

2021

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 2022

In a year that started with great uncertainty but was buoyed by even greater optimism, the Port Authority of NY & NJ's airport system again demonstrated its remarkable resiliency in 2021, recovering traffic in earnest following a devastating and tragic 2020 that leveled industries around the world including aviation. Although we are not nearly yet back to where we were before the pandemic, we are certainly traveling the right path.

In 2021, the Port Authority of NY & NJ's four commercial airports – John F. Kennedy International, Newark Liberty International, LaGuardia and New York Stewart International – served more than 75.5 million air passengers, recapturing more than 50 percent of our 2019 record total and close to double the number of passengers we served in 2020, when we lost a staggering 100 million passengers from the previous year.

Headwinds persisted throughout 2021. Waves of infections caused by coronavirus variants stalled growth on multiple occasions. A ban on most visitors from overseas was lifted only late in the year. Many workplaces remained in remote mode and cancelled travel and conference plans.

As one of the world's premier centers for business and a top draw for international visitors, our region felt the slump in air travel more keenly than most. We did not enjoy the level of recovery that our airport colleagues in warm-weather destinations did, but neither did we continue to sink. By year's end, even the air travel sectors that had shown anemic growth in early 2021 were progressing and showing promise of sustained growth and gains.

While they are still short of their 2019 passenger levels, the airports run by the Port Authority all delivered outstanding results in 2021 given the circumstances. Rebounding from lows not seen in decades, the airports steadily resumed their usual activity as spring turned to summer. The year culminated in a robust year-end holiday travel season that saw millions of travelers returning to our airports.

The recovery has presented a host of challenges, but we have risen to meet them time and again. Our vision to be world-class operators of world-class airports remained undeterred as we leveraged the downturn in traffic to accelerate infrastructure improvements that have delivered several new facilities in the last year, with much more on the near horizon. The transformation of our airports puts us in a position to soar as the anticipated recovery in air travel continues to gain momentum.

The attached statistics are used by the Port Authority's Aviation Department to better understand our airports and the aviation industry, conduct analyses and assist in decision-making as we chart a course for our industry's recovery. This report remains a continuing reflection of the 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, excellent customer experience, and environmentally sustainable and world-class services delivered by a world-class staff.



Marily Mora
Aviation Strategy Officer
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 2019, the airport served a record 62.55 million passengers and handled more than 1.3 million tons of cargo. The airport served about 34.3 million international passengers in 2019, also a record and more than any other U.S. airport. In 2021 – a year of ongoing recovery following the sharp decline in air travel worldwide due to the pandemic – JFK served more than 30.7 million passengers and handled nearly 1.54 million tons of cargo.

Employment and Economic Impact

About 34,850 people are employed at the airport. The airport contributes about \$42 billion in economic activity to the New York-New Jersey metropolitan region, supporting nearly 195,000 total jobs and more than \$15.1 billion in annual wages.

AIRPORT INFRASTRUCTURE



4
RUNWAYS



6
TERMINALS



125
GATES

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 \$8.6 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.

In August 2021, a deal was announced for a new \$3.9 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, which is 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 of the new terminal is scheduled to begin in mid-2022 and the first new gates are scheduled to open in 2025.

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 2.4 million square foot state-of-the-art new international terminal that will anchor the south side of the airport and be able to handle over 20 million customers per year. The \$9.5 billion project will be built in phases, and when completed will be the largest international terminal at JFK.

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, upgraded concessions and five additional wide-body gates. Completion is expected in 2023.

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

Central Terminal Area

JFK has six airline terminals surrounded by a dual ring of peripheral taxiways. The original 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 six 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 Terminal One Group, a consortium of airlines – Air France, Japan Airlines, Korean Air, and Lufthansa – built the 11-gate international Terminal 1 on the site of the old Eastern Airlines Terminal. It opened in 1998.

- Terminal 2: Delta Air Lines operates Terminal 2 and completed the expansion of Terminal 4 during 2013. Delta vacated Terminal 3 when the newly expanded Terminal 4 opened in May 2013. After 50 years of service to JFK, Terminal 3 was demolished. Terminal 3 ramp is now used as an aircraft parking area for 15 planes.
- Terminal 4: The 1.5-million-square-foot, common-use Terminal 4 opened in May 2001. Terminal 4 includes separate levels for departures and arrivals, consolidated ticketing and baggage operations, improved customer facilities, duty-free retail shops, and a wide variety of eateries. A Welcome Center opened in 2009. Delta Air Lines redeveloped a portion of the terminal by adding nine new gates, and other enhancements and amenities, which opened in 2013.
- 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 7: A \$251 million redevelopment project was completed at British Airways' Terminal 7. The project expanded and reconfigured the terminal for greater efficiency. Improvements included new ticketing and check-in areas, new retail outlets, and a new departure and arrival roadway system.
- Terminal 8: American Airlines' \$1.2 billion transformation of Terminal 8 opened in 2007 and serves domestic and international passengers on three concourses. Terminal 8 includes expanded check-in areas, top name-brand shops and eateries, and numerous services.

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, 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 more than 15,000 public parking spaces and includes five garages. 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 4 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.

ECONOMIC IMPACT

Annual Economic Activity

\$42
BILLION



195,000
JOBS



Annual Wages

\$15.1
BILLION



INVESTMENT & REDEVELOPMENT



A reimagined Kennedy Airport will be anchored by two new world-class international terminal complexes on the airport's north and south sides.

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 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 2019, EWR served more than 46 million passengers, an all-time record. In 2021 – a year of ongoing recovery following the sharp decline in air travel worldwide due to the pandemic – Newark served more than 29.1 million passengers and handled nearly 800,000 tons of air cargo.

Employment and Economic Impact

About 19,250 people are employed at Newark Airport. The airport contributes more than \$29.3 billion in annual economic activity to the New York-New Jersey metropolitan region, supporting more than 128,000 total jobs and nearly \$10.8 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 \$7.4 billion at the airport.

Redevelopment

A \$2.7 billion program is underway to replace Terminal A. The program includes upgraded roadways and airside improvements along with a new parking garage that will include public parking and a consolidated rental car (ConRac) facility.

The new, one-million-square-foot, world-class Terminal A will feature 33 common-use gates with a climate-controlled pedestrian bridge providing direct access to AirTrain Newark and the parking facility, along with a more-efficient airside taxi lane network. The terminal will open in 2022.

The new parking facility will offer 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 is expected to open in phases 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.

AIRPORT INFRASTRUCTURE



3
RUNWAYS



3
TERMINALS



102
GATES

Passenger Terminals

- Construction of Terminal A began in October 1967, and the facility opened in August 1973. With 25 gates, the terminal branches out into three circular satellite buildings. The satellites contain flight departure lounges, and airline and passenger service facilities. The main terminal building measures approximately 800 by 165 feet and includes a Welcome Center. A new terminal and related infrastructure are under construction and will replace the existing terminal beginning in 2022.
- 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 2019, the Port Authority Board of Commissioners authorized \$35 million for vision and master planning initiatives that would allow for the future replacement of Terminal B with a new world-class Terminal B.
- Terminal C opened in 1988. Continental Airlines' Global Gateway project in 2001 added 600,000 square feet of space and turned the facility into a three-level terminal with two levels for departures. The terminal has a total of 52 gates, a huge retail and concessions space, and U.S. Customs facilities. The state-of-the-art International Arrivals Facility, also completed by Continental, added another 1,500-passengers-per-hour arrival capacity to Newark Liberty. A Welcome Center also was added. In 2010, Continental merged with United Airlines.

Roadways

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

AirTrain Newark

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

In 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.

A Request for Proposals (RFP) narrowed the field of potential firms for the design-build-operate-maintenance contract. A decision on the RFP and a project groundbreaking are expected in 2022 with new service set to start in 2026. 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.

INVESTMENT & REDEVELOPMENT



The new Terminal A will open in 2022, replacing the existing Terminal A – the airport's oldest terminal.

Parking

The airport offers more than 13,100 parking spaces and features a free 100-space Cell Phone Lot. In addition to two short-term surface lots in the CTA (A and B) and a remote long-term parking lot (P6), EWR has two parking garages: P4, a six-level facility at the AirTrain Station that offers ten charging stations for electric vehicles, and the C garage, which is 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. Newark Liberty handled nearly 800,000 tons of air cargo in 2021.

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

\$29.3
BILLION



128,000
JOBS



Annual Wages

\$10.8
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.

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 a record 31.1 million passengers in 2019. In 2021 – a year of ongoing recovery following the sharp decline in air travel worldwide due to the pandemic – LaGuardia served more than 15.5 million passengers.

Employment and Economic Impact

LaGuardia Airport employs about 13,700 people and plays a critical role in addressing the region's transportation needs, as well as fueling the economy. The airport contributes more than \$11.3 billion in economic activity to the New York-New Jersey metropolitan region, supporting nearly 50,000 total jobs and more than \$4.3 billion in annual wages.

Investment

Original construction by the City of New York cost \$40 million. The Port Authority's total capital investment in the airport to date is more than \$5.4 billion.

Redevelopment

Construction continues 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.

The redevelopment of Terminal B, which will be substantially complete in 2022, 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 oversized luggage belts, and access to the parking garage, taxis, and for-hire and private vehicle pick-up. The departures level includes 75 counters located within four large check-in islands, 105 self-service kiosks, and a first-of-its-kind-in-North America TSA security checkpoint installation. The new terminal provides a world-class passenger experience and features a host of modern customer amenities, state-of-the-art architecture, and more spacious gate areas.

Delta Air Lines is currently building a new Terminal C. The majority of the new Terminal C will open in spring 2022 with full completion in 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 will allow customers to check-in and drop bags at every entrance into the terminal before proceeding directly to the security checkpoint. Dedicated check-in facilities will be available for premium customers while the new Sky Club and outdoor deck feature expansive views of the airfield. Within its elegant interior, passengers will have access to larger gate hold rooms with more seating, in-seat power at all seats, as well as increased circulation space for boarding the aircraft and transferring between gates.

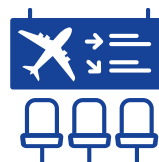
AIRPORT INFRASTRUCTURE



2
RUNWAYS



4
TERMINALS



72
GATES

ECONOMIC IMPACT

Annual Economic Activity

\$11.3
BILLION



50,000
JOBS



Annual Wages

\$4.3
BILLION



- Opened in September 1992 and costing \$200 million, Terminal C comprises approximately 300,000 square feet of space with 21 aircraft contact gates. Operated by Delta Air Lines, the terminal features an innovative mix of food, retail, and concessions integrated into the gate holdroom areas and a Welcome Center on the arrivals level. Spirit Airlines (Departures) and Frontier Airways (Departures) are now based in the terminal. In 2017, Delta Air Lines started construction of a new Terminal C that will replace the current Terminals C & D.
- Terminal D, which consists of 10 gates, opened at the east end of the airport in June 1983. It is operated by Delta Air Lines and hosts Delta Air Lines, Frontier Airlines (Arrivals), Spirit Airlines (Arrivals) and WestJet. In 2010, Delta enhanced and expanded the terminal's food, retail, and concessions options, and the Port Authority opened a Welcome Center on the arrivals level. Delta expanded its operations into Terminal C following its takeover of the US Airways lease of Terminal C in 2011 and invested nearly \$100 million in its terminal complex to improve customer access, speed baggage handling, and improve the concessions and customer service experience. In 2012, Delta opened a 600-foot-long enclosed walkway connecting Terminals C and D.

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. 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. In December 2018, a new Central Heating & Refrigeration Plant (CHRP) located on the east side of the new Terminal B Headhouse opened.

Passenger Terminals

- Originally known as the Overseas Terminal, then the Marine Air Terminal (MAT), Terminal A is the original airport terminal building. It served international flights on flying boats through the 1940s. General aviation also operates from the terminal through a fixed-base operator. In 1995, the MAT was designated an historic landmark. A \$7 million restoration of the terminal was completed in 2004. On December 9, 2017, JetBlue Airways moved into Terminal A.
- The original Terminal B, once known as the Central Terminal Building or CTB, was dedicated on April 17, 1964. Terminal B serves Air Canada, American Airlines, Southwest Airlines and United Airlines. 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.

AirTrain Laguardia

In October 2019, the Port Authority Board of Commissioners provided a \$2.05 billion authorization to develop AirTrain LGA. The project was paused in October 2021 as the Port Authority's evaluation of mass transit options for reducing car traffic and increasing connectivity to LaGuardia Airport expanded to include input from a panel of three international, national and regional transportation experts as well as consultation with the MTA. In early 2022, The Port Authority contacted key stakeholders for input on the evaluation of 14 potential mass transit options to the airport, including input on any other options that should be considered. A questionnaire describing the options and the factors being considered in evaluating the options was sent to more than 70 key stakeholders, including elected officials and community organizations. Options being evaluated include two potential subway extensions, five potential routes for fixed guideways for light rail connections, five potential bus routes, ferry service, and other emerging technologies.

Parking

LaGuardia Airport offers about 3,900 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.

INVESTMENT & REDEVELOPMENT



LaGuardia Airport is being transformed into a world-class facility that already has been ranked among the best in the nation.

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.

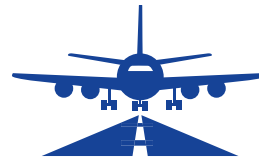
Size and Location

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 2019, Stewart served about 530,000 passengers and handled more than 22,000 tons of cargo. In 2021 – a year of ongoing recovery following the sharp decline in air travel worldwide due to the pandemic – Stewart served more than 135,000 passengers and handled about 31,000 tons of cargo.

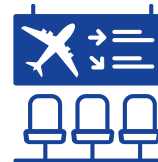
AIRPORT INFRASTRUCTURE



2
RUNWAYS



1
TERMINAL



8
GATES

Employment and Economic Impact

Airport activity contributed \$125 million in economic activity to its region and supported more than 600 jobs and \$46 million in annual wages. More than 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 \$218 million to make improvements.

Redevelopment

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

INVESTMENT & REDEVELOPMENT



The FIS/terminal expansion was completed in 2020.

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.

ECONOMIC IMPACT

Annual Economic Activity

\$125
MILLION



608
JOBS



Annual Wages

\$46
MILLION



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 \$425 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. By the end of 2022, about 50 percent of incandescent lights will be converted. In addition, several fixed based operators have installed solar panels on their facilities, and many are moving toward converting to electronic ground support equipment.

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 is scheduled for rehabilitation in 2022.

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 with Phase II commencing in 2025.

Aircraft Movements

2021 - 135,399
2019 - 172,204
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.

INVESTMENT & REDEVELOPMENT



Teterboro Airport is the nation's premier general aviation reliever facility and 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.

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Aircraft Movements

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



Domestic							
Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total
2008	187,501	50	6,820	83,428	1,605	8,621	288,025
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	12,039	39,763	446	2,868	180,703

International							
Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total
2008	125,785	488	10,926	11,964	1,203	-	150,366
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	166,068	21	6,419	6,505	53	-	179,066
2020	63,624	195	10,658	1,304	159	-	75,940
2021	94,965	1,598	12,737	3	95	-	109,398

Domestic and International							
Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total
2008	313,286	538	17,746	95,392	2,808	8,621	438,391
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	355,514	31	13,483	69,235	363	17,434	456,060
2020	152,565	251	20,241	20,737	486	5,487	199,767
2021	220,383	1,767	24,776	39,766	541	2,868	290,101

* Includes air taxi, business & private and government flights. Helicopters are excluded.

Domestic	Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total
	2008	164,519	219	21,759	141,655	137	12,736	341,025
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	4,146	225,391	

International	Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total
	2008	71,356	85	3,363	18,141	40	-	92,985
2009	67,466	103	3,122	21,415	26	-	92,132	
2010	72,439	171	3,134	20,121	80	-	95,945	
2011	75,232	105	3,142	19,465	65	-	98,009	
2012	72,690	76	2,406	20,503	56	-	95,731	
2013	69,822	62	1,643	21,163	76	-	92,766	
2014	71,097	106	1,347	18,756	153	-	91,459	
2015	71,676	195	1,318	16,658	94	-	89,941	
2016	75,436	276	1,383	14,839	72	-	92,006	
2017	75,309	141	1,406	16,176	49	-	93,081	
2018	80,455	228	1,218	17,436	71	-	99,408	
2019	79,078	67	1,399	18,838	26	-	99,408	
2020	29,087	89	2,809	5,886	82	-	37,953	
2021	49,634	379	1,896	4,893	87	-	56,889	

Domestic and International	Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total
	2008	235,875	304	25,122	159,796	177	12,736	434,010
2009	212,043	521	21,597	166,063	154	11,443	411,821	
2010	203,823	510	22,142	171,055	191	11,599	409,320	
2011	214,036	611	21,878	161,708	371	11,420	410,024	
2012	215,519	451	20,096	165,974	1,067	11,009	414,116	
2013	214,579	435	18,538	167,312	1,516	11,341	413,721	
2014	214,149	559	19,031	150,564	1,596	11,010	396,909	
2015	221,280	586	21,924	155,094	1,976	12,954	413,814	
2016	242,788	1,324	21,867	154,951	1,525	13,452	435,907	
2017	255,360	753	22,632	143,825	1,417	14,560	438,547	
2018	269,090	780	23,190	144,350	2,007	13,960	453,377	
2019	265,767	586	22,439	142,394	718	14,416	446,320	
2020	122,691	439	22,893	59,211	802	5,424	211,460	
2021	187,713	1,051	23,157	65,058	1,155	4,146	282,280	

* Includes air taxi, business & private and government flights. Helicopters are excluded.

Domestic	Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total
	2008	175,060	52	-	169,896	244	10,866	356,118
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	3,470	131,683	
2021	94,070	-	-	74,351	81	3,143	171,645	

International	Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total
	2008	12,599	19	-	10,164	8	-	22,790
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	

Domestic and International	Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total
	2008	187,659	71	-	180,060	252	10,866	378,908
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	3,470	139,178	
2021	95,688	-	-	76,932	81	3,143	175,844	

* Includes air taxi, business & private and government flights. Helicopters are excluded.

Domestic	Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total
	2008	5,306	-	1,602	6,740	9	58,840	72,497
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	

International	Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total
	2008	-	-	8	-	-	-	8
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	-	-	-	-	-	-	-	
2017	1,008	-	2	-	-	-	1,010	
2018	2,318	-	8	-	-	-	2,326	
2019	665	-	1	-	-	-	666	
2020	-	-	1	-	-	-	1	
2021	-	-	-	-	-	-	-	

Domestic and International	Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total
	2008	5,306	-	1,610	6,740	9	58,840	72,505
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	

* Includes air taxi, business & private and government flights. Helicopters are excluded.

Domestic	Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total
	2008	-	-	-	-	-	-	-
2009	-	-	-	-	-	-	132,746	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

International	Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total
	2008	-	-	-	-	-	-	-
2009	-	-	-	-	-	-	5,144	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

Domestic and International	Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total
	2008	-	-	-	-	-	-	-
2009	-	-	-	-	-	-	137,890	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

* Includes air taxi, business & private and government flights. Helicopters are excluded.

Domestic	Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other *	Total
	2008	532,386	321	30,181	401,719	1,995	91,063	1,057,665
	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	33,326	451,530
	2021	358,569	843	34,806	174,701	1,690	33,080	603,689

International	Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other *	Total
	2008	209,740	592	14,297	40,269	1,251	-	266,149
	2009	202,003	276	10,962	43,726	556	-	257,523
	2010	208,719	374	12,521	42,552	607	-	264,773
	2011	213,386	327	12,811	42,327	412	-	269,263
	2012	218,566	767	10,949	45,913	209	-	276,404
	2013	224,928	167	9,677	48,556	220	-	283,548
	2014	233,788	303	8,324	48,633	275	-	291,323
	2015	241,769	315	8,287	40,779	258	-	291,408
	2016	253,256	344	8,364	33,995	203	-	296,162
	2017	254,644	232	8,556	37,310	167	-	300,909
	2018	260,561	268	7,940	38,295	175	-	307,239
	2019	258,971	88	7,819	38,962	79	-	305,919
	2020	94,962	284	13,467	12,433	242	-	121,388
	2021	146,217	1,977	14,634	7,477	182	-	170,487

Domestic and International	Year	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other *	Total
	2008	742,126	913	44,478	441,988	3,246	91,063	1,323,814
	2009	682,182	820	36,093	440,477	2,333	64,159	1,226,064
	2010	672,015	836	38,374	433,381	2,268	67,933	1,214,807
	2011	684,385	946	38,295	438,922	2,385	66,225	1,231,158
	2012	708,646	3,443	35,263	425,677	2,323	83,481	1,258,833
	2013	710,316	3,299	33,247	428,086	2,588	81,977	1,259,513
	2014	723,140	3,517	32,983	407,329	2,419	78,663	1,248,051
	2015	762,024	3,383	36,056	392,282	2,868	82,019	1,278,632
	2016	789,622	3,442	36,301	403,214	2,569	85,317	1,320,465
	2017	781,794	3,150	37,270	404,603	2,406	84,879	1,314,102
	2018	795,513	926	37,416	411,257	2,843	65,364	1,313,319
	2019	803,577	644	37,357	397,634	1,338	69,130	1,309,680
	2020	351,541	698	44,666	141,221	1,466	33,326	572,918
	2021	504,786	2,820	49,440	182,178	1,872	33,080	774,176

* Includes air taxi, business & private and government flights. Helicopters are excluded.

Note: Region total does not include Teterboro.

Domestic

Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other *	Total	% Change 2020-21
Jan	5,762	6	1,004	1,349	12	161	8,294	-63.6%
Feb	5,438	-	826	912	20	122	7,318	-65.6%
Mar	6,159	1	983	1,773	33	142	9,091	-52.8%
Apr	8,858	-	1,041	2,018	35	184	12,136	222.9%
May	10,622	-	1,004	2,930	23	46	14,625	427.2%
Jun	11,396	-	1,009	4,001	34	278	16,718	242.6%
Jul	12,191	-	1,016	4,189	53	327	17,776	113.6%
Aug	12,429	6	1,035	3,856	31	319	17,676	120.2%
Sep	11,649	45	1,061	3,433	33	471	16,692	124.7%
Oct	12,466	35	973	3,506	24	298	17,302	105.1%
Nov	14,287	22	962	6,091	55	300	21,717	171.1%
Dec	14,161	54	1,125	5,705	93	220	21,358	139.8%
Total 2021	125,418	169	12,039	39,763	446	2,868	180,703	45.9%
% Change 2020 to 2021	41.0%	201.8%	25.6%	104.6%	36.4%	-47.7%	45.9%	

International

Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other *	Total	% Change 2020-21
Jan	5,879	-	1,010	-	15	-	6,904	-50.9%
Feb	4,815	12	1,064	-	7	-	5,898	-53.4%
Mar	5,979	-	1,239	-	7	-	7,225	-22.6%
Apr	6,269	252	933	-	7	-	7,461	329.5%
May	7,302	310	1,015	-	4	-	8,631	253.7%
Jun	8,302	246	948	-	7	-	9,503	270.8%
Jul	9,380	270	955	-	7	-	10,612	139.9%
Aug	9,755	232	1,057	-	15	-	11,059	116.7%
Sep	8,839	171	1,006	-	4	-	10,020	116.1%
Oct	8,618	82	1,066	3	3	-	9,772	70.8%
Nov	9,126	20	1,435	-	5	-	10,586	74.6%
Dec	10,701	3	1,009	-	14	-	11,727	63.1%
Total 2021	94,965	1,598	12,737	3	95	-	109,398	44.1%
% Change 2020 to 2021	49.3%	719.5%	19.5%	-99.8%	-40.3%	-	44.1%	

Domestic and International

Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other *	Total	% Change 2020-21
Jan	11,641	6	2,014	1,349	27	161	15,198	-58.8%
Feb	10,253	12	1,890	912	27	122	13,216	-61.0%
Mar	12,138	1	2,222	1,773	40	142	16,316	-42.9%
Apr	15,127	252	1,974	2,018	42	184	19,597	256.6%
May	17,924	310	2,019	2,930	27	46	23,256	346.0%
Jun	19,698	246	1,957	4,001	41	278	26,221	252.3%
Jul	21,571	270	1,971	4,189	60	327	28,388	122.8%
Aug	22,184	238	2,092	3,856	46	319	28,735	118.8%
Sep	20,488	216	2,067	3,433	37	471	26,712	121.4%
Oct	21,084	117	2,039	3,509	27	298	27,074	91.3%
Nov	23,413	42	2,397	6,091	60	300	32,303	129.6%
Dec	24,862	57	2,134	5,705	107	220	33,085	105.6%
Total 2021	220,383	1,767	24,776	39,766	541	2,868	290,101	45.2%
% Change 2020 to 2021	44.5%	604.0%	22.4%	91.8%	11.3%	-47.7%	45.2%	

* Includes air taxi, business & private and government flights. Helicopters are excluded.

Domestic

Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total	% Change 2020-21
Jan	6,937	55	1,787	2,805	58	165	11,807	-59.7%
Feb	6,149	65	1,548	2,817	62	173	10,814	-60.9%
Mar	8,880	12	1,979	4,023	129	221	15,244	-38.6%
Apr	9,109	95	1,602	3,966	41	225	15,038	282.9%
May	10,532	98	1,520	3,923	58	278	16,409	337.0%
Jun	11,468	52	1,543	4,562	75	349	18,049	206.0%
Jul	12,812	29	1,386	4,414	103	425	19,169	56.8%
Aug	13,399	24	2,040	4,382	105	410	20,360	60.2%
Sep	12,536	23	1,571	4,336	98	506	19,070	72.9%
Oct	14,387	92	1,677	6,618	109	425	23,308	68.0%
Nov	15,949	87	2,056	9,513	91	505	28,201	98.6%
Dec	15,921	40	2,552	8,806	139	464	27,922	97.6%
Total 2021	138,079	672	21,261	60,165	1,068	4,146	225,391	29.9%
% Change 2020 to 2021	47.5%	92.0%	5.9%	12.8%	48.3%	-23.6%	29.9%	

International

Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total	% Change 2020-21
Jan	2,783	1	182	264	1	-	3,231	-59.5%
Feb	2,266	-	319	146	1	-	2,732	-61.7%
Mar	2,869	-	358	234	4	-	3,465	-34.8%
Apr	3,023	143	103	200	8	-	3,477	599.6%
May	3,656	117	76	144	6	-	3,999	1141.9%
Jun	4,513	85	102	271	6	-	4,977	503.3%
Jul	5,139	8	64	256	1	-	5,468	200.6%
Aug	5,280	-	61	344	33	-	5,718	146.0%
Sep	4,572	-	326	613	3	-	5,514	129.1%
Oct	4,825	4	103	733	18	-	5,683	107.0%
Nov	5,027	13	122	856	1	-	6,019	96.5%
Dec	5,681	8	80	832	5	-	6,606	87.7%
Total 2021	49,634	379	1,896	4,893	87	-	56,889	49.9%
% Change 2020 to 2021	70.6%	325.8%	-32.5%	-16.9%	6.1%	-	49.9%	

Domestic and International

Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total	% Change 2020-21
Jan	9,720	56	1,969	3,069	59	165	15,038	-59.6%
Feb	8,415	65	1,867	2,963	63	173	13,546	-61.1%
Mar	11,749	12	2,337	4,257	133	221	18,709	-37.9%
Apr	12,132	238	1,705	4,166	49	225	18,515	318.5%
May	14,188	215	1,596	4,067	64	278	20,408	400.6%
Jun	15,981	137	1,645	4,833	81	349	23,026	242.4%
Jul	17,951	37	1,450	4,670	104	425	24,637	75.4%
Aug	18,679	24	2,101	4,726	138	410	26,078	73.4%
Sep	17,108	23	1,897	4,949	101	506	24,584	83.0%
Oct	19,212	96	1,780	7,351	127	425	28,991	74.5%
Nov	20,976	100	2,178	10,369	92	505	34,220	98.2%
Dec	21,602	48	2,632	9,638	144	464	34,528	95.6%
Total 2021	187,713	1,051	23,157	65,058	1,155	4,146	282,280	33.5%
% Change 2020 to 2021	53.0%	139.4%	1.2%	9.9%	44.0%	-23.6%	33.5%	

* Includes air taxi, business & private and government flights. Helicopters are excluded.

Domestic

Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other *	Total	% Change 2020-21
Jan	4,597	-	-	2,175	3	151	6,926	-75.9%
Feb	3,743	-	-	1,726	4	127	5,600	-79.4%
Mar	5,778	-	-	3,238	5	189	9,210	-59.7%
Apr	6,131	-	-	4,103	9	226	10,469	357.0%
May	6,598	-	-	3,309	8	270	10,185	622.3%
Jun	6,402	-	-	4,815	12	256	11,485	180.0%
Jul	7,566	-	-	7,252	2	242	15,062	79.5%
Aug	7,863	-	-	5,157	8	238	13,266	69.4%
Sep	8,497	-	-	7,312	8	396	16,213	141.9%
Oct	9,889	-	-	9,187	6	354	19,436	186.6%
Nov	13,552	-	-	13,199	6	359	27,116	245.3%
Dec	13,454	-	-	12,878	10	335	26,677	254.2%
Total 2021	94,070	-	-	74,351	81	3,143	171,645	30.3%
% Change 2020 to 2021	28.8%	-100.0%	-	35.0%	-12.9%	-9.4%	30.3%	

International

Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other *	Total	% Change 2020-21
Jan	4	-	-	154	-	-	158	-93.1%
Feb	-	-	-	62	-	-	62	-96.9%
Mar	-	-	-	-	-	-	-	-100.0%
Apr	-	-	-	-	-	-	-	-100.0%
May	2	-	-	-	-	-	2	-90.0%
Jun	10	-	-	-	-	-	10	-83.3%
Jul	-	-	-	256	-	-	256	158.6%
Aug	70	-	-	486	-	-	556	321.2%
Sep	210	-	-	429	-	-	639	115.2%
Oct	224	-	-	496	-	-	720	350.0%
Nov	735	-	-	353	-	-	1,088	645.2%
Dec	363	-	-	345	-	-	708	311.6%
Total 2021	1,618	-	-	2,581	-	-	4,199	-44.0%
% Change 2020 to 2021	-28.1%	-	-	-50.8%	-	-	-44.0%	

Domestic and International

Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other *	Total	% Change 2020-21
Jan	4,601	-	-	2,329	3	151	7,084	-77.2%
Feb	3,743	-	-	1,788	4	127	5,662	-80.6%
Mar	5,778	-	-	3,238	5	189	9,210	-63.1%
Apr	6,131	-	-	4,103	9	226	10,469	351.8%
May	6,600	-	-	3,309	8	270	10,187	612.4%
Jun	6,412	-	-	4,815	12	256	11,495	176.2%
Jul	7,566	-	-	7,508	2	242	15,318	80.4%
Aug	7,933	-	-	5,643	8	238	13,822	73.6%
Sep	8,707	-	-	7,741	8	396	16,852	140.8%
Oct	10,113	-	-	9,683	6	354	20,156	190.4%
Nov	14,287	-	-	13,552	6	359	28,204	252.6%
Dec	13,817	-	-	13,223	10	335	27,385	255.5%
Total 2021	95,688	-	-	76,932	81	3,143	175,844	26.3%
% Change 2020 to 2021	27.1%	-	-	27.5%	-13.8%	-9.4%	26.3%	

* Includes air taxi, business & private and government flights. Helicopters are excluded.

Domestic								Total	% Change 2020-21
	Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non- Revenue	Other *		
Jan	36	-	146	54	8	1,800	2,044	-10.7%	
Feb	44	-	137	44	7	1,019	1,251	-38.0%	
Mar	64	-	166	46	8	1,810	2,094	12.5%	
Apr	48	-	124	44	10	1,838	2,064	96.8%	
May	62	-	108	48	8	2,404	2,630	69.8%	
Jun	110	-	112	58	10	2,077	2,367	35.3%	
Jul	134	-	119	44	11	1,693	2,001	-8.7%	
Aug	116	-	110	44	8	1,415	1,693	-29.6%	
Sep	48	-	112	40	8	2,871	3,079	49.2%	
Oct	68	2	113	-	9	2,651	2,843	48.5%	
Nov	148	-	103	-	7	1,486	1,744	-1.1%	
Dec	124	-	156	-	1	1,859	2,140	29.1%	
Total 2021	1,002	2	1,506	422	95	22,923	25,950	15.3%	
% Change 2020 to 2021	0.0%	-71.4%	-1.7%	-55.2%	13.1%	21.0%	15.3%		

* Includes air taxi, business & private and government flights. Helicopters are excluded.

There were no international flights at SWF in 2021.

Domestic	Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total	% Change 2020-21
	Jan	-	-	-	-	-	-	6,951	6,951
Feb	-	-	-	-	-	-	6,386	6,386	-47.5%
Mar	-	-	-	-	-	-	8,920	8,920	0.0%
Apr	-	-	-	-	-	-	9,815	9,815	645.3%
May	-	-	-	-	-	-	10,797	10,797	241.7%
Jun	-	-	-	-	-	-	11,259	11,259	133.5%
Jul	-	-	-	-	-	-	10,839	10,839	100.9%
Aug	-	-	-	-	-	-	10,858	10,858	82.8%
Sep	-	-	-	-	-	-	11,934	11,934	76.2%
Oct	-	-	-	-	-	-	14,529	14,529	96.1%
Nov	-	-	-	-	-	-	14,427	14,427	114.5%
Dec	-	-	-	-	-	-	13,718	13,718	85.8%
Total 2021	-	-	-	-	-	-	130,433	130,433	60.2%
% Change 2020 to 2021	-	-	-	-	-	-	60.2%	60.2%	

International	Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total	% Change 2020-21
	Jan	-	-	-	-	-	-	711	711
Feb	-	-	-	-	-	-	557	557	-17.8%
Mar	-	-	-	-	-	-	845	845	77.9%
Apr	-	-	-	-	-	-	920	920	2386.5%
May	-	-	-	-	-	-	882	882	1178.3%
Jun	-	-	-	-	-	-	909	909	827.6%
Jul	-	-	-	-	-	-	1,027	1,027	684.0%
Aug	-	-	-	-	-	-	1,112	1,112	539.1%
Sep	-	-	-	-	-	-	1,406	1,406	628.5%
Oct	-	-	-	-	-	-	1,526	1,526	655.4%
Nov	-	-	-	-	-	-	1,757	1,757	654.1%
Dec	-	-	-	-	-	-	1,890	1,890	413.6%
Total 2021	-	-	-	-	-	-	13,542	13,542	296.7%
% Change 2020 to 2021	-	-	-	-	-	-	296.7%	296.7%	

Domestic and International	Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total	% Change 2020-21
	Jan	-	-	-	-	-	-	7,662	7,662
Feb	-	-	-	-	-	-	6,943	6,943	-45.9%
Mar	-	-	-	-	-	-	9,765	9,765	3.9%
Apr	-	-	-	-	-	-	10,735	10,735	692.8%
May	-	-	-	-	-	-	11,679	11,679	261.7%
Jun	-	-	-	-	-	-	12,168	12,168	147.3%
Jul	-	-	-	-	-	-	11,866	11,866	114.7%
Aug	-	-	-	-	-	-	11,970	11,970	95.8%
Sep	-	-	-	-	-	-	13,340	13,340	91.5%
Oct	-	-	-	-	-	-	16,055	16,055	110.9%
Nov	-	-	-	-	-	-	16,184	16,184	132.6%
Dec	-	-	-	-	-	-	15,608	15,608	101.3%
Total 2020	-	-	-	-	-	-	143,975	143,975	69.7%
% Change 2020 to 2021	-	-	-	-	-	-	69.7%	69.7%	

* Includes air taxi, business & private and government flights. Helicopters are excluded.

Domestic

Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total	% Change 2020-21
Jan	17,332	61	2,937	6,383	81	2,277	29,071	-65.0%
Feb	15,374	65	2,511	5,499	93	1,441	24,983	-68.0%
Mar	20,881	13	3,128	9,080	175	2,362	35,639	-48.2%
Apr	24,146	95	2,767	10,131	95	2,473	39,707	260.1%
May	27,814	98	2,632	10,210	97	2,998	43,849	362.2%
Jun	29,376	52	2,664	13,436	131	2,960	48,619	192.3%
Jul	32,703	29	2,521	15,899	169	2,687	54,008	73.5%
Aug	33,807	30	3,185	13,439	152	2,382	52,995	71.1%
Sep	32,730	68	2,744	15,121	147	4,244	55,054	102.2%
Oct	36,810	129	2,763	19,311	148	3,728	62,889	102.9%
Nov	43,936	109	3,121	28,803	159	2,650	78,778	147.5%
Dec	43,660	94	3,833	27,389	243	2,878	78,097	142.3%
Total 2021	358,569	843	34,806	174,701	1,690	33,080	603,689	33.7%
% Change 2020 to 2021	39.7%	103.6%	11.6%	35.7%	38.1%	-0.7%	33.7%	

International

Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total	% Change 2020-21
Jan	8,666	1	1,192	418	16	-	10,293	-57.7%
Feb	7,081	12	1,383	208	8	-	8,692	-60.1%
Mar	8,848	-	1,597	234	11	-	10,690	-36.2%
Apr	9,292	395	1,036	200	15	-	10,938	384.0%
May	10,960	427	1,091	144	10	-	12,632	354.1%
Jun	12,825	331	1,050	271	13	-	14,490	320.2%
Jul	14,519	278	1,020	512	8	-	16,337	157.6%
Aug	15,105	232	1,118	830	48	-	17,333	129.3%
Sep	13,621	171	1,332	1,042	7	-	16,173	120.3%
Oct	13,667	86	1,169	1,232	21	-	16,175	87.5%
Nov	14,888	33	1,557	1,209	6	-	17,693	90.8%
Dec	16,745	11	1,089	1,177	19	-	19,041	75.0%
Total 2021	146,217	1,977	14,634	7,477	182	-	170,487	40.4%
% Change 2020 to 2021	54.0%	596.1%	8.7%	-39.9%	-24.8%		40.4%	

Domestic and International

Month	Scheduled Passenger	Charter Passenger	Cargo	Commuter	Non-Revenue	Other*	Total	% Change 2020-21
Jan	25,998	62	4,129	6,801	97	2,277	39,364	-63.4%
Feb	22,455	77	3,894	5,707	101	1,441	33,675	-66.3%
Mar	29,729	13	4,725	9,314	186	2,362	46,329	-45.8%
Apr	33,438	490	3,803	10,331	110	2,473	50,645	281.2%
May	38,774	525	3,723	10,354	107	2,998	56,481	360.3%
Jun	42,201	383	3,714	13,707	144	2,960	63,109	214.3%
Jul	47,222	307	3,541	16,411	177	2,687	70,345	87.7%
Aug	48,912	262	4,303	14,269	200	2,382	70,328	82.5%
Sep	46,351	239	4,076	16,163	154	4,244	71,227	106.1%
Oct	50,477	215	3,932	20,543	169	3,728	79,064	99.5%
Nov	58,824	142	4,678	30,012	165	2,650	96,471	134.7%
Dec	60,405	105	4,922	28,566	262	2,878	97,138	125.3%
Total 2021	504,786	2,820	49,440	182,178	1,872	33,080	774,176	35.1%
% Change 2020 to 2021	43.6%	304.0%	10.7%	29.0%	27.7%	-0.7%	35.1%	

* Includes air taxi, business & private and government flights. Helicopters are excluded.

JFK

Year	Domestic*	Puerto Rico	Canada	Bermuda & Caribbean	Mexico	Latin America†	Trans-Atlantic‡	Trans-Pacific §	Total
2008	278,965	9,060	13,850	25,577	8,243	11,806	74,939	15,951	438,391
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	11,916	14,712	82,073	18,575	456,060
2020	119,321	4,506	1,470	20,322	5,333	5,552	31,673	11,590	199,767
2021	171,545	9,158	460	31,446	8,570	14,672	44,001	10,249	290,101

EWR

Year	Domestic*	Puerto Rico	Canada	Bermuda & Caribbean	Mexico	Latin America†	Trans-Atlantic‡	Trans-Pacific §	Total
2008	337,114	3,911	25,538	8,713	4,068	4,480	46,992	3,194	434,010
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	4,473	7,987	36,054	5,752	446,320
2020	170,118	3,389	7,355	9,170	2,721	2,359	15,034	1,314	211,460
2021	219,677	5,714	6,690	19,191	5,070	5,578	19,676	684	282,280

LGA

Year	Domestic*	Puerto Rico	Canada	Bermuda & Caribbean	Mexico	Latin America†	Trans-Atlantic‡	Trans-Pacific §	Total
2008	356,118	-	22,076	714	-	-	-	-	378,908
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	171,462	32	4,173	26	-	-	-	-	175,693

* Domestic includes air taxi, business & private and government flights. Helicopters are excluded.

† 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 American	Trans-Atlantic	Trans-Pacific	Total
2008	72,497	-	-	-	-	-	8	-	72,505
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	-	2	-	-	-	1,008	-	34,787
2018	30,216	-	1	-	-	-	2,325	-	32,542
2019	32,556	-	1	-	-	-	665	-	33,222
2020	22,513	-	-	-	-	-	-	-	22,513
2021	25,950	-	-	-	-	-	-	-	25,951

REGION

Year	Domestic*	Puerto Rico	Canada	Bermuda & Caribbean	Mexico	Latin American	Trans-Atlantic	Trans-Pacific	Total
2008	1,044,694	12,971	61,464	35,004	12,311	16,286	121,939	19,145	1,323,814
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	16,389	22,699	118,792	24,327	1,309,680
2020	443,635	7,895	16,256	29,556	8,054	7,911	46,707	12,904	572,918
2021	588,634	14,904	11,323	50,663	13,640	20,250	63,678	10,933	774,025

* Domestic includes air taxi, business & private and government flights. Helicopters are excluded.

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
- 2021 Revenue Passenger Traffic by Airline
- Passenger Traffic by Terminal
- Passenger Demographics



2021

Rank	City	Airport	No. of Passengers	% Change 2020-21
1	Atlanta GA	Hartsfield-Jackson Atlanta International Airport	75,704,760	76.4
2	Dallas/Fort Worth TX	Dallas/Ft Worth International Airport	62,465,756	58.7
3	Denver CO	Denver International Airport	58,828,552	74.4
4	Chicago IL	O'Hare International Airport	54,020,399	75.1
5	Los Angeles CA	Los Angeles International Airport	48,007,284	66.8
6	Charlotte NC	Charlotte Douglas International Airport	43,302,230	59.2
7	Orlando FL	Orlando International Airport	40,351,068	86.7
8	Las Vegas NV	McCarran International Airport	39,754,366	78.6
9	Phoenix AZ	Sky Harbor International Airport	38,846,713	77.2
10	Miami FL	Miami International Airport	37,302,456	99.9
11	Seattle WA	Seattle-Tacoma International Airport	36,154,015	80.4
12	Houston TX	George Bush Intercontinental Airport	31,866,308	75.0
13	New York NY	John F. Kennedy International Airport	30,788,322	85.1
14	Newark NJ	Newark Liberty International Airport	29,049,552	82.8
15	Fort Lauderdale FL	Ft Lauderdale-Hollywood International Airport	28,076,808	70.3
16	Minneapolis MN	Minneapolis/St Paul International Airport	24,429,003	64.4
17	San Francisco CA	San Francisco International Airport	24,343,627	48.2
18	Detroit MI	Detroit Metropolitan Wayne County Airport	23,610,765	67.4
19	Boston MA	Logan International Airport	22,695,835	79.6
20	Salt Lake City UT	Salt Lake City International Airport	22,383,878	78.2
21	Philadelphia PA	Philadelphia International Airport	19,638,387	65.5
22	Baltimore MD	Baltimore/Washington International Thurgood Marshall Airport	18,868,429	68.4
23	Tampa FL	Tampa International Airport	18,115,213	76.9
24	Chicago IL	Midway International Airport	15,884,058	79.4
25	San Diego CA	San Diego International Airport	15,602,505	68.9
26	New York NY	LaGuardia Airport	15,601,063	89.2
27	Nashville TN	Nashville International Airport	15,557,386	87.2
28	Washington DC	Washington Dulles International Airport	14,794,753	80.2
29	Washington DC	Ronald Reagan Washington National Airport	14,030,765	85.7
30	Austin TX	Austin-Bergstrom International Airport	13,570,771	109.7
31	Dallas TX	Love Field	13,315,498	73.3
32	Honolulu HI	Honolulu International Airport	12,196,890	84.9
33	Portland OR	Portland International Airport	11,806,921	66.7
34	Houston TX	W. P. Hobby Airport	10,789,320	66.6
35	St Louis MO	Lambert-St Louis International Airport	10,447,032	65.8
36	Fort Myers FL	Southwest Florida International Airport	10,322,434	72.7
37	Sacramento CA	Sacramento International Airport	9,702,030	73.8
38	Raleigh-Durham NC	Raleigh-Durham International Airport	8,795,068	80.1
39	Oakland CA	Oakland International Airport	8,137,049	76.1
40	New Orleans LA	Louis Armstrong New Orleans International Airport	8,066,869	52.5
41	Santa Ana CA	John Wayne Airport	7,700,489	102.9
42	Kansas City MO	Kansas City International Airport	7,677,004	70.8
43	San Antonio TX	San Antonio International Airport	7,464,662	85.3
44	San Jose CA	Norman Y. Mineta San Jose International Airport	7,357,441	56.2
45	Cleveland OH	Cleveland Hopkins International Airport	7,283,896	76.7
46	Indianapolis IN	Indianapolis International Airport	7,176,046	74.8
47	Pittsburgh PA	Pittsburgh International Airport	6,354,770	74.1
48	Cincinnati OH	Cincinnati/Northern Kentucky International Airport	6,282,253	73.8
49	Kahului HI	Kahului Airport	6,050,254	154.5
50	Columbus OH	John Glenn Columbus International Airport	5,822,322	78.1
51	West Palm Beach FL	Palm Beach International Airport	5,260,748	69.9
52	Jacksonville FL	Jacksonville International Airport	5,045,400	77.5
53	Hartford CT	Bradley International Airport	4,619,644	90.3
54	Milwaukee WI	General Mitchell International Airport	4,524,345	72.2
55	Anchorage AK	Ted Stevens Anchorage International Airport	4,488,507	87.2
56	Ontario CA	LA/Ontario International Airport	4,472,156	76.1
57	Omaha NE	Eppley Airfield	3,749,337	75.2
58	Burbank CA	Bob Hope Airport	3,732,971	87.1
59	Memphis TN	Memphis International Airport	3,703,539	73.8
60	Reno NV	Reno-Tahoe International Airport	3,623,458	80.6

Source: Airports Council International – Worldwide Airport Traffic Report – Calendar Year 2021.

2021

Rank	Country	Airport	No. of Passengers	% Change 2020-21
1	United States	Hartsfield-Jackson Atlanta International Airport	75,704,760	76.4
2	United States	Dallas/Ft Worth International Airport	62,465,756	58.7
3	United States	Denver International Airport	58,828,552	74.4
4	United States	O'Hare International Airport	54,020,399	75.1
5	United States	Los Angeles International Airport	48,007,284	66.8
6	United States	Charlotte Douglas International Airport	43,302,230	59.2
7	United States	Orlando International Airport	40,351,068	86.7
8	China	Guangzhou Bai Yun International Airport	40,259,401	-8.0
9	China	Chengdu Shuangliu International Airport	40,117,496	-1.5
10	United States	McCarran International Airport	39,754,366	78.6
11	United States	Sky Harbor International Airport	38,846,713	77.2
12	United States	Miami International Airport	37,302,456	99.9
13	India	Indira Gandhi International Airport	37,139,957	30.3
14	Turkey	Istanbul International Airport	36,988,067	58.5
15	China	Shenzhen Baoan International Airport	36,358,185	-4.1
16	United States	Seattle-Tacoma International Airport	36,154,015	80.4
17	Mexico	Aeropuerto Internacional de la Ciudad de México "Lic Benito Juárez"	36,056,614	64.0
18	China	Chongqing Jiangbei International Airport	35,766,284	2.4
19	China	Hongqiao International Airport	33,207,337	6.6
20	China	Beijing Capital International Airport	32,639,029	-5.4
21	China	Kunming International Airport	32,221,295	-2.3
22	China	Pudong International Airport	32,206,814	5.7
23	United States	George Bush Intercontinental Airport	31,866,308	75.0
24	Russian Federation	Sheremetyevo International Airport	30,943,456	56.4
25	United States	John F. Kennedy International Airport	30,788,322	85.1
26	China	Xi'an-Xiayang International Airport	30,173,312	-2.9
27	United Arab Emirates	Dubai International Airport	29,110,609	12.7
28	United States	Newark Liberty International Airport	29,049,552	82.8
29	China	Hangzhou Xiaoshan International Airport	28,163,820	-0.2
30	United States	Ft Lauderdale-Hollywood International Airport	28,076,808	70.3
31	France	Aéroport de Paris-Charles de Gaulle	26,196,575	17.7
32	Japan	Tokyo International (Haneda) Airport	25,876,429	-15.4
33	Republic of Korea	Jeju International Airport	25,802,550	22.6
34	Netherlands	Amsterdam Airport Schiphol	25,492,633	22.1
35	Russian Federation	Moscow Domodedovo Airport	25,065,087	52.9
36	China	Beijing Daxing International Airport	25,051,012	55.7
37	Turkey	Sabiha Gökçen International Airport	24,991,916	47.2
38	Germany	Flughafen Frankfurt/Main	24,812,849	32.2
39	United States	Minneapolis/St Paul International Airport	24,429,003	64.4
40	United States	San Francisco International Airport	24,343,627	48.2
41	Brazil	Guarulhos International Airport	24,164,330	18.7
42	Spain	Aeropuerto de Adolfo Suárez Madrid-Barajas	24,121,535	41.1
43	United States	Detroit Metropolitan Wayne County Airport	23,610,765	67.4
44	United States	Logan International Airport	22,695,835	79.6
45	Republic of Korea	Gimpo International Airport	22,525,417	29.1
46	Mexico	Cancún International Airport	22,393,906	82.1
47	United States	Salt Lake City International Airport	22,383,878	78.2
48	Turkey	Antalya International Airport	22,012,298	125.8
49	China	Changsha Huanghua International Airport	19,983,064	4.0
50	China	Wuhan Tianhe International Airport	19,796,618	54.6
51	India	Chhatrapati Shivaji International Airport	19,786,522	20.7
52	Colombia	Aeropuerto Internacional El Dorado	19,724,409	135.8
53	United States	Philadelphia International Airport	19,638,387	65.5
54	United Kingdom	Heathrow Airport	19,395,287	-12.3
55	China	Zhengzhou Xincheng International Airport	18,954,907	-11.5
56	Saudi Arabia	King Khaled International Airport	18,933,989	64.3
57	United States	Baltimore/Washington International Thurgood Marshall Airport	18,868,429	68.4
58	Spain	Aeropuerto de Barcelona-El Prat	18,861,283	48.2
59	United States	Tampa International Airport	18,115,213	76.9
60	Russian Federation	Pulkovo Airport	18,043,464	64.9

Source: Airports Council International - Worldwide Airport Traffic Report - Calendar Year 2021.

Domestic	Year	Scheduled	Charter	Commuter	Total
	2008	21,942,288	3,423	3,258,357	25,204,068
	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

International	Year	Scheduled	Charter	Commuter	Total
	2008	22,197,030	66,035	335,983	22,599,048
	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	33,964,513	741	352,027	34,317,281
	2020	8,293,582	17,437	51,957	8,362,976
	2021	12,745,885	4,634	-	12,750,519

Domestic and International	Year	Scheduled	Charter	Commuter	Total
	2008	44,139,318	69,458	3,594,340	47,803,116
	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	58,979,346	1,323	3,570,403	62,551,072
	2020	15,874,361	18,131	738,150	16,630,642
	2021	28,705,396	6,740	2,076,186	30,788,322

Domestic	Year	Scheduled	Charter	Commuter	Total
	2008	18,890,453	18,803	5,312,936	24,222,192
	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

International	Year	Scheduled	Charter	Commuter	Total
	2008	10,470,509	36,835	631,200	11,138,544
	2009	10,049,914	6,432	761,102	10,817,448
	2010	10,677,742	11,123	788,439	11,477,304
	2011	10,714,909	9,747	783,167	11,507,823
	2012	10,341,246	8,231	797,867	11,147,344
	2013	10,401,720	8,020	889,659	11,299,399
	2014	10,886,881	8,100	886,149	11,781,130
	2015	10,978,876	33,011	793,430	11,805,317
	2016	11,608,685	37,358	698,826	12,344,869
	2017	12,064,684	20,361	803,508	12,888,553
	2018	13,203,565	37,809	887,411	14,128,785
	2019	13,363,411	9,232	959,669	14,332,312
	2020	3,534,134	2,135	235,530	3,771,799
	2021	6,386,750	2,345	213,930	6,603,025

Domestic and International	Year	Scheduled	Charter	Commuter	Total
	2008	29,360,962	55,638	5,944,136	35,360,736
	2009	27,073,707	36,181	6,250,235	33,360,123
	2010	26,639,402	35,768	6,519,020	33,194,190
	2011	27,569,909	45,967	6,081,616	33,697,492
	2012	27,413,626	39,627	6,530,182	33,983,435
	2013	28,057,325	35,122	6,922,611	35,015,058
	2014	28,829,586	47,902	6,666,269	35,543,757
	2015	30,375,933	62,076	7,058,718	37,496,727
	2016	33,306,986	106,568	7,149,739	40,563,293
	2017	36,394,416	57,922	6,766,783	43,219,121
	2018	38,801,694	70,006	6,987,820	45,859,520
	2019	39,299,509	34,269	7,002,674	46,336,452
	2020	13,617,510	21,208	2,254,174	15,892,892
	2021	25,781,995	30,512	3,237,045	29,049,552

Domestic	Year	Scheduled	Charter	Commuter	Total
	2008	17,244,972	2,884	4,693,536	21,941,392
	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

International	Year	Scheduled	Charter	Commuter	Total
	2008	832,185	1,249	298,230	1,131,664
	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

Domestic and International	Year	Scheduled	Charter	Commuter	Total
	2008	18,077,157	4,133	4,991,766	23,073,056
	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

Domestic	Year	Scheduled	Charter	Commuter	Total
	2008	527,349	-	-	252,680
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

International	Year	Scheduled	Charter	Commuter	Total
	2008	-	-	-	-
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	-	-	-	-	-

Domestic and International	Year	Scheduled	Charter	Commuter	Total
	2008	527,349	-	-	252,680
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

Domestic	Year	Scheduled	Charter	Commuter	Total
	2008	58,605,062	25,110	13,517,509	72,147,681
	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

International	Year	Scheduled	Charter	Commuter	Total
	2008	33,499,724	104,119	1,265,413	34,869,256
	2009	32,251,271	25,447	1,407,662	33,684,380
	2010	34,184,064	30,143	1,412,673	35,626,880
	2011	34,882,696	28,479	1,518,935	36,430,110
	2012	35,917,848	81,485	1,638,859	37,638,192
	2013	37,658,091	22,673	1,888,810	39,569,574
	2014	39,555,038	34,515	2,205,464	41,795,017
	2015	41,657,694	47,520	1,930,724	43,635,938
	2016	44,176,449	45,817	1,691,943	45,914,209
	2017	45,697,379	28,341	1,919,747	47,645,467
	2018	48,150,761	40,632	2,005,001	50,196,394
	2019	48,954,561	9,973	2,054,503	51,019,037
	2020	11,989,285	19,572	517,742	12,526,599
	2021	19,267,305	6,979	360,452	19,634,736

Domestic and International	Year	Scheduled	Charter	Commuter	Total
	2008	92,104,786	129,229	14,782,922	107,016,937
	2009	86,353,759	63,339	15,364,268	101,781,366
	2010	88,318,718	63,734	15,703,014	104,085,466
	2011	89,793,263	71,864	16,011,974	105,877,101
	2012	92,647,178	120,046	16,562,667	109,329,891
	2013	94,830,969	55,805	17,572,543	112,459,317
	2014	97,976,197	163,632	17,905,806	116,045,635
	2015	105,141,344	80,223	17,879,109	123,100,676
	2016	110,370,553	122,391	19,236,103	129,729,047
	2017	112,876,539	162,831	19,679,659	132,719,029
	2018	117,933,009	77,172	20,258,112	138,268,293
	2019	120,629,774	37,607	19,830,752	140,498,133
	2020	35,802,344	39,887	5,023,887	40,866,118
	2021	66,233,815	41,238	9,299,028	75,574,081

Domestic

Month	Scheduled	Charter	Commuter	Total Revenue Passengers	% Change 2020-2021	Non-Revenue Passengers
Jan	529,641	202	46,626	576,469	-72.5%	34,860
Feb	538,840	-	32,594	571,434	-71.5%	33,375
Mar	658,727	36	62,617	721,380	-31.8%	38,064
Apr	1,033,160	-	87,896	1,121,056	2241.6%	51,272
May	1,197,318	-	164,880	1,362,198	1326.7%	59,508
Jun	1,587,596	-	222,025	1,809,621	585.4%	65,636
Jul	1,809,676	-	256,406	2,066,082	473.6%	74,971
Aug	1,778,780	-	239,165	2,017,945	429.3%	66,575
Sep	1,489,469	746	201,007	1,691,222	338.2%	61,627
Oct	1,624,698	163	205,490	1,830,351	272.5%	69,014
Nov	1,850,038	17	285,875	2,135,930	325.8%	76,890
Dec	1,861,568	942	271,605	2,134,115	266.5%	83,028
Total 2021	15,959,511	2,106	2,076,186	18,037,803	118.2%	714,820
% Change 2020 to 2021	110.5%	203.5%	202.6%			40.4%

International

Month	Scheduled	Charter	Commuter	Total Revenue Passengers	% Change 2020-2021	Non-Revenue Passengers
Jan	529,991	-	-	529,991	-79.3%	11,244
Feb	402,194	15	-	402,209	-81.3%	8,515
Mar	564,331	-	-	564,331	-51.3%	11,484
Apr	673,759	31	-	673,790	1877.3%	14,527
May	852,808	-	-	852,808	1958.8%	18,660
Jun	1,151,999	161	-	1,152,160	980.2%	22,375
Jul	1,500,494	3,575	-	1,504,069	454.8%	26,575
Aug	1,643,087	483	-	1,643,570	338.5%	26,927
Sep	1,245,645	178	-	1,245,823	265.5%	24,626
Oct	1,140,645	85	-	1,140,730	193.2%	27,290
Nov	1,357,962	-	-	1,357,962	239.0%	30,636
Dec	1,682,970	106	-	1,683,076	216.1%	30,914
Total 2021	12,745,885	4,634	-	12,750,519	52.5%	253,773
% Change 2020 to 2021	53.7%	-73.4%	-100.0%			35.6%

Domestic and International

Month	Scheduled	Charter	Commuter	Total Revenue Passengers	% Change 2020-2021	Non-Revenue Passengers
Jan	1,059,632	202	46,626	1,106,460	-76.2%	46,104
Feb	941,034	15	32,594	973,643	-76.6%	41,890
Mar	1,223,058	36	62,617	1,285,711	-42.0%	49,548
Apr	1,706,919	31	87,896	1,794,846	2090.1%	65,799
May	2,050,126	0	164,880	2,215,006	1518.0%	78,168
Jun	2,739,595	161	222,025	2,961,781	699.0%	88,011
Jul	3,310,170	3,575	256,406	3,570,151	465.5%	101,546
Aug	3,421,867	483	239,165	3,661,515	384.3%	93,502
Sep	2,735,114	924	201,007	2,937,045	304.1%	86,253
Oct	2,765,343	248	205,490	2,971,081	237.5%	96,304
Nov	3,208,000	17	285,875	3,493,892	287.2%	107,526
Dec	3,544,538	1,048	271,605	3,817,191	242.4%	113,942
Total 2021	28,705,396	6,740	2,076,186	30,788,322	85.1%	968,593
% Change 2020 to 2021	80.80%	-62.80%	181.30%			39.1%

Domestic

Month	Scheduled	Charter	Commuter	Total Revenue Passengers	% Change 2020-2021	Non-Revenue Passengers
Jan	793,152	1,831	112,739	907,722	-65.0%	36,443
Feb	746,389	1,548	118,636	866,573	-64.9%	35,625
Mar	1,151,250	1,750	195,319	1,348,319	0.2%	48,857
Apr	1,347,973	2,706	216,281	1,566,960	2808.0%	46,504
May	1,552,504	2,319	221,291	1,776,114	1217.7%	52,524
Jun	1,736,670	1,861	235,412	1,973,943	495.7%	59,914
Jul	1,961,966	891	242,549	2,205,406	256.8%	60,206
Aug	1,985,531	1,359	246,221	2,233,111	169.9%	55,088
Sep	1,682,446	2,620	228,532	1,913,598	153.0%	54,798
Oct	2,031,038	5,177	345,394	2,381,609	138.6%	66,720
Nov	2,183,694	4,025	444,305	2,632,024	164.1%	68,105
Dec	2,222,632	2,080	416,436	2,641,148	165.0%	67,740
Total 2021	19,395,245	28,167	3,023,115	22,446,527	85.2%	652,524
% Change 2020 to 2021	92.3%	47.7%	49.8%			-24.9%

International

Month	Scheduled	Charter	Commuter	Total Revenue Passengers	% Change 2020-2021	Non-Revenue Passengers
Jan	279,544	-	11,305	290,849	-73.3%	6,316
Feb	196,078	-	4,348	200,426	-78.1%	4,835
Mar	282,953	-	6,575	289,528	-43.3%	6,777
Apr	349,545	588	6,419	356,552	2797.6%	7,367
May	379,794	-	5,093	384,887	2724.4%	8,927
Jun	565,598	-	6,964	572,562	1135.4%	12,336
Jul	783,916	364	14,738	799,018	594.9%	16,179
Aug	846,534	-	23,573	870,107	382.5%	16,561
Sep	598,007	35	29,580	627,622	262.9%	14,834
Oct	596,116	183	34,648	630,947	218.4%	15,518
Nov	705,977	680	37,388	744,045	238.0%	15,906
Dec	802,688	495	33,299	836,482	182.8%	15,672
Total 2021	6,386,750	2,345	213,930	6,603,025	75.1%	141,228
% Change 2020 to 2021	80.7%	9.8%	-9.2%			43.2%

Domestic and International

Month	Scheduled	Charter	Commuter	Total Revenue Passengers	% Change 2020-2021	Non-Revenue Passengers
Jan	1,072,696	1,831	124,044	1,198,571	-67.5%	42,759
Feb	942,467	1,548	122,984	1,066,999	-68.5%	40,460
Mar	1,434,203	1,750	201,894	1,637,847	-11.8%	55,634
Apr	1,697,518	3,294	222,700	1,923,512	2806.1%	53,871
May	1,932,298	2,319	226,384	2,161,001	1356.0%	61,451
Jun	2,302,268	1,861	242,376	2,546,505	574.2%	72,250
Jul	2,745,882	1,255	257,287	3,004,424	309.9%	76,385
Aug	2,832,065	1,359	269,794	3,103,218	207.9%	71,649
Sep	2,280,453	2,655	258,112	2,541,220	173.4%	69,632
Oct	2,627,154	5,360	380,042	3,012,556	151.8%	82,238
Nov	2,889,671	4,705	481,693	3,376,069	177.5%	84,011
Dec	3,025,320	2,575	449,735	3,477,630	169.1%	83,412
Total 2021	25,781,995	30,512	3,237,045	29,049,552	82.8%	793,752
% Change 2020 to 2021	89.3%	43.9%	43.6%			27.8%

Domestic

Month	Scheduled	Charter	Commuter	Total Revenue Passengers	% Change 2020-2021	Non-Revenue Passengers
Jan	416,459	-	68,115	484,574	-75.9%	24,965
Feb	363,936	-	63,339	427,275	-78.3%	21,456
Mar	578,880	172	119,555	698,607	-28.0%	30,586
Apr	733,354	1,061	184,880	919,295	2373.3%	29,864
May	901,232	458	191,550	1,093,240	1123.7%	30,894
Jun	900,865	1,107	284,987	1,186,959	346.5%	29,982
Jul	1,077,690	2	450,424	1,528,116	335.2%	41,647
Aug	1,091,343	-	377,114	1,468,457	290.3%	38,390
Sep	1,073,955	6	387,592	1,461,553	276.8%	41,942
Oct	1,272,147	-	495,897	1,768,044	305.7%	50,946
Nov	1,531,914	387	614,481	2,146,782	387.9%	59,384
Dec	1,547,165	504	589,300	2,136,969	316.7%	64,606
Total 2021	11,488,940	3,697	3,827,234	15,319,871	95.1%	464,662
% Change 2020 to 2021	89.0%	3711.3%	115.7%			12.1%

International

Month	Scheduled	Charter	Commuter	Total Revenue Passengers	% Change 2020-2021	Non-Revenue Passengers
Jan	267	-	5,420	5,687	-95.6%	67
Feb	0	-	1,409	1,409	-99.0%	23
Mar	0	-	-	-	-100.0%	-
Apr	0	-	-	-	-100.0%	-
May	96	-	-	96	-72.7%	-
Jun	730	-	-	730	-73.0%	7
Jul	0	-	15,626	15,626	298.3%	-
Aug	8,909	-	33,805	42,714	473.7%	334
Sep	19,932	-	25,900	45,832	336.4%	419
Oct	22,224	-	29,743	51,967	739.8%	352
Nov	52,303	-	18,451	70,754	1313.9%	1,018
Dec	30,209	-	16,168	46,377	483.8%	315
Total 2021	134,670	-	146,522	281,192	-28.2%	2,535
% Change 2020 to 2021	-16.6%	0.0%	-36.4%			-58.3%

Domestic and International

Month	Scheduled	Charter	Commuter	Total Revenue Passengers	% Change 2020-2021	Non-Revenue Passengers
Jan	416,726	-	73,535	490,261	-77.1%	25,032
Feb	363,936	-	64,748	428,684	-79.7%	21,479
Mar	578,880	172	119,555	698,607	-33.5%	30,586
Apr	733,354	1,061	184,880	919,295	2365.0%	29,864
May	901,328	458	191,550	1,093,336	1119.0%	30,894
Jun	901,595	1,107	284,987	1,187,689	342.3%	29,989
Jul	1,077,690	2	466,050	1,543,742	334.8%	41,647
Aug	1,100,252	-	410,919	1,511,171	293.9%	38,724
Sep	1,093,887	6	413,492	1,507,385	278.4%	42,361
Oct	1,294,371	-	525,640	1,820,011	311.8%	51,298
Nov	1,584,217	387	632,932	2,217,536	398.3%	60,402
Dec	1,577,374	504	605,468	2,183,346	319.2%	64,921
Total 2021	11,623,610	3,697	3,973,756	15,601,063	89.2%	467,197
% Change 2020 to 2021	86.3%	3711.3%	98.2%			11.1%

Domestic

Month	Scheduled	Charter	Commuter	Total Revenue Passengers	% Change 2020-2021	Non-Revenue Passengers
Jan	2,379	-	270	2,649	-89.3%	22
Feb	3,047	-	305	3,352	-86.0%	17
Mar	5,888	-	702	6,590	-57.6%	28
Apr	6,019	-	1,126	7,145	786.5%	56
May	7,423	-	1,841	9,264	189.7%	49
Jun	11,819	-	2,355	14,174	113.8%	25
Jul	16,075	-	1,842	17,917	388.5%	14
Aug	15,596	-	1,892	17,488	294.2%	29
Sep	6,578	-	1,708	8,286	119.3%	16
Oct	9,786	289	0	10,075	152.6%	2
Nov	18,319	-	0	18,319	413.7%	31
Dec	19,885	-	0	19,885	545.0%	17
Total 2021	122,814	289	12,041	135,144	38.8%	306
% Change 2020 to 2021	74.7%	-35.9%	-54.8%			-69.2%

International

Month	Scheduled	Charter	Commuter	Total Revenue Passengers	% Change 2020-2021	Non-Revenue Passengers
Jan	-	-	-	-	-	-
Feb	-	-	-	-	-	-
Mar	-	-	-	-	-	-
Apr	-	-	-	-	-	-
May	-	-	-	-	-	-
Jun	-	-	-	-	-	-
Jul	-	-	-	-	-	-
Aug	-	-	-	-	-	-
Sep	-	-	-	-	-	-
Oct	-	-	-	-	-	-
Nov	-	-	-	-	-	-
Dec	-	-	-	-	-	-
Total 2021	-	-	-	-	-	-
% Change 2020 to 2021	-	-	-			-

Domestic and International

Month	Scheduled	Charter	Commuter	Total Revenue Passengers	% Change 2020-2021	Non-Revenue Passengers
Jan	2,379	-	270	2,649	-89.3%	22
Feb	3,047	-	305	3,352	-86.0%	17
Mar	5,888	-	702	6,590	-57.6%	28
Apr	6,019	-	1,126	7,145	786.5%	56
May	7,423	-	1,841	9,264	189.7%	49
Jun	11,819	-	2,355	14,174	113.8%	25
Jul	16,075	-	1,842	17,917	388.5%	14
Aug	15,596	-	1,892	17,488	294.2%	29
Sep	6,578	-	1,708	8,286	119.3%	16
Oct	9,786	289	0	10,075	152.6%	2
Nov	18,319	-	0	18,319	413.7%	31
Dec	19,885	-	0	19,885	545.0%	17
Total 2021	122,814	289	12,041	135,144	38.8%	306
% Change 2020 to 2021	74.7%	-35.9%	-54.8%			-69.2%

Domestic

Month	Scheduled	Charter	Commuter	Total Revenue Passengers	% Change 2020-2021	Non-Revenue Passengers
Jan	1,741,631	2,033	227,750	1,971,414	-70.7%	96,290
Feb	1,652,212	1,548	214,874	1,868,634	-71.1%	90,473
Mar	2,394,745	1,958	378,193	2,774,896	-18.1%	117,535
Apr	3,120,506	3,767	490,183	3,614,456	2486.7%	127,696
May	3,658,477	2,777	579,562	4,240,816	1213.7%	142,975
Jun	4,236,950	2,968	744,779	4,984,697	474.4%	155,557
Jul	4,865,407	893	951,221	5,817,521	336.4%	176,838
Aug	4,871,250	1,359	864,392	5,737,001	261.0%	160,082
Sep	4,252,448	3,372	818,839	5,074,659	230.8%	158,383
Oct	4,937,669	5,629	1,046,781	5,990,079	210.5%	186,682
Nov	5,583,965	4,429	1,344,661	6,933,055	257.0%	204,410
Dec	5,651,250	3,526	1,277,341	6,932,117	230.9%	215,391
Total 2021	46,966,510	34,259	8,938,576	55,939,345	97.4%	1,832,312
% Change 2020 to 2021	97.2%	68.6%	98.4%			26.6%

International

Month	Scheduled	Charter	Commuter	Total Revenue Passengers	% Change 2020-2021	Non-Revenue Passengers
Jan	809,802	-	16,725	826,527	-78.1%	17,627
Feb	598,272	15	5,757	604,044	-81.2%	13,373
Mar	847,284	-	6,575	853,859	-51.2%	18,261
Apr	1,023,304	619	6,419	1,030,342	2115.5%	21,894
May	1,232,698	-	5,093	1,237,791	2134.2%	27,587
Jun	1,718,327	161	6,964	1,725,452	1008.1%	34,718
Jul	2,284,410	3,939	30,364	2,318,713	494.5%	42,754
Aug	2,498,530	483	57,378	2,556,391	354.4%	43,822
Sep	1,863,584	213	55,480	1,919,277	266.1%	39,879
Oct	1,758,985	268	64,391	1,823,644	207.3%	43,160
Nov	2,116,242	680	55,839	2,172,761	247.3%	47,560
Dec	2,515,867	601	49,467	2,565,935	206.9%	46,901
Total 2021	19,267,305	6,979	360,452	19,634,736	56.7%	397,536
% Change 2020 to 2021	60.7%	-64.3%	-30.4%			36.2%

Domestic and International

Month	Scheduled	Charter	Commuter	Total Revenue Passengers	% Change 2020-2021	Non-Revenue Passengers
Jan	2,551,433	2,033	244,475	2,797,941	-73.37	113,917
Feb	2,250,484	1,563	220,631	2,472,678	-74.4	103,846
Mar	3,242,029	1,958	384,768	3,628,755	-29.4	135,796
Apr	4,143,810	4,386	496,602	4,644,798	2394.0	149,590
May	4,891,175	2,777	584,655	5,478,607	1348.6	170,562
Jun	5,955,277	3,129	751,743	6,710,149	555.6	190,275
Jul	7,149,817	4,832	981,585	8,136,234	372.2	219,592
Aug	7,369,780	1,842	921,770	8,293,392	285.4	203,904
Sep	6,116,032	3,585	874,319	6,993,936	239.8	198,262
Oct	6,696,654	5,897	1,111,172	7,813,723	209.7	229,842
Nov	7,700,207	5,109	1,400,500	9,105,816	254.7	251,970
Dec	8,167,117	4,127	1,326,808	9,498,052	224.1	262,292
Total 2021	66,233,815	41,238	9,299,028	75,574,081	84.9	2,229,848
% Change 2020 to 2021	85.0%	3.4%	85.1%			28.2%

JFK

Year	Domestic	Puerto Rico	Canada	Bermuda & Caribbean	Mexico	Latin America	Trans-Atlantic	Trans-Pacific	Total
2008	23,823,575	1,380,493	453,484	3,650,590	890,555	1,696,021	13,761,056	2,147,342	47,803,116
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	1,670,915	2,733,426	19,473,336	3,824,215	62,551,072
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

EWR

Year	Domestic	Puerto Rico	Canada	Bermuda & Caribbean	Mexico	Latin America	Trans-Atlantic	Trans-Pacific	Total
2008	23,625,236	596,956	1,064,244	1,111,975	511,461	577,747	7,236,619	636,498	35,360,736
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	573,060	1,205,106	7,432,216	1,342,923	46,336,452
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

LGA

Year	Domestic	Puerto Rico	Canada	Bermuda & Caribbean	Mexico	Latin America	Trans-Atlantic	Trans-Pacific	Total
2008	21,941,392	-	1,058,076	73,588	-	-	-	-	23,073,056
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

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

Transpacific includes Pacific Rim countries, including China, Japan, Australia, New Zealand, "Indo-China" and "Far East."

"Domestic" includes air taxi, business & private and government flights. Helicopters are excluded.

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

2.3.1

continued

Passenger Traffic By Market

Annual Totals 2008 to 2021

SWF

Year	Domestic	Puerto Rico	Canada	Bermuda & Caribbean	Mexico	Latin America	Trans-Atlantic	Trans-Pacific	Total
2008	780,029	-	-	-	-	-	-	-	780,029
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

REGION

Year	Domestic	Puerto Rico	Canada	Bermuda & Caribbean	Mexico	Latin America	Trans-Atlantic	Trans-Pacific	Total
2008	70,170,232	1,977,449	2,575,804	4,836,153	1,402,016	2,273,768	20,997,675	2,783,840	107,016,937
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	2,243,975	3,938,532	27,065,143	5,167,138	140,498,133
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

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

JFK

Rank	Airline	Domestic Passengers	International Passengers	Total Passengers	Cumulative %
1	JetBlue Airways	6,835,310	3,400,765	10,236,075	33.2%
2	Delta Air Lines	7,375,032	2,507,628	9,882,660	65.3%
3	American Airlines	2,974,936	1,110,491	4,085,427	78.6%
4	Alaska Airlines	480,788	-	480,788	80.2%
5	Turkish Airlines	-	398,227	398,227	81.5%
6	Emirates Airline	-	378,515	378,515	82.7%
7	Copa Airlines	-	312,974	312,974	83.7%
8	Qatar Airways	-	305,993	305,993	84.7%
9	Air France	-	289,747	289,747	85.7%
10	Aeroméxico	-	257,711	257,711	86.5%
11	United Airlines	245,069	-	245,069	87.3%
12	British Airways	-	227,209	227,209	88.0%
13	Avianca	-	195,258	195,258	88.7%
14	Aeroflot	-	193,718	193,718	89.3%
15	Avianca El Salvador	-	175,272	175,272	89.9%
16	Virgín Atlantic	-	175,259	175,259	90.4%
17	KLM	-	170,096	170,096	91.0%
18	El Al	-	169,239	169,239	91.5%
19	EgyptAir	-	152,152	152,152	92.0%
20	LAN Airlines	-	150,077	150,077	92.5%
21	Others	126,668	2,180,188	2,306,856	100.0%
	Total Airports	18,037,803	12,750,519	30,788,322	100.0%

EWR

Rank	Airline	Domestic Passengers	International Passengers	Total Passengers	Cumulative %
1	United Airlines	13,531,617	4,317,182	17,848,799	61.4%
2	JetBlue Airways	2,938,343	845,339	3,783,682	74.5%
3	American Airlines	1,713,490	-	1,713,490	80.4%
4	Spirit Airlines	1,642,367	-	1,642,367	86.0%
5	Delta Air Lines	1,268,559	285	1,268,844	90.4%
6	Frontier Airlines	650,792	52,720	703,512	92.8%
7	Alaska Airlines	506,581	-	506,581	94.6%
8	Air Canada	-	181,141	181,141	95.2%
9	Lufthansa	-	180,672	180,672	95.8%
10	TAP Air Portugal	-	147,307	147,307	96.3%
11	Allegiant Air	139,106	-	139,106	96.8%
12	Air India	-	127,455	127,455	97.2%
13	Turkish Airlines	-	85,822	85,822	97.5%
14	Scandinavian Airlines	-	84,598	84,598	97.8%
15	El Al	-	79,410	79,410	98.1%
16	Austrian Airlines	-	77,684	77,684	98.4%
17	Emirates Airline	-	69,097	69,097	98.6%
18	Porter Airlines	-	63,472	63,472	98.8%
19	Ethiopian Airlines	-	63,337	63,337	99.0%
20	Swiss International Air Lines	-	58,625	58,625	99.2%
21	Others	55,672	168,879	224,551	100.0%
	Total Airports	22,446,527	6,603,025	29,049,552	100.0%

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

LGA

Rank	Airline	Domestic Passengers	International Passengers	Total Passengers	Cumulative %
1	Delta Air Lines	6,358,573	-	6,358,573	40.8%
2	American Airlines	4,059,802	1,962	4,061,764	66.8%
3	Southwest Airlines	1,599,090	-	1,599,090	77.0%
4	Spirit Airlines	1,088,125	-	1,088,125	84.0%
5	United Airlines	1,086,134	-	1,086,134	91.0%
6	JetBlue Airways	829,311	-	829,311	96.3%
7	Frontier Airlines	298,836	-	298,836	98.2%
8	Air Canada	-	251,168	251,168	99.8%
9	WestJet	-	28,062	28,062	100.0%
10	Alaska Airlines	-	-	-	100.0%
	Total Airports	15,319,871	281,192	15,601,063	100.0%

SWF

Rank	Airline	Domestic Passengers	International Passengers	Total Passengers	Cumulative %
1	Allegiant Air	105,545	-	105,545	78.1%
2	Frontier Airlines	17,269	-	17,269	90.9%
3	American Airlines	12,041	-	12,041	99.8%
4	JetBlue Airways	289	-	289	100.0%
	Total Airports	135,144	-	135,144	100.0%

REGION

Rank	Airline	Domestic Passengers	International Passengers	Total Passengers	Cumulative %
1	United Airlines	14,862,820	4,317,182	19,180,002	25.4%
2	Delta Air Lines	15,002,164	2,507,913	17,510,077	48.5%
3	JetBlue Airways	10,603,253	4,246,104	14,849,357	68.2%
4	American Airlines	8,760,269	1,112,453	9,872,722	81.3%
5	Spirit Airlines	2,730,492	-	2,730,492	84.9%
6	Southwest Airlines	1,599,090	-	1,599,090	87.0%
7	Frontier Airlines	966,897	52,720	1,019,617	88.3%
8	Alaska Airlines	987,369	-	987,369	89.6%
9	Turkish Airlines	-	484,049	484,049	90.3%
10	Emirates Airline	-	447,612	447,612	90.9%
11	Air Canada	-	432,309	432,309	91.5%
12	Copa Airlines	-	312,974	312,974	91.9%
13	Qatar Airways	-	305,993	305,993	92.3%
14	Air France	-	289,747	289,747	92.7%
15	Lufthansa	-	286,742	286,742	93.0%
16	British Airways	-	258,379	258,379	93.4%
17	Aeroméxico	-	257,711	257,711	93.7%
18	El Al	-	248,649	248,649	94.0%
19	Allegiant Air	244,651	-	244,651	94.4%
20	Air India	-	203,353	203,353	94.6%
21	Others	182,340	3,870,846	4,053,186	100.0%
	Total Airports	55,939,345	19,634,736	75,574,081	100.0%

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

JFK

Terminal Building	Domestic		International		Total
	Inbound	Outbound	Inbound	Outbound	
Terminal 1	-	-	852,378	825,717	1,678,095
Terminal 2	571,154	508,892	21,533	76,905	1,178,484
Terminal 4	3,103,270	3,191,716	2,789,687	2,597,016	11,681,689
Terminal 5	3,483,776	3,478,202	1,694,643	1,738,965	10,395,586
Terminal 7	367,776	358,081	278,654	283,293	1,287,804
Terminal 8	1,504,441	1,470,495	809,145	782,583	4,566,664
Total	9,030,417	9,007,386	6,446,040	6,304,479	30,788,322

EWR

Terminal Building	Domestic		International		Total
	Inbound	Outbound	Inbound	Outbound	
Terminal A	2,814,785	2,796,888	171,818	432,608	6,216,099
Terminal B	1,928,885	1,855,825	2,785,505	721,979	7,292,194
Terminal C	6,517,438	6,532,139	357,859	2,133,256	15,540,692
Other	326	241	-	-	567
Total	11,261,434	11,185,093	3,315,182	3,287,843	29,049,552

LGA[†]

Terminal Building	Domestic		International		Total
	Inbound	Outbound	Inbound	Outbound	
Terminal A	592,784	586,381	-	-	1,179,165
Terminal B	3,452,946	3,550,397	128,575	124,555	7,256,473
Terminal C	1,731,350	1,753,762	14,009	14,053	3,513,174
Terminal D	1,811,198	1,841,053	-	-	3,652,251
Total	7,588,278	7,731,593	142,584	138,608	15,601,063

SWF

Terminal Building	Domestic		International		Total
	Inbound	Outbound	Inbound	Outbound	
Passenger Terminal	67,001	68,143	-	-	135,144
Total	67,001	68,143	-	-	135,144

Note: It is difficult to accurately reflect traffic at passenger terminals with airline tenants whose service to a market group is split between two terminals. This applies primarily to JFK's Delta Terminal 2 and Terminal 4.

[†] LGA: Delta operates in Terminals C & D.

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

	JFK	LGA	EWR	SWF	Region	NYC Airports
Passenger Type						
Local O-D	75.3%	88.0%	79.2%	-	77.0%	78.6%
Connecting	24.7%	12.0%	20.8%	-	23.0%	21.4%
Type of Flight						
Domestic	47.4%	94.5%	70.6%	-	-	61.4%
International	52.6%	5.5%	29.4%	-	-	38.6%
Trans Border	0.0%	0.0%	0.0%	-	-	0.0%
Purpose of Trip						
Business	11.1%	19.1%	17.5%	-	17.0%	14.0%
Leisure	55.0%	57.5%	59.1%	-	58.0%	56.3%
Other	33.9%	23.4%	23.4%	-	24.0%	29.7%
<i>Business</i>	11.1%	19.1%	17.5%	-	17.0%	14.0%
<i>Personal</i>	88.9%	80.9%	82.5%	-	83.0%	86.0%
Travel Class						
First Class	4.6%	7.1%	6.5%	-	6.0%	5.5%
Business/Upper Class	7.3%	7.7%	7.7%	-	8.0%	7.5%
Economy/Tourist Class	88.1%	85.2%	85.9%	-	86.0%	87.1%
Dwell Time Dep						
Less than 30 mins.	5.0%	4.0%	4.0%	-	4.0%	4.0%
30-45 mins.	3.0%	4.0%	3.0%	-	4.0%	3.0%
45-60 mins.	8.0%	12.0%	10.0%	-	8.0%	9.0%
1 hr.-1 hr. 15 mins.	6.0%	10.0%	7.0%	-	11.0%	8.0%
1 hr. 15 mins.-1 hr. 30 mins.	16.0%	29.0%	23.0%	-	19.0%	22.0%
1 hr. 30 mins.-2 hrs.	19.0%	24.0%	22.0%	-	25.0%	21.0%
More than 2 hrs.	43.0%	19.0%	32.0%	-	29.0%	32.0%
Number of Round Trips						
1-2	66.4%	51.7%	56.6%	-	57.0%	61.5%
3-5	22.6%	30.4%	26.3%	-	27.0%	24.9%
6-10	7.6%	11.5%	10.8%	-	10.0%	9.0%
11-20	2.0%	3.9%	3.9%	-	4.0%	2.8%
21+	1.4%	2.5%	2.4%	-	3.0%	1.8%
Gender						
Male	47.7%	52.4%	52.3%	-	45.0%	49.6%
Female	52.3%	47.6%	47.7%	-	55.0%	50.4%
Age						
16-21	10.1%	11.6%	9.9%	-	9.0%	10.4%
22-25	12.4%	16.8%	12.1%	-	11.0%	13.2%
26-34	27.2%	32.9%	25.9%	-	22.0%	28.1%
35-44	18.5%	17.2%	18.1%	-	17.0%	18.1%
45-54	15.9%	11.4%	16.8%	-	17.0%	15.2%
55-64	10.3%	7.3%	12.4%	-	22.0%	10.1%
65-75	5.0%	2.3%	4.1%	-	11.0%	4.3%
76 & over	0.7%	0.5%	0.8%	-	9.0%	0.7%
Nationality						
U.S. Citizen	55.0%	72.0%	62.0%	-	-	60.0%
Foreign National	45.0%	28.0%	38.0%	-	-	40.0%

Source: 2021 ACI ASQ
SWF data not available.

2.6.1

continued

Passenger Demographics

Profile of Departing Passengers

	JFK	LGA	EWR	SWF	Region	NYC Airports
Nationality						
United States	55.0%	72.0%	62.0%	-	-	60.0%
Canada	0.0%	4.0%	2.0%	-	-	1.0%
Caribbean	5.0%	0.0%	1.0%	-	-	3.0%
Central America	0.0%	0.0%	1.0%	-	-	0.2%
South America	5.0%	0.0%	3.0%	-	-	4.0%
Europe	4.0%	0.0%	2.0%	-	-	3.0%
Middle East	0.0%	0.0%	0.0%	-	-	0.0%
Africa	0.0%	0.0%	0.0%	-	-	0.0%
Asia	4.0%	2.0%	3.0%	-	-	3.0%
Oceania	0.0%	0.0%	0.0%	-	-	0.0%
Residence						
U.S. Resident	67.0%	81.0%	72.0%	-	-	71.0%
Int'l Resident	33.0%	19.0%	28.0%	-	-	29.0%
Residence						
United States	67.0%	81.0%	72.0%	-	-	71.0%
Canada	0.0%	3.0%	2.0%	-	-	1.0%
Caribbean	2.0%	0.0%	0.0%	-	-	1.0%
Central America	0.0%	0.0%	1.0%	-	-	0.2%
South America	4.0%	0.0%	3.0%	-	-	3.0%
Europe	4.0%	0.0%	0.0%	-	-	2.0%
Middle East	0.0%	0.0%	0.0%	-	-	0.0%
Africa	0.0%	0.0%	0.0%	-	-	0.0%
Asia	1.0%	0.0%	1.0%	-	-	0.8%
Oceania	0.0%	0.0%	0.0%	-	-	0.0%
Modal Access						
Private/Company Car	38.3%	32.7%	40.5%	-	45.0%	37.5%
Bus/Shuttle	3.0%	7.6%	6.2%	-	6.0%	4.7%
Taxi/Limo	27.6%	36.3%	16.1%	-	14.0%	27.2%
Rail/Subway	9.8%	1.7%	6.3%	-	3.0%	7.3%
Rental car	4.1%	3.7%	7.1%	-	11.0%	4.6%
Other	17.2%	18.0%	23.8%	-	20.0%	18.7%
Check-in Location						
Self-serve kiosk	26.8%	29.4%	35.4%	-	24.0%	29.0%
Main counter	32.3%	16.4%	19.5%	-	23.0%	26.6%
Bag drop	17.2%	14.6%	15.6%	-	13.0%	16.3%
Internet	17.2%	17.1%	18.0%	-	13.0%	17.3%
Phone	19.3%	37.9%	25.8%	-	23.0%	24.3%
Other	0.07	0.04	0.06	-	0.06	0.06

Source: 2021 ACI ASQ
SWF data 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

2021

Rank	City	Airport	Cargo (Metric Tons)	% Change 2020-21
1	Memphis TN	Memphis International Airport	4,480,465	-2.9
2	Anchorage AK	Ted Stevens Anchorage International Airport	3,555,160	12.6
3	Louisville KY	Louisville International Airport	3,052,269	4.6
4	Los Angeles CA	Los Angeles International Airport	2,691,830	20.7
5	Chicago IL	O'Hare International Airport	2,536,576	26.7
6	Miami FL	Miami International Airport	2,520,859	17.9
7	Cincinnati OH	Cincinnati/Northern Kentucky International Airport	1,536,998	18.2
8	Indianapolis IN	Indianapolis International Airport	1,467,521	19.5
9	New York NY	John F. Kennedy International Airport	1,461,020	32.3
10	Dallas/Fort Worth TX	Dallas/Ft Worth International Airport	910,623	15.2
11	Ontario CA	LA/Ontario International Airport	807,740	-4.3
12	Newark NJ	Newark Liberty International Airport	780,295	16.0
13	Atlanta GA	Hartsfield-Jackson Atlanta International Airport	734,771	22.6
14	Oakland CA	Oakland International Airport	633,259	9.4
15	Philadelphia PA	Philadelphia International Airport	583,441	3.2
16	Honolulu HI	Honolulu International Airport	533,954	16.7
17	San Francisco CA	San Francisco International Airport	528,791	20.4
18	Houston TX	George Bush Intercontinental Airport	511,814	13.0
19	Seattle WA	Seattle-Tacoma International Airport	498,741	10.2
20	Rockford IL	Chicago Rockford International Airport	456,239	20.5
21	Phoenix AZ	Sky Harbor International Airport	400,888	5.1
22	Portland OR	Portland International Airport	345,421	10.5
23	Denver CO	Denver International Airport	305,344	1.8
24	Boston MA	Logan International Airport	294,436	8.1
25	Baltimore MD	Baltimore/Washington International Thurgood Marshall Airport	280,687	4.0
26	Minneapolis MN	Minneapolis/St Paul International Airport	233,678	14.6
27	Washington DC	Washington Dulles International Airport	225,450	13.9
28	Orlando FL	Orlando International Airport	222,394	9.9
29	Tampa FL	Tampa International Airport	211,250	-8.9
30	Salt Lake City UT	Salt Lake City International Airport	205,472	-4.4
31	Detroit MI	Detroit Metropolitan Wayne County Airport	176,282	3.0
32	Hartford CT	Bradley International Airport	170,032	-3.0
33	Columbus OH	Rickenbacker International Airport	153,605	28.0
34	Charlotte NC	Charlotte Douglas International Airport	152,920	-3.6
35	Sacramento CA	Sacramento International Airport	151,443	2.4
36	Greensboro NC	Piedmont Triad International Airport	149,527	56.1
37	San Diego CA	San Diego International Airport	139,541	2.1
38	San Antonio TX	San Antonio International Airport	125,876	4.8
39	Pittsburgh PA	Pittsburgh International Airport	113,106	29.5
40	Kansas City MO	Kansas City International Airport	111,479	24.0
41	Las Vegas NV	McCarran International Airport	109,006	0.0
42	Austin TX	Austin-Bergstrom International Airport	108,508	8.7
43	St Louis MO	Lambert-St Louis International Airport	106,921	27.6
44	Raleigh-Durham NC	Raleigh-Durham International Airport	103,647	2.2
45	Fort Lauderdale FL	Ft Lauderdale-Hollywood International Airport	99,825	16.7
46	El Paso TX	El Paso International Airport	97,452	12.9
47	Manchester NH	Manchester-Boston Regional Airport	93,982	-2.0
48	Jacksonville FL	Jacksonville International Airport	88,251	15.8
49	Greer SC	Greenville-Spartanburg International Airport	87,667	48.1
50	Cleveland OH	Cleveland Hopkins International Airport	86,904	5.1
51	Richmond VA	Richmond International Airport	79,321	9.8
52	Milwaukee WI	General Mitchell International Airport	77,956	6.5
53	Sacramento CA	Mather Airport	73,164	-9.2
54	Spokane WA	Spokane International Airport	69,480	3.7
55	Reno NV	Reno-Tahoe International Airport	68,557	2.2
56	Omaha NE	Eppley Airfield	67,845	-3.4
57	Columbia SC	Columbia Metropolitan Airport	65,870	-3.3
58	New Orleans LA	Louis Armstrong New Orleans International Airport	63,649	4.9
59	Huntsville AL	Huntsville International Airport	60,169	7.4
60	Harrisburg PA	Harrisburg International Airport	58,442	15.2

Source: Airports Council International - Worldwide Airport Traffic Report - Calendar Year 2021.

Top 60 Worldwide Airports Comparison

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

2021

Rank	Country	Airport	Cargo (Metric Tons)	% Change 2020-21
1	Hong Kong SAR	Hong Kong International Airport	5,025,495	12.5
2	United States	Memphis International Airport	4,480,465	-2.9
3	China	Pudong International Airport	3,982,616	8.0
4	United States	Ted Stevens Anchorage International Airport	3,555,160	12.6
5	Republic of Korea	Incheon International Airport	3,329,292	18.0
6	United States	Louisville International Airport	3,052,269	4.6
7	Chinese Taipei	Taiwan Taoyuan International Airport	2,812,065	20.0
8	United States	Los Angeles International Airport	2,691,830	20.7
9	Japan	Narita International Airport	2,644,074	31.1
10	Qatar	Hamad International Airport	2,620,095	20.5
11	United States	O'Hare International Airport	2,536,576	26.7
12	United States	Miami International Airport	2,520,859	17.9
13	United Arab Emirates	Dubai International Airport	2,319,185	20.0
14	Germany	Flughafen Frankfurt/Main	2,274,969	18.8
15	France	Aéroport de Paris-Charles de Gaulle	2,062,433	18.1
16	China	Guangzhou Bai Yun International Airport	2,044,909	16.2
17	Singapore	Singapore Changi Airport	1,969,800	24.8
18	Netherlands	Amsterdam Airport Schiphol	1,680,854	15.4
19	Germany	Flughafen Leipzig/Halle	1,588,816	15.3
20	China	Shenzhen Baoan International Airport	1,568,293	12.1
21	United States	Cincinnati/Northern Kentucky International Airport	1,536,998	18.2
22	United States	Indianapolis International Airport	1,467,521	19.5
23	United States	John F. Kennedy International Airport	1,461,020	32.3
24	United Kingdom	Heathrow Airport	1,453,723	20.7
25	Belgium	Liège Airport	1,412,206	26.8
26	China	Beijing Capital International Airport	1,401,312	15.8
27	Thailand	Suvarnabhumi International Airport	1,120,357	23.9
28	Luxembourg	Luxembourg-Findel International Airport	1,088,530	20.2
29	Germany	Köln-Bonn Airport	967,440	14.9
30	India	Indira Gandhi International Airport	946,108	27.4
31	China	Hangzhou Xiaoshan International Airport	914,063	14.0
32	United States	Dallas/Ft Worth International Airport	910,623	15.2
33	Japan	Tokyo International (Haneda) Airport	893,089	6.2
34	Japan	Kansai International Airport	843,662	15.1
35	Turkey	Atatürk International Airport	818,385	0.5
36	United States	LA/Ontario International Airport	807,740	-4.3
37	United States	Newark Liberty International Airport	780,295	16.0
38	India	Chhatrapati Shivaji International Airport	776,934	28.1
39	Turkey	Istanbul International Airport	772,602	54.3
40	Viet Nam	Noi Bai International Airport	749,428	19.4
41	Italy	Milano Malpensa	747,242	44.6
42	United States	Hartsfield-Jackson Atlanta International Airport	734,771	22.6
43	United Arab Emirates	Abu Dhabi International Airport	719,976	31.9
44	Colombia	Aeropuerto Internacional El Dorado	707,992	19.1
45	China	Zhengzhou Xinzheng International Airport	704,749	10.2
46	Belgium	Brussels Airport	668,110	30.6
47	Viet Nam	Tan Son Nhat International Airport	663,166	12.0
48	Malaysia	Kuala Lumpur International Airport	652,596	25.2
49	United States	Oakland International Airport	633,259	9.4
50	China	Chengdu Shuangliu International Airport	629,367	1.8
51	Indonesia	Soekarno-Hatta International Airport	608,145	18.0
52	United States	Philadelphia International Airport	583,441	3.2
53	Mexico	Aeropuerto Internacional de la Ciudad de México "Lic Benito Juárez"	571,330	20.8
54	Philippines	Ninoy Aquino International Airport	571,252	24.6
55	Spain	Aeropuerto de Adolfo Suárez Madrid-Barajas	535,796	28.7
56	United States	Honolulu International Airport	533,954	16.7
57	United States	San Francisco International Airport	528,791	20.4
58	United States	George Bush Intercontinental Airport	511,814	13.0
59	United States	Seattle-Tacoma International Airport	498,741	10.2
60	China	Chongqing Jiangbei International Airport	476,723	15.9

Source: Airports Council International – Worldwide Airport Traffic Report – Calendar Year 2021.

Domestic	Year	EWR	JFK	LGA	SWF	Region
	2008	624,720	311,921	8,717	17,617	962,975
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	535,990	483,973	6,328	30,986	1,057,277	

International	Year	EWR	JFK	LGA	SWF	Region
	2008	243,601	1,162,899	177	104	1,406,782
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	1,055,944	49	29	1,342,454	
2020	191,445	796,731	1	—	988,177	
2021	256,524	1,062,820	—	10	1,319,354	

Domestic and International	Year	EWR	JFK	LGA	SWF	Region
	2008	868,321	1,474,820	8,894	17,721	2,369,756
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	1,338,415	6,376	23,606	2,193,664	
2020	695,345	1,152,601	5,826	24,145	1,877,917	
2021	792,513	1,546,794	6,328	30,996	2,376,631	

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

Domestic

Month	EWR	JFK	LGA	SWF	Region	Regional % Change 2020-2021
Jan	42,981	37,741	419	1,991	83,133	30.1
Feb	35,927	29,939	407	1,584	67,856	18.1
Mar	51,304	38,358	496	2,258	92,415	41.4
Apr	41,774	39,512	539	2,991	84,814	39.5
May	40,380	43,937	558	2,475	87,348	33.5
Jun	42,735	42,491	576	3,031	88,831	22.6
Jul	40,776	44,010	508	3,446	88,739	12.1
Aug	41,951	42,038	532	2,307	86,828	17.7
Sep	44,467	45,404	613	4,283	94,765	18.2
Oct	47,227	39,991	597	2,047	89,862	6.7
Nov	48,657	40,618	532	1,809	91,617	11.0
Dec	57,811	39,940	553	2,767	101,072	-3.3
Total 2021	535,990	483,974	6,328	30,986	1,057,277	18.8
% Change 2020 to 2021	6.4%	36.0%	8.6%	28.3%	18.8%	

International

Month	EWR	JFK	LGA	SWF	Region	Regional % Change 2020-2021
Jan	15,981	71,517	-	-	87,498	-13.2%
Feb	16,176	71,690	-	-	87,866	-8.9%
Mar	21,270	86,414	-	-	107,685	28.4%
Apr	19,335	87,076	-	-	106,411	100.9%
May	19,592	91,367	-	-	110,959	74.6%
Jun	23,705	85,640	-	-	109,345	38.5%
Jul	20,602	93,614	-	3	114,219	66.3%
Aug	21,556	97,201	-	-	118,757	57.3%
Sep	22,327	94,101	-	-	116,429	48.8%
Oct	25,599	101,673	-	3	127,274	31.4%
Nov	24,831	87,685	-	3	112,519	16.0%
Dec	25,550	94,842	-	2	120,394	26.2%
Total 2021	256,524	1,062,820	-	10	1,319,354	33.5%
% Change 2020 to 2021	34.0%	33.4%	-	-	33.5%	

Domestic and
International

Month	EWR	JFK	LGA	SWF	Region	Regional % Change 2020-2021
Jan	58,962	109,258	420	1,991	170,630	3.6%
Feb	52,103	101,628	407	1,584	155,722	1.2%
Mar	72,574	124,772	496	2,257	200,099	34.1%
Apr	61,108	126,587	539	2,990	191,224	68.1%
May	59,971	135,303	556	2,475	198,306	53.8%
Jun	66,439	128,131	576	3,030	198,176	30.9%
Jul	61,378	137,623	508	3,449	202,957	37.3%
Aug	63,507	139,239	532	2,307	205,585	37.7%
Sep	66,795	139,505	612	4,282	211,193	33.3%
Oct	72,827	141,663	597	2,050	217,136	19.9%
Nov	73,488	128,303	532	1,812	204,136	13.7%
Dec	83,362	134,783	553	2,769	221,466	10.8%
Total 2021	792,513	1,546,794	6,328	30,996	2,376,631	26.6%
% Change 2020 to 2021	14.0%	34.2%	8.6%	28.4%	26.6%	

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 2012–2021 by International Market

Domestic Imports								
	Year	Europe	Asia	South America	Africa	Australia & Oceania	Central America	North America
2012	299,400	347,203	25,170	12,889	1,985	7,210	957	694,996
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

Domestic Exports								
	Year	Europe	Asia	South America	Africa	Australia & Oceania	Central America	North America
2012	265,931	274,603	18,584	17,189	15,687	5,333	1,303	598,612
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

Total								
	Year	Europe	Asia	South America	Africa	Australia & Oceania	Central America	North America
2012	565,331	621,806	43,753	30,078	17,673	12,543	2,260	1,293,608
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

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 2021

Rank	Custom Districts	Total Imports		Tons	% of Total	Dollars
		Short Tons	\$ in 000s			
1	Chicago, IL	1,394,879	\$ 207,332,179	22.6%		25.7%
2	Los Angeles, CA	917,569	83,446,159	14.9%		10.3%
3	Miami, FL	890,369	29,949,777	14.4%		3.7%
4	New York, NY	832,464	161,567,246	13.5%		20.0%
5	Cleveland, OH	409,707	54,244,666	6.6%		6.7%
6	Savannah, GA	314,860	41,965,875	5.1%		5.2%
7	Anchorage, AK	223,477	45,134,196	3.6%		5.6%
8	New Orleans, LA	210,989	38,833,461	3.4%		4.3%
9	San Francisco, CA	206,689	32,297,248	3.4%		4.0%
10	Dallas/Fort Worth, TX	195,170	34,503,241	3.2%		4.3%
	All Others	567,891	\$ 76,998,824	9.2%		10.1%
	Total	6,164,064	\$ 806,272,872	100.0%		100.0%

Rank	Custom Districts	Total Exports		Tons	% of Total	Dollars
		Short Tons	\$ in 000s			
1	Chicago, IL	832,091	\$ 64,921,160	20.0%		11.8%
2	Los Angeles, CA	557,627	56,099,011	13.4%		10.2%
3	New York, NY	548,199	113,127,180	13.1%		20.5%
4	Miami, FL	415,562	39,268,337	10.0%		7.1%
5	Cleveland, OH	354,207	50,597,022	8.5%		9.2%
6	New Orleans, LA	254,021	46,872,474	6.1%		8.5%
7	Savannah, GA	210,683	21,338,865	5.1%		3.9%
8	San Francisco, CA	156,781	39,566,816	3.8%		7.2%
9	Dallas/Fort Worth, TX	145,406	26,360,163	3.5%		4.8%
10	Anchorage, AK	129,984	20,146,411	3.1%		3.7%
	All Others	565,934	\$ 72,441,801	13.6%		13.2%
	Total	4,170,495	\$ 550,739,240	100.0%		100.0%

Rank	Custom Districts	Total Imports and Exports		Tons	% of Total	Dollars
		Short Tons	\$ in 000s			
1	Chicago, IL	2,226,970	\$ 272,253,339	21.5%		20.1%
2	Los Angeles, CA	1,475,195	139,545,170	14.3%		10.3%
3	New York, NY	1,380,663	274,694,426	13.4%		20.2%
4	Miami, FL	1,305,931	69,218,114	12.6%		5.1%
5	Cleveland, OH	763,615	104,841,688	7.4%		7.7%
6	Savannah, GA	525,723	63,304,740	5.1%		4.7%
7	New Orleans, LA	465,010	46,872,474	4.5%		6.8%
8	Anchorage, AK	368,882	65,280,607	3.6%		4.8%
9	San Francisco, CA	363,470	71,864,064	3.5%		5.3%
10	Dallas/Fort Worth, TX	340,576	60,863,404	3.3%		4.5%
	All Others	1,118,524	\$ 188,274,086	10.8%		10.5%
	Total	10,334,559	\$1,357,012,112	100.0%		100.0%

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 2021

Rank	Commodity	Total Imports		Tons	% of Total	Dollars
		Short Tons	\$ in 000s			
1	Machinery	120,907	\$ 13,409,377	14.5%		8.3%
2	Electrical Machinery	75,124	10,739,380	9.0%		6.6%
3	Fish and Seafood	66,492	589,941	8.0%		0.4%
4	Woven Apparel	56,458	2,391,445	6.8%		1.5%
5	Plastics	54,878	1,214,832	6.6%		0.8%
6	Knit Apparel	54,378	1,908,767	6.5%		1.2%
7	Optical, Medical Instruments	46,207	9,905,123	5.6%		6.1%
8	Footwear	30,158	1,890,736	3.6%		1.2%
9	Perfumery, Cosmetic Products	24,489	868,019	2.9%		0.5%
10	Pharmaceutical Products	18,282	21,059,091	2.2%		13.0%
	All Others	285,091	\$ 97,590,535	34.2%		60.4%
	Total	832,464	\$161,567,246	100.0%		100.0%

Rank	Commodity	Total Exports		Tons	% of Total	Dollars
		Short Tons	\$ in 000s			
1	Machinery	87,840	\$ 12,025,345	16.0%		10.6%
2	Plastics	54,635	1,323,814	10.0%		1.2%
3	Electrical Machinery	42,254	8,287,505	7.8%		7.3%
4	Books and Newspapers	33,248	542,702	6.1%		0.5%
5	Optical, Medical Instruments	33,082	6,716,255	6.0%		5.9%
6	Perfumery, Cosmetic Products	25,256	1,101,060	4.6%		1.0%
7	Misc Chemical Products	17,510	1,249,861	3.2%		1.1%
8	Organic Chemicals	16,690	1,480,525	3.0%		1.3%
9	Fish and Seafood	16,200	231,216	3.0%		0.2%
10	Iron and Steel Products	14,033	430,554	2.6%		0.4%
	All Others	207,451	\$ 79,738,343	37.8%		70.5%
	Total	548,199	\$113,127,180	100.0%		100.0%

Rank	Commodity	Total Imports and Exports		Tons	% of Total	Dollars
		Short Tons	\$ in 000s			
1	Machinery	208,747	\$ 25,434,722	15.1%		9.3%
2	Electrical Machinery	117,378	19,026,885	8.5%		6.9%
3	Plastics	109,512	2,538,646	7.9%		0.9%
4	Fish and Seafood	85,692	821,156	6.0%		0.3%
5	Optical, Medical Instruments	79,289	16,621,377	5.7%		6.1%
6	Woven Apparel	59,906	2,497,160	4.3%		0.9%
7	Knit Apparel	57,302	1,973,285	4.2%		0.7%
8	Perfumery, Cosmetic Products	49,746	1,969,078	3.6%		0.7%
9	Books and Newspapers	38,294	669,778	2.8%		0.2%
10	Organic Chemicals	34,591	8,715,073	2.5%		3.2%
	All Others	540,206	\$194,427,266	39.3%		70.8%
	Total	1,380,663	\$274,694,426	100.0%		100.0%

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

JFK

Rank	Airline	Total Freight (Short Tons)	Cumulative %
1	FedEx	92,338	6.0%
2	Delta Air Lines	87,625	11.6%
3	Atlas Air	85,379	17.2%
4	Air Transport International (BAX Inc.)	78,667	22.2%
5	American Airlines	67,554	26.6%
6	Korean Air Lines	62,971	30.7%
7	Cathay Pacific	60,096	34.6%
8	Cargolux Airlines International	59,898	38.4%
9	United Parcel Service	57,684	42.2%
10	China Airlines (CAL)	57,577	45.9%
11	Kalitta Air LLC	55,354	49.5%
12	ABX Air INC	50,583	52.7%
13	Lufthansa Cargo	36,618	55.1%
14	Qatar Airways	32,154	57.2%
15	Saudi Arabian Airlines	32,065	59.3%
	Others	630,230	100.0%
	Total	1,546,794	100.0%

EWR

Rank	Airline	Total Freight (Short Tons)	Cumulative %
1	FedEx	344,876	43.5%
2	United Airlines	216,349	70.8%
3	United Parcel Service	146,448	89.3%
4	Kalitta Air LLC	18,588	91.6%
5	Scandinavian Airlines	12,494	93.2%
6	Swiss International Air Lines	7,872	94.2%
7	Lufthansa	7,375	95.1%
8	TAP Air Portugal	6,455	96.0%
9	Emirates Airline	5,820	96.7%
10	21 Air LLC	4,434	97.2%
11	Air India	2,523	97.6%
12	Turkish Airlines	2,187	97.8%
13	Austrian Airlines	1,981	98.1%
14	Atlas Air	1,843	98.3%
15	Lot Polish Airlines	1,527	98.5%
	Others	11,741	100.0%
	Total	792,513	100.0%

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

LGA

Rank	Airline	Total Freight (Short Tons)	Cumulative %
1	Southwest Airlines	3,966	62.7%
2	Delta Air Lines	1,595	87.9%
3	American Airlines	716	99.2%
4	United Airlines	51	100.0%
	Total	6,328	100.0%

SWF

Rank	Airline	Total Freight (Short Tons)	Cumulative %
1	FedEx	14,488	46.7%
2	United Parcel Service	9,012	75.8%
3	Kalitta Air LLC	7,495	100.0%
	Total	30,996	100.0%

REGION

Rank	Airline	Total Freight (Short Tons)	Cumulative %
1	FedEx	451,703	19.0%
2	United Airlines	220,582	28.3%
3	United Parcel Service	213,145	37.3%
4	Delta Air Lines	90,524	41.1%
5	Atlas Air	87,222	44.7%
6	Kalitta Air LLC	81,438	48.2%
7	Air Transport International (BAX Inc.)	78,667	51.5%
8	American Airlines	69,077	54.4%
9	Korean Air Lines	62,971	57.0%
10	Cathay Pacific	60,096	59.6%
11	Cargolux Airlines International	59,898	62.1%
12	China Airlines (CAL)	57,577	64.5%
13	ABX Air INC	50,659	66.6%
14	Lufthansa Cargo	36,618	68.2%
15	Qatar Airways	32,154	69.5%
	Others	724,301	100.0%
	Total	2,376,631	100.0%

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

Domestic	Year	EWR	JFK	LGA	SWF	Region
	2008	33,738	41,159	1,483	1	76,381
2009	26,741	26,932	605	-	54,279	
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	31,004	2,115	21,782	103,466	

International	Year	EWR	JFK	LGA	SWF	Region
	2008	74,820	85,033	1,152	-	161,005
2009	70,699	78,790	744	-	150,234	
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	69,088	-	-	89,475	
2020	11,096	40,613	-	-	51,708	
2021	9,982	41,299	-	-	51,281	

Domestic and International	Year	EWR	JFK	LGA	SWF	Region
	2008	108,558	126,193	2,635	1	237,386
2009	97,441	105,722	1,349	-	204,513	
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	98,693	3,730	17,818	177,413	
2020	41,665	58,858	2,133	33,078	135,733	
2021	58,547	72,303	2,115	21,782	154,747	

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

Domestic

Month	EWR	JFK	LGA	SWF	Region	Regional % Change 2020-2021
Jan	3,763	2,212	222	2,328	8,526	10.3%
Feb	3,364	1,645	159	2,147	7,316	4.6%
Mar	5,064	1,480	240	2,235	9,020	34.6%
Apr	4,010	6,093	233	1,591	11,928	106.2%
May	3,843	2,026	186	1,935	7,991	46.9%
Jun	3,804	1,968	128	1,506	7,407	21.3%
Jul	4,074	1,958	172	1,237	7,441	1.4%
Aug	3,845	1,732	160	2,003	7,740	12.8%
Sep	3,644	1,823	111	0	5,578	-18.9%
Oct	4,190	2,307	146	2,335	8,978	21.6%
Nov	3,876	2,270	143	2,164	8,452	7.8%
Dec	5,088	5,487	214	2,301	13,090	45.8%
Total 2021	48,565	31,004	2,115	21,782	103,466	23.1%
% Change 2020 to 2021	58.9%	69.9%	-0.8%	-34.1%		23.1%

International

Month	EWR	JFK	LGA	SWF	Region	Regional % Change 2020-2021
Jan	1,268	3,789	-	-	5,056	-28.8%
Feb	660	2,975	-	-	3,636	-40.5%
Mar	818	3,425	-	-	4,243	-16.2%
Apr	715	3,512	-	-	4,227	91.8%
May	734	3,364	-	-	4,098	46.5%
Jun	743	3,584	-	-	4,327	29.3%
Jul	625	3,598	-	-	4,223	32.8%
Aug	1,130	2,841	-	-	3,971	15.8%
Sep	731	3,040	-	-	3,771	-9.0%
Oct	703	3,259	-	-	3,962	-4.5%
Nov	787	3,932	-	-	4,719	1.4%
Dec	1,068	3,981	-	-	5,049	-8.7%
Total 2021	9,982	41,299	-	-	51,281	-0.8%
% Change 2020 to 2021	-10.0%	1.7%				0.8%

Domestic and
International

Month	EWR	JFK	LGA	SWF	Region	Regional % Change 2020-2021
Jan	5,031	6,001	222	2,328	13,582	-8.4%
Feb	4,024	4,620	159	2,147	10,951	-16.4%
Mar	5,882	4,905	240	2,235	13,262	12.7%
Apr	4,725	9,606	233	1,591	16,155	102.2%
May	4,577	5,391	186	1,935	12,089	46.8%
Jun	4,548	5,552	128	1,506	11,734	24.1%
Jul	4,699	5,555	172	1,237	11,663	10.9%
Aug	4,975	4,573	160	2,003	11,711	13.8%
Sep	4,374	4,863	111	-	9,349	-15.2%
Oct	4,893	5,566	146	2,335	12,940	12.2%
Nov	4,663	6,202	143	2,164	13,172	5.4%
Dec	6,156	9,468	214	2,301	18,139	25.1%
Total 2021	58,547	72,303	2,115	21,782	154,747	14.0%
% Change 2020 to 2021	40.5%	22.8%	-0.8%	-34.1%		14.0%

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				Total
	Olympia Trail	Express #300 Bus	NJ Transit	Airlink/302 Bus	
	(Motor Coach)		NJT Rail Service and AirTrain		
2008	668,108	-	1,933,100	-	2,601,208
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	116,483	-	6,095,155*	-	6,211,638

Year	JFK		LGA	SWF		NY Only
	NY Airport Service (Motor Coach)	AirTrain	NY Airport Service (Motor Coach)	Connecting Bus (Leprechaun)	Express Bus	Grand Total Motor Coach And Rail
2008	488,459	4,733,128	332,048	8,839	-	5,562,474
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	20,274,195**	280,270	-	38,715	20,919,202
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

EWR

Olympia Trails: currently serves Bryant Park, GCT, and PABT; formerly served Lower Manhattan and Penn Station.

Express #300 bus: formerly served PABT but absorbed into Olympia Trails.

NJT Rail Services & 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, captures only paid AirTrain passengers.

Airlink/302 bus: formerly linked Newark Penn Station with EWR but ceased operations with opening of AirTrain.

JFK

New York Airport Service: served 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, captures only paid AirTrain passengers (Jamaica & Howard Beach).

LGA

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

SWF

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.

Year	EWR	JFK	LGA	SWF	Region
2008	3,762,446	4,570,687	1,645,465	353,075	10,331,673
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

Year	EWR	JFK	LGA	SWF*	Region
2008	1,296,643	2,919,327	3,630,833	5,897	7,852,700
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

*Visconti Cab Company.

Year	EWR	JFK	LGA	SWF	Region
2008	94,335	156,553	102,510	-	353,398
2009	103,706	169,021	108,489	-	381,216
2010	104,697	171,736	115,681	-	392,114
2011	99,826	175,785	117,143	-	392,754
2012	111,175	204,480	123,988	-	439,643
2013	109,757	216,005	111,173	-	436,935
2014	104,287	212,343	102,150	-	418,780
2015	95,900	216,546	87,595	-	400,041
2016	97,942	222,810	72,569	-	393,321
2017	91,003	200,182	61,877	-	353,062
2018	83,006	196,989	46,083	-	326,078
2019	70,453	185,087	20,657	-	276,197
2020	10,249	27,257	2,398	-	39,904
2021*	-	-	-	-	-

*No bookings due to Covid

A passenger booking a reservation will book for all passengers traveling together, therefore there will be fewer bookings than actual passengers. For example, in 2008 there were 348,362 bookings at the ground transportation centers and 581,859 actual passengers.

Year	EWR	JFK	LGA	SWF	Region
2004	18,352	29,519	7,874	-	55,745
2005	-	30,988	9,110	-	40,098
2006	-	32,350	9,172	-	41,522
2007	20,900	34,576	8,796	-	64,272
2008	22,449	25,201	9,510	-	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

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.

2021

Economic Impact for the NY/NJ Region	EWR	JFK	LGA	SWF	Total
Passenger Operating Impact					
Labor Compensation	\$ 5,069	\$ 5,643	\$ 2,073	\$ 13	\$12,799
Total Final Sales	\$17,133	\$19,074	\$ 7,007	\$ 44	\$43,257
Full-Time Jobs Supported	53,530	59,595	21,891	138	135,154
Visitor Economic Impact					
Labor Compensation	\$ 3,845	\$ 4,076	\$ 2,065	\$ 11	\$ 9,998
Total Final Sales	\$ 7,210	\$ 7,642	\$ 3,872	\$ 21	\$18,746
Full-Time Jobs Supported	46,947	49,757	25,213	138	122,055
Cargo Impact					
Labor Compensation	\$ 1,364	\$ 5,341	\$ 4.9	\$ 21	\$ 6,731
Total Final Sales	\$ 3,847	\$15,062	\$ 14	\$ 60	\$18,983
Full-Time Jobs Supported	21,457	84,004	77	332	105,870
Capital Spending Impact					
Labor Compensation	\$ 508	\$ 100	\$ 208	\$ 0.1	\$ 816
Total Final Sales	\$ 1,120	\$ 220	\$ 457	\$ 0.2	\$ 1,798
Full-Time Jobs Supported	6,396	1,253	2,611	1	10,261
Total Economic Impact					
Labor Compensation	\$10,787	\$15,160	\$ 4,351	\$ 46	\$30,343
Total Final Sales	\$29,311	\$41,997	\$11,350	\$125	\$82,783
Full-Time Jobs Supported	128,329	194,609	49,792	608	373,340

In Millions \$ 2021

Note: Beginning with the 2018 economic impact, the methodology used in calculating the economic impacts was revised to better conform to changes in the aviation industry. This change also includes using the latest IMPLAN Input/Output model. The previous methodology used the Bureau of Economic Analysis Regional Input-Output models (BEA RIMs). As a result, previously estimated economic impacts are not directly comparable.

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