0
33	China	Hangzhou Xiaoshan International Airport	829,833	-9.2
34	United States	Dallas/Ft Worth International Airport	818,933	-10.1
35	Japan	Kansai International Airport	815,961	-3.3
36	United States	LA/Ontario International Airport	779,441	-3.5
37	India	Chhatrapati Shivaji International Airport	775,085	-0.2
38	Colombia	Aeropuerto Internacional El Dorado	771,884	4.1
39	United States	Newark Liberty International Airport	732,336	-5.0
40	Italy	Milano Malpensa	721,254	-3.5
41	Viet Nam	Noi Bai International Airport	716,357	-4.4
42	Malaysia	Kuala Lumpur International Airport	693,514	2.8
43	United States	Hartsfield-Jackson Atlanta International Airport	688,614	-6.3
44	China	Zhengzhou Xinzheng International Airport	624,619	-11.4
45	Belgium	Brussels Airport	621,482	-7.0
46	Indonesia	Soekarno-Hatta International Airport	609,517	-6.2
47	United Arab Emirates	Abu Dhabi International Airport	605,367	-15.8
48	Viet Nam	Tan Son Nhat International Airport	593,774	-10.5
49	Philippines	Ninoy Aquino International Airport	583,309	-0.9
50	United States	Oakland International Airport	580,364	-8.4
51	Spain	Aeropuerto de Adolfo Suárez Madrid-Barajas	577,814	7.8
52	United States	Honolulu International Airport	568,778	6.5
53	United States	Philadelphia International Airport	567,232	-2.8
54	Mexico	Aeropuerto Internacional de la Ciudad de México "Lic Benito Juárez"	548,743	-4.0
55	United States	George Bush Intercontinental Airport	542,072	3.4
56	China	Chengdu Shuangliu International Airport	529,873	-15.8
57	United States	San Francisco International Airport	502,978	-4.9
58	United States	Chicago Rockford International Airport	488,926	7.2
59	United Arab Emirates	Dubai World Central	467,907	127.8
60	United States	Seattle-Tacoma International Airport	456,289	-8.5

Source: Airports Council International - Worldwide Airport Traffic Report - Calendar Year 2022 (Preliminary results as of April 12, 2023)

Domestic	Year	EWR	JFK	LGA	SWF	Region
	2009	542,058	240,487	6,497	10,703	799,745
2010	569,702	253,935	7,332	12,934	843,903	
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	542,402	267,483	5,924	22,418	838,227	
2019	538,833	282,471	6,327	23,577	851,209	
2020	503,899	355,870	5,825	24,145	889,740	
2021	535,987	491,928	6,328	30,986	1,065,229	
2022	507,838	452,291	6,662	24,707	991,499	

International	Year	EWR	JFK	LGA	SWF	Region
	2009	219,862	921,194	215	52	1,141,324
2010	291,268	1,139,861	184	-	1,431,313	
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	305,759	1,154,677	72	390	1,460,898	
2019	286,432	1,055,948	49	29	1,342,458	
2020	191,445	796,731	1	-	988,177	
2021	255,455	1,081,074	-	10	1,336,538	
2022	241,721	1,088,394	-	-	1,330,115	

Domestic and International	Year	EWR	JFK	LGA	SWF	Region
	2009	761,921	1,161,681	6,712	10,755	1,941,069
2010	860,970	1,393,796	7,516	12,934	2,275,216	
2011	812,341	1,382,949	7,390	16,358	2,219,038	
2012	742,897	1,319,219	7,009	19,098	2,088,223	
2013	663,155	1,321,036	6,721	17,490	2,008,401	
2014	666,578	1,343,055	7,140	15,513	2,032,285	
2015	705,214	1,332,061	7,721	15,144	2,060,140	
2016	746,771	1,315,358	7,584	19,174	2,088,887	
2017	822,589	1,394,509	6,878	20,834	2,244,809	
2018	848,161	1,422,160	5,996	22,807	2,299,125	
2019	825,266	1,338,419	6,376	23,606	2,193,668	
2020	695,345	1,152,601	5,826	24,145	1,877,917	
2021	791,442	1,573,002	6,328	30,996	2,401,768	
2022	749,559	1,540,685	6,662	24,707	2,321,613	

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

## Domestic

Month	EWR	JFK	LGA	SWF	Region	Regional % Change 2021-2022
Jan	39,424	35,950	501	1,755	77,629	-6.6%
Feb	37,459	32,455	508	2,252	72,674	7.1%
Mar	47,122	38,998	578	2,380	89,078	-3.7%
Apr	41,384	38,617	612	1,827	82,439	-7.6%
May	42,003	37,493	599	1,756	81,851	-6.6%
Jun	43,436	38,211	580	1,916	84,143	-5.3%
Jul	38,759	37,628	516	1,971	78,873	-11.1%
Aug	40,608	37,491	517	2,006	80,622	-7.2%
Sep	41,232	37,384	542	2,194	81,351	-14.2%
Oct	41,434	39,487	572	1,974	83,467	-7.1%
Nov	43,617	38,264	590	2,104	84,575	-7.7%
Dec	51,361	40,314	548	2,572	94,796	-9.0%
<b>Total 2022</b>	<b>507,838</b>	<b>452,291</b>	<b>6,662</b>	<b>24,707</b>	<b>991,499</b>	<b>-6.9%</b>
% Change 2021 to 2022	-5.3%	-8.1%	5.3%	-20.3%	-6.9%	

## International

Month	EWR	JFK	LGA	SWF	Region	Regional % Change 2021-2022
Jan	19,706	81,158	-	-	100,864	15.1%
Feb	19,123	81,330	-	-	100,453	14.3%
Mar	23,368	97,746	-	-	121,114	11.8%
Apr	22,622	91,718	-	-	114,340	6.3%
May	20,172	96,696	-	-	116,868	3.4%
Jun	19,236	90,857	-	-	110,093	0.7%
Jul	18,682	92,201	-	-	110,883	-4.1%
Aug	18,822	93,768	-	-	112,590	-6.2%
Sep	19,157	87,915	-	-	107,072	-9.4%
Oct	21,229	95,419	-	-	116,648	-10.2%
Nov	20,570	87,726	-	-	108,296	-6.6%
Dec	19,035	91,859	-	-	110,894	-9.9%
<b>Total 2022</b>	<b>241,721</b>	<b>1,088,394</b>	-	-	<b>1,330,115</b>	<b>-0.5%</b>
% Change 2021 to 2022	-5.4%	0.7%	-	-	-0.5%	

Domestic and  
International

Month	EWR	JFK	LGA	SWF	Region	Regional % Change 2021-2022
Jan	59,129	117,108	501	1,755	178,492	4.5%
Feb	56,582	113,785	508	2,252	173,127	11.2%
Mar	70,490	136,744	578	2,380	210,192	4.7%
Apr	64,006	130,335	612	1,827	196,780	0.0%
May	62,175	134,189	599	1,756	198,719	-1.0%
Jun	62,672	129,068	580	1,916	194,236	-2.0%
Jul	57,440	129,829	516	1,971	189,756	-7.2%
Aug	59,430	131,259	517	2,006	193,212	-6.6%
Sep	60,388	125,299	542	2,194	188,423	-11.5%
Oct	62,663	134,906	572	1,974	200,115	-8.9%
Nov	64,187	125,989	590	2,104	192,871	-7.1%
Dec	70,396	132,174	548	2,572	205,689	-9.5%
<b>Total 2022</b>	<b>749,559</b>	<b>1,540,685</b>	<b>6,662</b>	<b>24,707</b>	<b>2,321,613</b>	<b>-3.3%</b>
% Change 2021 to 2022	-5.3%	-2.1%	5.3%	-20.3%	-3.3%	

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



### 3.3.1 REGION

## Regional Freight In Short Tons

US Customs Data: Annual Totals 2013–2022 by International Market

#### Domestic Imports

Year	Europe	Asia	South America	Africa	Australia & Oceania	Central America	North America	Region
2013	301,252	352,454	24,866	12,064	1,998	6,156	1,148	700,088
2014	325,315	364,793	26,927	12,487	2,294	5,596	1,109	738,650
2015	349,850	373,404	28,430	13,923	2,410	6,947	1,112	776,075
2016	365,106	358,874	30,972	10,905	2,577	7,786	1,042	777,260
2017	393,800	394,867	34,707	12,018	2,680	8,618	1,162	847,853
2018	422,154	389,579	38,212	12,788	2,338	7,855	1,204	874,131
2019	412,872	357,897	36,725	15,959	2,089	7,248	1,053	833,843
2020	319,961	314,841	17,472	11,299	1,468	3,115	3,188	671,344
2021	410,685	367,088	25,622	16,566	1,902	6,407	4,194	832,464
2022	458,099	297,808	32,688	17,624	1,631	5,988	3,760	817,599

#### Domestic Exports

Year	Europe	Asia	South America	Africa	Australia & Oceania	Central America	North America	Region
2013	260,216	258,323	20,131	15,864	13,730	6,084	1,511	576,188
2014	261,925	243,243	19,917	15,170	10,199	5,205	1,153	557,104
2015	248,931	236,111	17,627	12,299	9,397	5,183	917	530,465
2016	232,676	231,462	16,825	10,243	7,531	6,745	494	505,974
2017	243,182	241,954	17,907	10,129	8,072	5,754	675	527,675
2018	231,951	238,854	18,205	11,862	8,533	4,804	671	514,880
2019	226,549	214,143	14,850	11,024	7,389	4,686	320	478,961
2020	198,255	194,548	6,743	8,434	5,371	2,170	1,991	417,512
2021	276,944	239,038	10,414	11,220	6,163	2,567	1,853	548,199
2022	291,459	238,675	14,708	11,627	5,440	2,534	2,048	566,491

#### Total

Year	Europe	Asia	South America	Africa	Australia & Oceania	Central America	North America	Region
2013	561,468	610,777	44,997	27,928	15,728	12,240	2,659	1,276,275
2014	587,241	608,036	46,844	27,657	12,493	10,802	2,262	1,295,754
2015	598,781	609,514	46,058	26,221	11,807	12,130	2,029	1,306,540
2016	597,782	590,336	47,796	21,147	10,108	14,531	1,534	1,283,233
2017	636,982	636,821	52,615	22,147	10,752	14,373	1,838	1,375,528
2018	654,106	628,433	56,417	24,650	10,871	12,658	1,875	1,389,011
2019	639,421	572,040	51,575	26,983	9,478	11,934	1,373	1,312,804
2020	518,216	509,389	24,215	19,733	6,839	5,285	5,179	1,088,856
2021	687,629	606,126	36,036	27,786	8,065	8,974	6,047	1,380,663
2022	749,558	536,483	47,396	29,251	7,071	8,523	5,808	1,384,090

Source: U.S. Dept. of Commerce, Bureau of Census.

**3.3.2  
REGION**

**Revenue Freight In Short Tons**  
Top 10 U.S. Trading Districts by Air 2022

Rank	Custom Districts	Total Imports		Tons	% of Total	Dollars
		Short Tons	\$ in 000s			
1	Chicago, IL	1,219,968	\$216,162,815	19.9%		25.0%
2	Miami, FL	941,726	30,389,632	15.4%		3.5%
3	Los Angeles, CA	834,402	92,559,299	13.6%		10.7%
4	New York, NY	817,591	167,747,507	13.3%		19.4%
5	Cleveland, OH	480,837	62,406,863	7.8%		7.2%
6	Savannah, GA	280,853	37,737,607	4.6%		4.4%
7	Anchorage, AK	237,532	50,493,387	3.9%		5.8%
8	New Orleans, LA	217,770	40,015,563	3.6%		4.6%
9	San Francisco, CA	204,279	36,746,592	3.3%		4.3%
10	Dallas/Fort Worth, TX	195,522	36,866,006	3.2%		4.3%
	<b>All Others</b>	<b>696,797</b>	<b>\$92,594,396</b>	<b>11.4%</b>		<b>10.7%</b>
	<b>Total</b>	<b>6,127,277</b>	<b>\$863,719,667</b>	<b>100.0%</b>		<b>100.0%</b>

Rank	Custom Districts	Total Exports		Tons	% of Total	Dollars
		Short Tons	\$ in 000s			
1	Chicago, IL	787,669	\$70,600,760	18.4%		11.8%
2	New York, NY	566,486	126,542,623	13.2%		21.1%
3	Los Angeles, CA	506,960	60,972,671	11.8%		10.2%
4	Miami, FL	496,091	43,613,251	11.6%		7.3%
5	Cleveland, OH	386,088	57,554,964	9.0%		9.6%
6	New Orleans, LA	278,518	51,041,808	6.5%		8.5%
7	Savannah, GA	202,187	20,877,567	4.7%		3.5%
8	San Francisco, CA	160,954	36,465,140	3.8%		6.1%
9	Dallas/Fort Worth, TX	151,432	29,010,166	3.5%		4.8%
10	Anchorage, AK	133,587	20,069,050	3.1%		3.3%
	<b>All Others</b>	<b>617,554</b>	<b>\$83,739,500</b>	<b>14.4%</b>		<b>13.9%</b>
	<b>Total</b>	<b>4,287,526</b>	<b>\$600,487,500</b>	<b>100.0%</b>		<b>100.0%</b>

Rank	Custom Districts	Total Imports and Exports		Tons	% of Total	Dollars
		Short Tons	\$ in 000s			
1	Chicago, IL	2,007,637	\$286,763,575	19.3%		19.6%
2	Miami, FL	1,437,817	74,002,883	13.8%		5.1%
3	New York, NY	1,384,077	294,290,130	13.3%		20.1%
4	Los Angeles, CA	1,341,362	153,531,970	12.9%		10.5%
5	Cleveland, OH	866,925	119,961,827	8.3%		8.2%
6	New Orleans, LA	496,288	91,057,371	4.8%		6.2%
7	Savannah, GA	483,040	58,615,174	4.6%		4.0%
8	Anchorage, AK	371,119	70,562,437	3.6%		4.8%
9	San Francisco, CA	365,233	73,211,732	3.5%		5.0%
10	Dallas/Fort Worth, TX	346,954	65,876,172	3.3%		4.5%
	<b>All Others</b>	<b>1,314,351</b>	<b>\$176,333,896</b>	<b>12.6%</b>		<b>12.0%</b>
	<b>Total</b>	<b>10,414,803</b>	<b>\$1,464,207,167</b>	<b>100.0%</b>		<b>100.0%</b>

Source: U.S. Dept. of Commerce, Bureau of Census.

**3.3.3  
REGION**

**Revenue Freight In Short Tons**  
Top 10 Air Trade Commodities in the NY/NJ Region 2022

Rank	Commodity	Total Imports		Tons	% of Total	Dollars
		Short Tons	\$ in 000s			
1	Machinery	111,324	\$12,795,510	13.6%		7.6%
2	Electrical Machinery	83,106	10,510,516	10.2%		6.3%
3	Fish and Seafood	79,042	776,914	9.7%		0.5%
4	Woven Apparel	48,580	2,864,303	5.9%		1.7%
5	Optical, Medical Instruments	43,642	9,627,803	5.3%		5.7%
6	Knit Apparel	36,883	1,774,083	4.5%		1.1%
7	Plastics	35,771	1,148,736	4.4%		0.7%
8	Footwear	34,590	2,191,547	4.2%		1.3%
9	Perfumery, Cosmetic Products	30,415	1,101,937	3.7%		0.7%
10	Pharmaceutical Products	27,493	21,504,474	3.4%		12.8%
	<b>All Others</b>	<b>286,745</b>	<b>\$103,451,684</b>	<b>35.1%</b>		<b>61.7%</b>
	<b>Total</b>	<b>817,591</b>	<b>\$167,747,507</b>	<b>100.0%</b>		<b>100.0%</b>

Rank	Commodity	Total Exports		Tons	% of Total	Dollars
		Short Tons	\$ in 000s			
1	Machinery	92,412	\$11,734,622	16.3%		9.3%
2	Plastics	48,943	1,358,520	8.6%		1.1%
3	Electrical Machinery	43,785	8,502,337	7.7%		6.7%
4	Optical, Medical Instruments	33,845	7,299,787	6.0%		5.8%
5	Perfumery, Cosmetic Products	26,110	1,115,084	4.6%		0.9%
6	Books and Newspapers	23,744	486,476	4.2%		0.4%
7	Misc Chemical Products	22,726	1,322,563	4.0%		1.0%
8	Organic Chemicals	18,984	1,617,377	3.4%		1.3%
9	Iron and Steel Products	16,548	503,160	2.9%		0.4%
10	Iron and Steel	14,630	188,557	2.6%		0.1%
	<b>All Others</b>	<b>224,764</b>	<b>\$92,414,140</b>	<b>39.7%</b>		<b>73.0%</b>
	<b>Total</b>	<b>566,491</b>	<b>\$126,542,623</b>	<b>100.0%</b>		<b>100.0%</b>

Rank	Commodity	Total Imports and Exports		Tons	% of Total	Dollars
		Short Tons	\$ in 000s			
1	Machinery	203,736	\$24,530,132	14.7%		8.3%
2	Electrical Machinery	126,890	19,012,852	9.2%		6.5%
3	Fish and Seafood	92,503	989,500	6.7%		0.4%
4	Plastics	84,715	2,507,256	6.1%		0.9%
5	Optical, Medical Instruments	77,487	16,927,590	5.6%		5.7%
6	Perfumery, Cosmetic Products	56,525	2,217,020	4.1%		0.8%
7	Woven Apparel	53,788	3,016,488	3.9%		1.0%
8	Knit Apparel	40,635	1,863,109	2.9%		0.6%
9	Pharmaceutical Products	40,215	31,045,582	2.9%		10.5%
10	Footwear	35,545	2,235,751	2.6%		0.8%
	<b>All Others</b>	<b>572,044</b>	<b>\$189,944,850</b>	<b>41.3%</b>		<b>65.5%</b>
	<b>Total</b>	<b>1,384,082</b>	<b>\$294,290,130</b>	<b>100.0%</b>		<b>100.0%</b>

Source: U.S. Dept. of Commerce, Bureau of Census.

## JFK

Rank	Airline	Total Freight (Short Tons)	Cumulative %
1	American Airlines	98,448	6.4%
2	Delta Air Lines	95,906	12.6%
3	FedEx	81,292	17.9%
4	Kalitta Air LLC	75,442	22.8%
5	ABX Air INC	67,025	27.1%
6	Atlas Air	62,157	31.2%
7	Cargolux Airlines International	56,313	34.8%
8	Korean Air Lines	55,598	38.4%
9	United Parcel Service	53,399	41.9%
10	Air Transport International (BAX Inc.)	51,643	45.3%
11	China Airlines (CAL)	45,830	48.2%
12	Turkish Airlines	39,567	50.8%
13	EVA Air	38,502	53.3%
14	Virgin Atlantic	37,207	55.7%
15	British Airways	36,549	58.1%
	Others	645,806	100.0%
	<b>Total</b>	<b>1,540,685</b>	<b>100.0%</b>

## EWR

Rank	Airline	Total Freight (Short Tons)	Cumulative %
1	FedEx	306,270	40.9%
2	United Airlines	193,513	66.7%
3	United Parcel Service	144,215	85.9%
4	Scandinavian Airlines	15,220	87.9%
5	21 Air LLC	10,933	89.4%
6	Lufthansa	9,956	90.7%
7	Kalitta Air LLC	8,790	91.9%
8	Emirates Airline	8,511	93.0%
9	British Airways	7,311	94.0%
10	Swiss International Air Lines	7,310	95.0%
11	Atlas Air	4,482	95.6%
12	Turkish Airlines	3,916	96.1%
13	Austrian Airlines	3,167	96.5%
14	French Bee	3,032	96.9%
15	Lot Polish Airlines	2,673	97.3%
	Others	20,261	100.0%
	<b>Total</b>	<b>749,559</b>	<b>100.0%</b>

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

## LGA

Rank	Airline	Total Freight (Short Tons)	Cumulative %
1	Southwest Airlines	4,186	62.8%
2	Delta Air Lines	1,520	85.6%
3	American Airlines	873	98.8%
4	United Airlines	83	100.0%
	<b>Total</b>	<b>6,662</b>	<b>100.0%</b>

## SWF

Rank	Airline	Total Freight (Short Tons)	Cumulative %
1	FedEx	14,062	56.9%
2	United Parcel Service	9,263	94.4%
3	Kalitta Air LLC	1,382	100.0%
	<b>Total</b>	<b>24,707</b>	<b>100.0%</b>

## REGION

Rank	Airline	Total Freight (Short Tons)	Cumulative %
1	FedEx	401,623	17.3%
2	United Parcel Service	206,878	26.2%
3	United Airlines	194,215	34.6%
4	American Airlines	99,902	38.9%
5	Delta Air Lines	98,703	43.1%
6	Kalitta Air LLC	85,614	46.8%
7	ABX Air INC	69,086	49.8%
8	Atlas Air	66,639	52.7%
9	Cargolux Airlines International	56,313	55.1%
10	Korean Air Lines	55,598	57.5%
11	Air Transport International (BAX Inc.)	51,643	59.7%
12	China Airlines (CAL)	45,830	61.7%
13	British Airways	43,860	63.6%
14	Turkish Airlines	43,483	65.4%
15	EVA Air	38,502	67.1%
	Others	763,725	100.0%
	<b>Total</b>	<b>2,321,613</b>	<b>100.0%</b>

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

Domestic	Year	EWR	JFK	LGA	SWF	Region
	2009	26,741	26,932	605	-	-
2010	21,569	21,970	28	-	-	43,568
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	45,031	25,879	4,853	-	-	75,764
2019	36,785	29,605	3,730	17,818	-	87,938
2020	30,569	18,245	2,133	33,078	-	84,025
2021	48,565	23,895	2,115	21,782	-	96,356
2022	46,765	22,720	1,256	29,163	-	99,904

International	Year	EWR	JFK	LGA	SWF	Region
	2009	70,699	78,790	744	-	-
2010	60,909	80,649	556	-	-	142,114
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	11,707	66,768	5	-	-	78,481
2019	20,387	69,094	-	-	-	89,481
2020	11,096	40,613	-	-	-	51,708
2021	9,982	40,312	-	-	-	50,294
2022	10,937	34,419	-	-	-	45,356

Domestic and International	Year	EWR	JFK	LGA	SWF	Region
	2009	97,441	105,722	1,349	-	-
2010	82,479	102,619	585	-	-	185,682
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	56,738	92,647	4,859	-	-	154,244
2019	57,171	98,699	3,730	17,818	-	177,419
2020	41,665	58,858	2,133	33,078	-	135,733
2021	58,547	64,207	2,115	21,782	-	146,651
2022	57,703	57,139	1,256	29,163	-	145,260

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

## Domestic

Month	EWR	JFK	LGA	SWF	Region	Regional % Change 2021-2022
Jan	4,290	2,199	145	2,029	8,662	1.6%
Feb	4,125	2,402	143	1,585	8,255	12.8%
Mar	4,748	2,097	162	1,986	8,994	-0.3%
Apr	4,305	1,927	150	2,854	9,237	16.8%
May	3,996	1,871	136	2,434	8,437	5.6%
Jun	3,955	2,043	103	2,707	8,808	18.9%
Jul	3,757	1,887	83	2,625	8,352	12.2%
Aug	3,659	1,719	68	2,869	8,314	7.4%
Sep	3,509	1,665	57	2,635	7,866	41.0%
Oct	3,182	1,783	48	2,577	7,590	-15.5%
Nov	3,456	1,659	66	2,484	7,665	-9.3%
Dec	3,783	1,466	95	2,378	7,723	-22.7%
<b>Total 2022</b>	<b>46,765</b>	<b>22,720</b>	<b>1,256</b>	<b>29,163</b>	<b>99,904</b>	<b>3.7%</b>
<b>% Change 2021 to 2022</b>	<b>-3.7%</b>	<b>-4.9%</b>	<b>-40.6%</b>	<b>33.9%</b>		<b>3.7%</b>

## International

Month	EWR	JFK	LGA	SWF	Region	Regional % Change 2021-2022
Jan	674	2,850	-	-	3,524	-30.3%
Feb	499	3,289	-	-	3,787	4.2%
Mar	664	2,601	-	-	3,264	-23.1%
Apr	687	2,669	-	-	3,357	-20.6%
May	2,445	2,532	-	-	4,977	21.5%
Jun	578	2,850	-	-	3,428	-20.8%
Jul	896	2,531	-	-	3,427	-18.8%
Aug	611	2,565	-	-	3,176	-20.0%
Sep	694	2,872	-	-	3,566	-5.4%
Oct	766	3,071	-	-	3,837	-3.2%
Nov	870	2,949	-	-	3,820	1.8%
Dec	1,553	3,640	-	-	5,194	3.3%
<b>Total 2022</b>	<b>10,937</b>	<b>34,419</b>	<b>-</b>	<b>-</b>	<b>45,356</b>	<b>-9.8%</b>
<b>% Change 2021 to 2022</b>	<b>9.6%</b>	<b>-14.6%</b>				<b>-9.8%</b>

Domestic and  
International

Month	EWR	JFK	LGA	SWF	Region	Regional % Change 2021-2022
Jan	4,963	5,049	145	2,029	12,185	-10.3%
Feb	4,624	5,691	143	1,585	12,042	10.0%
Mar	5,412	4,698	162	1,986	12,259	-7.6%
Apr	4,993	4,597	150	2,854	12,593	3.7%
May	6,441	4,403	136	2,434	13,414	11.0%
Jun	4,532	4,894	103	2,707	12,236	4.3%
Jul	4,653	4,418	83	2,625	11,779	1.0%
Aug	4,270	4,284	68	2,869	11,490	-1.9%
Sep	4,203	4,538	57	2,635	11,433	22.3%
Oct	3,948	4,854	48	2,577	11,427	-11.7%
Nov	4,327	4,608	66	2,484	11,485	-5.9%
Dec	5,337	5,107	95	2,378	12,916	-14.0%
<b>Total 2022</b>	<b>57,703</b>	<b>57,139</b>	<b>1,256</b>	<b>29,163</b>	<b>145,260</b>	<b>-0.9%</b>
<b>% Change 2021 to 2022</b>	<b>-1.4%</b>	<b>-11.0%</b>	<b>-40.6%</b>	<b>33.9%</b>		<b>-0.9%</b>

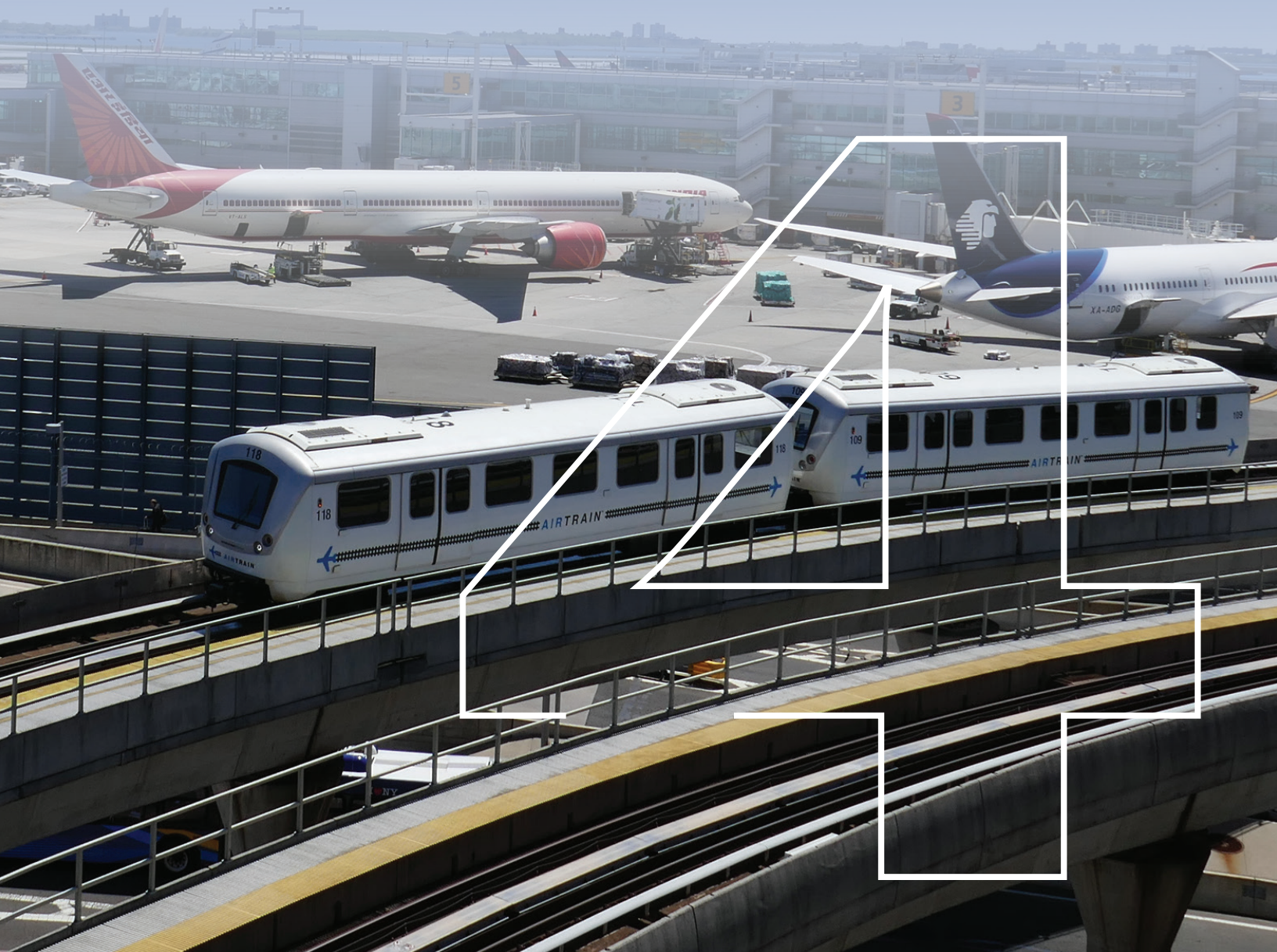
Note: Data was converted from pounds to short tons and rounded.

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# Ground Transportation & Economic Impact

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





Year	EWR		NJ Only
	Olympia Trail (Motor Coach)	NJT Rail Service and AirTrain	Grand Total Motor Coach and Rail
2009	637,234	1,863,718	2,500,952
2010	632,469	1,870,237	2,502,706
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

Year	JFK		LGA	SWF		NJ Only
	NY Airport Service (Motor Coach)	AirTrain	NY Airport Service (Motor Coach)	Connecting Bus (Leprechaun)	Express Bus	Grand Total Motor Coach and Rail
2009	491,429	5,236,404	332,947	1,371	-	6,062,151
2010	492,597	5,287,909	400,762	1,320	-	6,182,588
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

**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, EWR AirTrain 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 2016, JFK AirTrain category captures total AirTrain passengers; prior to January 2016, 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.

<b>Year</b>	<b>EWR</b>	<b>JFK</b>	<b>LGA</b>	<b>SWF</b>	<b>Region</b>
2009	3,272,762	4,429,201	1,467,839	157,363	9,327,165
2010	3,105,058	4,337,572	1,530,875	94,400	9,067,905
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

Year	EWR	JFK	LGA	SWF*	Region
2009	1,188,024	2,798,833	3,247,619	4,125	7,238,601
2010	1,307,449	2,982,192	3,608,390	4,200	7,902,231
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

\*Visconti Cab Company.

Year	EWR	JFK	LGA	SWF	Region
2005	n/a	30,988	9,110	n/a	40,098
2006	n/a	32,350	9,172	n/a	41,522
2007	20,900	34,576	8,796	n/a	64,272
2008	22,449	25,201	9,510	n/a	57,160
2009	20,304	30,851	9,411	1,194	61,760
2010	20,900	34,576	8,796	n/a	64,272
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

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.

## 2022

<b>Economic Impact for the NY/NJ Region</b>	<b>EWR</b>	<b>JFK</b>	<b>LGA</b>	<b>SWF</b>	<b>Total</b>
<b>Passenger Operating Impact</b>					
Labor Compensation	\$ 7,213	\$ 9,713	\$ 3,295	\$ 17	\$20,237
Total Final Sales	\$18,207	\$24,517	\$ 8,317	\$ 42	\$51,082
Full-Time Jobs Supported	62,530	84,201	28,563	143	175,437
<b>Visitor Economic Impact</b>					
Labor Compensation	\$ 3,649	\$ 4,631	\$ 2,429	\$ 25	\$10,734
Total Final Sales	\$ 7,118	\$ 9,034	\$ 4,738	\$ 48	\$20,938
Full-Time Jobs Supported	46,067	58,463	30,663	311	135,504
<b>Cargo Impact</b>					
Labor Compensation	\$ 1,205	\$ 4,531	\$ 5	\$ 16	\$ 5,757
Total Final Sales	\$ 3,033	\$11,403	\$ 13	\$ 41	\$14,489
Full-Time Jobs Supported	24,853	93,435	104	333	118,725
<b>Capital Spending Impact</b>					
Labor Compensation	\$ 403	\$ 184	\$ 244	\$ 2	\$832
Total Final Sales	\$ 938	\$ 428	\$ 567	\$ 4	\$ 1,937
Full-Time Jobs Supported	4,441	2,025	2,685	19	9,170
<b>Total Economic Impact</b>					
Labor Compensation	\$12,471	\$19,058	\$ 5,973	\$ 59	\$37,560
Total Final Sales	\$29,296	\$45,381	\$13,635	\$134	\$88,446
Full-Time Jobs Supported	137,892	238,123	62,015	806	438,835

In Millions \$ 2022

Note: Beginning in 2018, the methodology used to calculate the economic impacts was revised to better conform to changes in the aviation industry. Prior to 2018, the analysis used the Bureau of Economic Analysis Regional Input-Output models (BEA RIMs), while the current approach utilizes the latest IMPLAN Input/Output model. The 2022 results included further revisions to both the calculation of direct inputs and the IMPLAN industry categories. Therefore, economic impact estimates are not directly comparable to previous years.

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## **CREDITS**

The Honorable Kathy Hochul, Governor, State of New York  
The Honorable Phil Murphy, Governor, State of New Jersey

## **THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY**

Rick Cotton, Executive Director  
Kevin O'Toole, Chairman, Board of Commissioners  
Charles Everett, Director, Aviation Department

## **PRODUCTION STAFF**

Brian Levine, Editor & Manager - Strategic Analysis and Forecasting  
Frank Telleri, Project Manager - Strategic Analysis and Forecasting  
Saiful Emon, Content Development, Editing and Management -  
Strategic Analysis and Forecasting Intern  
Letia E. Pyle, Content Editing and Management - Strategic Analysis  
and Forecasting Contract Staff, RFW Consultants  
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David Compton, Production Manager  
Lynn Masterson, Graphic Designer

