# Introduction to the Terminal Area Forecast

This publication provides aviation data users with summary historical and forecast statistics on passenger demand and aviation activity at U.S. airports. The summary level forecasts are based on individual airport projections.

The Terminal Area Forecast (TAF) includes forecasts for active airports in the National Plan of Integrated Airport Systems (NPIAS). The Federal Aviation Administration's (FAA) Forecast and Performance Analysis Division, Office of Aviation Policy and Plans, develops the TAF. The TAF is available on the Internet. The TAF database can be accessed at:

*https://taf.faa.gov*

The TAF contains a query data application that allows the public to access and print historical (1990 to 2025) and forecast (2026 to 2055) aviation activity data by individual airport, state, or FAA region. A video showcasing the TAF is available at: TAF Video

The Federal Aviation Administration (FAA) welcomes public comment on the forecasts, as well as suggestions for improving the usefulness of the TAF at: 9-APL-TAFhelp@faa.gov.

Michael Lukacs
Division Manager (A)
Forecast and Performance Analysis Division
Office of Aviation Policy and Plans

# Historical Summary and 2025 Highlights

- Total passenger enplanements at U.S. airports, including FAA and Non-FAA facilities[1], are estimated to be 976.3 million enplanements in 2025, an estimated annual decrease of 0.1 percent.
- In 2025, FAA tower airports and FAA contract tower airports are estimated to account for 970.2 million enplanements or 99.4 percent of total enplanements at U.S. airports.
- The top 100 airports are estimated to account for 914.9 million enplanements in 2025, or 93.7 percent of total U.S. enplanements.
- FAA tower airports and FAA contract tower airports handled 57.4 million operations in 2025. This figure is a 0.8 percent increase from 2024, following a 4.0 percent increase from 2023 to 2024.
- In 2025, there were 40.1 million total Terminal Radar Approach Control (TRACON) operations. These operations were a 2.2 percent increase from the 39.2 million operations in 2024.
- The 30 large hub airports[2] enplaned an estimated 685.3 million passengers in 2025. These airports are projected to enplane 1.3 billion passengers in 2055, an 88.1 percent increase over the 30-year period (or 2.1 percent annually).
- The 35 medium hub airports[3] enplaned an estimated 169.8 million passengers in 2025. These airports are projected to enplane 307.5 million passengers in 2055, an 81 percent increase over the 26-year period (or 2 percent annually).
- Hartsfield-Jackson Atlanta International Airport (ATL) (52.1 million enplanements), Dallas Fort Worth International Airport (DFW)(41.6 million), Chicago O'Hare International Airport (ORD) (40.2 million), Denver International Airport (DEN) (39.9 million), and Los Angeles International Airport (LAX) (36.9 million), led U.S. commercial airports in estimated passenger enplanements in 2025, accounting for 21.6 percent of enplanements at U.S. airports.
- ATL is projected to remain the country's busiest airport, as measured by passenger enplanements, through the forecast period with a projected 95.1 million enplaned

[1] FAA facilities are FAA Tower Airports and Contract Tower Airports.
[2] Airports enplaning one percent or more of total enplanements.
[3] Airports enplaning 0.25 to 0.99 percent of total enplanements.

passengers in 2055. DEN is projected to enplane the second most passengers (77.1 million) in 2055, followed by LAX with 73.6 million enplanements.

- Enplanements at Austin-Bergstrom International Airport (AUS), Fort Lauderdale-Hollywood International Airport (FLL), and San Francisco International Airport are projected to grow fastest among the large hub airports. The annual growth rates at these airports are forecast to increase by 2.9, 2.9, and 2.5 percent per year, respectively, over the forecast period.
- In terms of total operations, ORD was the busiest U.S. airport in 2025 with 835,000 aircraft operations. ATL and DFW were the second and third busiest airports with 809,000 and 744,000 operations, respectively.
- In 2055, ORD is expected to be the busiest airport in the nation, as measured by total operations, with a projected 1.399 million operations. ATL (1.396 million operations) is projected to be in the second busiest airport and DFW is projected to be the third busiest airport (with 1.24 million operations).
- FAA's Southern region airports are estimated to enplane more passengers at tower airports than any other region with an estimated 242.9 million passengers in 2025. The Western Pacific region followed with 189.7 million enplanements.
- The Southern region is expected to lead in passenger enplanements at tower airports in 2055, reaching 462.1 million, followed by the Western Pacific region with 357.3 million enplanements.
- The Southern region led all FAA regions in the number of airport operations at tower airports with 14.2 million in 2025. The Western Pacific and Southwest regions followed second and third in airport operations in 2025 with 12.8 and 7.5 million, respectively. The Southern region is expected to continue with the most traffic in 2055 with 19.6 million operations. In 2055, the Western Pacific region is projected to remain in second busiest with 17.1 million operations, followed by the Southwest region which is projected to have 10 million operations.

# Overview of Tables

The forecast is broken down into various groups. Forecast table S-1 summarizes the forecast trends by region. Table S-2 summarizes the forecasts by hub size. Tables S-3 and S-4 list the operations and enplanements by airport for the large hub groups. Appendix A provides an explanation of the activity data of the detailed elements in the TAF. Appendix B provides a list of FAA tower airports and FAA contract tower airports by hub size for large, medium, and small hubs.

All forecast tables can be downloaded in Excel format on the following web page in the TAF section:

https://www.faa.gov/data_research/aviation/taf

**Activity by Region**

Table S-1 shows enplanements and airport operations at the tower airports by FAA region. The Southern region led FAA regions in estimated passenger enplanements at tower airports with 242.9 million in 2025, followed by the Western Pacific region with 189.7 million enplanements, and the Eastern region with 147.3 million enplanements. Enplanements in the Northwest Mountain region are projected to increase the fastest with an average annual rate of 2.3 percent from 2025 to 2055. The next two regions, with the fastest projected increases in enplanements are Southern and Western Pacific with average annual forecast rates of 2.2 and 2.1 percent, respectively.

In 2025, the Southern (14.2 million operations), Western Pacific (12.8 million operations), and Southwestern (7.5 million operations) regions ranked as the top three FAA regions in tower airport operations. The Northwest Mountain (1.1 percent) region is projected to be the fastest growing FAA region from 2025 to 2055 in terms of tower airport operations.

**Tower Airports by Hub Size**

Table S-2 presents passenger enplanements and airport operations at FAA and FAA Contract Towers by hub size. An airport qualifies as a large hub with one percent or more of total U.S. passenger enplanements. A medium hub airport enplanes from 0.25 to 0.99 percent of total U.S. passenger enplanements while small and non-hub airports enplane from 0.05 to 0.249 percent and less than 0.05 percent, respectively. Appendix B contains a list of hub tower airports classified by size for the large, medium, and small hubs.

The 30 large hub airports enplaned 685.3 million passengers in 2025, the 35 medium hub airports enplaned 169.8 million, and the 78 small hub airports enplaned 90.8 million. The 386 non-hub airports enplaned 24.3 million passengers. Enplanements at large hubs are expected to increase at an annual rate of 2.1 percent over the 2025 to 2055 forecast period. Medium hub

airports are forecast to increase 2.0 percent and small hub airports are forecast to increase 1.7 percent per year.

Operations at large hub airports totaled 13.0 million in 2025 compared to 5.5 million at medium hub airports and 7.8 million at small hub airports. Operations at large hub airports are forecast to increase at an annual rate of 1.8 percent from 2025 to 2055. Operations at the medium hubs are forecast to rise at an annual rate of 1.5 percent from 2025 to 2055; operations at small hub airports are forecast to grow 0.8 percent per year.

In 2025, non-hub airports accounted for 31.1 million operations or 54.6 percent of total operations at FAA and FAA contract towers. General aviation aircraft operations accounted for the majority of operations at the non-hub airports.

**Large Hub Airports**

Table S-3 presents enplanement forecast summaries for the large hub airports. ATL was the busiest airport in 2025 (52.1 million estimated enplanements), followed by DFW (41.6 million), ORD (40.2 million), DEN (39.9 million), and LAX (36.9 million). The ranking of the top five airports in terms of projected enplanements in 2055 are ATL (95.1 million), DEN (77.1 million), LAX (73.6 million), ORD (73.1 million), and DFW (71.7 million). The three airports with the fastest projected increases in enplanements from 2025 to 2055 are AUS (2.9 percent), FLL (2.9 percent), and Nashville International Airport (2.5 percent).

Table S-4 presents operations forecast summaries for the large hub airports. In 2025, FAA controllers at ORD handled 834,717 landings and takeoffs, followed by ATL (808,680 operations), DFW (744,218 operations), and DEN (705,029 operations). The ranking of the top four airports in terms of projected operations in 2055 is ORD (1.4 million), ATL (1.4 million), DFW (1.2 million), and DEN (1.2 million). The three airports with the fastest projected increases in operations from 2025 to 2055 are FLL (2.3 percent), Seattle-Tacoma International Airport (2.2 percent), and Orlando International Airport (2.2 percent).

# Forecast Tables

## Table S-1 Enplanements and Airport Operations at FAA Towers and FAA Contract Towers by FAA Region

### Enplanements at Tower Airports (000's)

| Region | Name | Airports in 2025 | 2022 | 2023 | 2024 | 2025 | Rate 2024-2025 | 2055 | Annual Rate 2025 - 2055 |
|---|---|---|---|---|---|---|---|---|---|
| ASO | Southern | 113 | 206,447 | 228,239 | 245,480 | 242,887 | -1.1% | 462,106 | 2.2% |
| AGL | Great Lakes | 81 | 94,302 | 103,480 | 110,892 | 113,018 | 1.9% | 201,759 | 2.0% |
| AWP | Western - Pacific | 81 | 162,073 | 183,157 | 191,061 | 189,738 | -0.7% | 357,327 | 2.1% |
| ASW | Southwest | 80 | 102,278 | 112,943 | 120,205 | 118,967 | -1.0% | 210,849 | 1.9% |
| AEA | Eastern | 62 | 121,899 | 140,788 | 148,402 | 147,323 | -0.7% | 249,926 | 1.8% |
| ANM | Northwest Mountain | 52 | 86,171 | 95,299 | 101,571 | 103,101 | 1.5% | 201,412 | 2.3% |
| ACE | Central | 27 | 17,009 | 19,083 | 20,609 | 20,316 | -1.4% | 35,559 | 1.9% |
| ANE | New England | 25 | 23,872 | 27,928 | 29,757 | 30,871 | 3.7% | 55,749 | 2.0% |
| AAL | Alaskan | 8 | 3,690 | 3,912 | 4,033 | 3,986 | -1.2% | 7,359 | 2.1% |
| TOTAL | | 529 | 817,740 | 914,830 | 972,011 | 970,209 | -0.2% | 1,782,046 | 2.0% |

*Figure 1: Enplanements at Tower Airports by FAA Region in thousands.*

### Operations at Tower Airports (000's)

| Region | Name | Airports in 2025 | 2022 | 2023 | 2024 | 2025 | Rate 2024-2025 | 2055 | Annual Rate 2025 - 2055 |
|---|---|---|---|---|---|---|---|---|---|
| ASO | Southern | 113 | 12,774 | 13,596 | 14,093 | 14,164 | 0.5% | 19,582 | 1.1% |
| AGL | Great Lakes | 81 | 6,272 | 6,300 | 6,578 | 6,720 | 2.2% | 9,086 | 1.0% |
| AWP | Western - Pacific | 81 | 11,421 | 11,676 | 12,477 | 12,785 | 2.5% | 17,110 | 1.0% |
| ASW | Southwest | 80 | 6,969 | 7,198 | 7,441 | 7,487 | 0.6% | 10,007 | 1.0% |
| AEA | Eastern | 62 | 6,014 | 6,195 | 6,280 | 6,380 | 1.6% | 8,399 | 0.9% |
| ANM | Northwest Mountain | 52 | 5,343 | 5,557 | 5,705 | 5,517 | -3.3% | 7,690 | 1.1% |
| ACE | Central | 27 | 1,532 | 1,615 | 1,629 | 1,598 | -1.9% | 2,052 | 0.8% |
| ANE | New England | 25 | 1,795 | 1,819 | 1,894 | 1,903 | 0.4% | 2,572 | 1.0% |
| AAL | Alaskan | 8 | 789 | 815 | 856 | 862 | 0.7% | 1,188 | 1.1% |
| TOTAL | | 529 | 52,909 | 54,770 | 56,953 | 57,414 | 0.8% | 77,686 | 1.0% |

*Figure 2: Operations at Tower Airports by FAA Region in thousands*

# Table S-2 Enplanements and Airport Operations at FAA Towers and FAA Contract Towers by Hub Size

## Enplanements at Tower Airports (000's)

| | Airports in 2025 | 2022 | 2023 | 2024 | 2025 | Rate 2024-2025 | 2055 | Annual Rate 2025 - 2055 |
|---|---|---|---|---|---|---|---|---|
| Large Hubs | 30 | 575,753 | 649,128 | 689,379 | 685,317 | -0.6% | 1,289,020 | 2.1% |
| Medium Hubs | 35 | 148,109 | 163,339 | 171,980 | 169,804 | -1.3% | 307,509 | 2.0% |
| Small Hubs | 78 | 73,897 | 81,482 | 87,781 | 90,762 | 3.4% | 149,108 | 1.7% |
| Non Hubs | 386 | 19,982 | 20,881 | 22,871 | 24,325 | 6.4% | 36,410 | 1.4% |
| Total | 529 | 817,740 | 914,830 | 972,011 | 970,209 | -0.2% | 1,782,046 | 2.0% |

*Figure 3. Enplanements at Tower Airports by Hub Size in thousands*

## Operations at Tower Airports (000's)

| | Airports in 2025 | 2022 | 2023 | 2024 | 2025 | Rate 2024-2025 | 2055 | Annual Rate 2025 - 2055 |
|---|---|---|---|---|---|---|---|---|
| Large Hubs | 30 | 11,849 | 12,304 | 12,822 | 13,037 | 1.7% | 21,950 | 1.8% |
| Medium Hubs | 35 | 5,163 | 5,224 | 5,411 | 5,480 | 1.3% | 8,491 | 1.5% |
| Small Hubs | 78 | 7,095 | 7,270 | 7,646 | 7,762 | 1.5% | 9,984 | 0.8% |
| Non Hubs | 386 | 28,803 | 29,972 | 31,074 | 31,135 | 0.2% | 37,261 | 0.6% |
| Total | 529 | 52,909 | 54,770 | 56,953 | 57,414 | 0.8% | 77,686 | 1.0% |

*Figure 4. Operations at Tower Airports by Hub Size in thousands.*

# Table S-3 Enplanements at Large Hub Airports (in thousands)

| Loc Id | Region | Airport Name | 2022 | 2023 | 2024 | 2025 | Rate 2024-2025 | 2055 | Annual Rate 2025 - 2055 |
|---|---|---|---|---|---|---|---|---|---|
| ATL | ASO | HARTSFIELD/JACKSON ATLANTA INTERNATIONAL | 44,460 | 49,849 | 52,270 | 52,081 | -0.4% | 95,071 | 2.0% |
| DFW | ASW | DALLAS-FORT WORTH INTERNATIONAL | 34,801 | 38,234 | 41,895 | 41,635 | -0.6% | 71,684 | 1.8% |
| ORD | AGL | CHICAGO O'HARE INTERNATIONAL | 32,578 | 35,474 | 37,888 | 40,230 | 6.2% | 73,117 | 2.0% |
| DEN | ANM | DENVER INTERNATIONAL | 32,953 | 36,923 | 39,939 | 39,928 | 0.0% | 77,147 | 2.2% |
| LAX | AWP | LOS ANGELES INTERNATIONAL | 31,259 | 35,839 | 37,806 | 36,855 | -2.5% | 73,628 | 2.3% |
| JFK | AEA | JOHN F KENNEDY INTERNATIONAL | 24,914 | 30,161 | 31,079 | 31,129 | 0.2% | 62,510 | 2.4% |
| MCO | ASO | ORLANDO INTERNATIONAL | 23,687 | 27,233 | 28,410 | 27,570 | -3.0% | 57,100 | 2.5% |
| LAS | AWP | HARRY REID INTERNATIONAL | 24,376 | 27,348 | 28,338 | 27,158 | -4.2% | 50,173 | 2.1% |
| CLT | ASO | CHARLOTTE/DOUGLAS INTERNATIONAL | 22,678 | 25,220 | 28,378 | 26,683 | -6.0% | 52,873 | 2.3% |
| MIA | ASO | MIAMI INTERNATIONAL | 23,456 | 24,434 | 26,410 | 26,458 | 0.2% | 50,044 | 2.1% |
| SFO | AWP | SAN FRANCISCO INTERNATIONAL | 18,966 | 23,544 | 24,765 | 26,107 | 5.4% | 54,505 | 2.5% |
| SEA | ANM | SEATTLE-TACOMA INTERNATIONAL | 21,387 | 24,244 | 25,270 | 25,547 | 1.1% | 51,965 | 2.4% |
| PHX | AWP | PHOENIX SKY HARBOR INTERNATIONAL | 21,673 | 23,347 | 25,287 | 25,176 | -0.4% | 47,734 | 2.2% |
| EWR | AEA | NEWARK LIBERTY INTERNATIONAL | 20,808 | 24,276 | 24,516 | 23,531 | -4.0% | 42,855 | 2.0% |
| IAH | ASW | GEORGE BUSH INTCNTL/HOUSTON | 19,373 | 21,934 | 23,051 | 23,309 | 1.1% | 44,435 | 2.2% |
| BOS | ANE | GENERAL EDWARD LAWRENCE LOGAN INTERNATIONAL | 16,436 | 19,574 | 20,871 | 21,199 | 1.6% | 41,342 | 2.3% |
| MSP | AGL | MINNEAPOLIS-ST PAUL INTERNATIONAL/WOLD-CHAMBERLAIN | 14,997 | 16,559 | 17,950 | 17,698 | -1.4% | 32,924 | 2.1% |
| LGA | AEA | LAGUARDIA | 13,575 | 15,858 | 16,622 | 16,346 | -1.7% | 21,166 | 0.9% |
| DTW | AGL | DETROIT METRO WAYNE COUNTY | 13,641 | 14,941 | 16,035 | 16,311 | 1.7% | 28,066 | 1.8% |
| FLL | ASO | FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL | 14,915 | 16,653 | 17,345 | 15,723 | -9.4% | 36,543 | 2.9% |
| PHL | AEA | PHILADELPHIA INTERNATIONAL | 12,105 | 13,382 | 14,833 | 14,952 | 0.8% | 26,286 | 1.9% |
| IAD | AEA | WASHINGTON DULLES INTERNATIONAL | 9,881 | 11,751 | 12,746 | 13,870 | 8.8% | 24,545 | 1.9% |
| SLC | ANM | SALT LAKE CITY INTERNATIONAL | 12,364 | 12,773 | 13,457 | 13,450 | -0.1% | 26,853 | 2.3% |
| SAN | AWP | SAN DIEGO INTERNATIONAL | 10,642 | 11,997 | 12,687 | 12,587 | -0.8% | 18,279 | 1.3% |
| BWI | AEA | BALTIMORE/WASHINGTON INTERNATIONAL THURGOOD MARSH/ | 10,821 | 12,362 | 13,322 | 12,389 | -7.0% | 21,976 | 1.9% |
| BNA | ASO | NASHVILLE INTERNATIONAL | 9,447 | 10,972 | 11,929 | 12,282 | 3.0% | 25,492 | 2.5% |
| DCA | AEA | RONALD REAGAN WASHINGTON NTL | 10,962 | 12,248 | 12,744 | 12,182 | -4.4% | 15,160 | 0.7% |
| TPA | ASO | TAMPA INTERNATIONAL | 10,468 | 11,298 | 12,304 | 11,963 | -2.8% | 22,578 | 2.1% |
| AUS | ASW | AUSTIN-BERGSTROM INTERNATIONAL | 9,960 | 10,743 | 10,797 | 10,485 | -2.9% | 24,399 | 2.9% |
| HNL | AWP | DANIEL K INOUYE INTERNATIONAL | 8,168 | 9,957 | 10,436 | 10,484 | 0.5% | 18,570 | 1.9% |
| Total | | | 575,753 | 649,128 | 689,379 | 685,317 | -0.6% | 1,289,020 | 2.1% |

*Figure 5. Enplanements at Large Hub Airports in thousands.*

# Table S-4 Operations at Large Hub Airports (in thousands)

| Loc Id | Region | Airport Name | 2022 | 2023 | 2024 | 2025 | Rate 2024-2025 | 2055 | Annual Rate 2025 - 2055 |
|---|---|---|---|---|---|---|---|---|---|
| ORD | AGL | CHICAGO O'HARE INTERNATIONAL | 727 | 717 | 758 | 835 | 10.2% | 1,399 | 1.7% |
| ATL | ASO | HARTSFIELD/JACKSON ATLANTA INTERNATIONAL | 724 | 763 | 791 | 809 | 2.2% | 1,396 | 1.8% |
| DFW | ASW | DALLAS-FORT WORTH INTERNATIONAL | 663 | 676 | 732 | 744 | 1.7% | 1,237 | 1.7% |
| DEN | ANM | DENVER INTERNATIONAL | 614 | 647 | 694 | 705 | 1.5% | 1,200 | 1.8% |
| LAS | AWP | HARRY REID INTERNATIONAL | 571 | 603 | 614 | 600 | -2.2% | 946 | 1.5% |
| LAX | AWP | LOS ANGELES INTERNATIONAL | 564 | 566 | 581 | 583 | 0.4% | 1,049 | 2.0% |
| CLT | ASO | CHARLOTTE/DOUGLAS INTERNATIONAL | 506 | 518 | 578 | 579 | 0.1% | 919 | 1.6% |
| MIA | ASO | MIAMI INTERNATIONAL | 459 | 455 | 483 | 497 | 2.9% | 879 | 1.9% |
| PHX | AWP | PHOENIX SKY HARBOR INTERNATIONAL | 420 | 443 | 478 | 490 | 2.5% | 855 | 1.9% |
| JFK | AEA | JOHN F KENNEDY INTERNATIONAL | 434 | 479 | 476 | 471 | -1.0% | 892 | 2.2% |
| IAH | ASW | GEORGE BUSH INTCNTL/HOUSTON | 409 | 416 | 441 | 454 | 2.9% | 750 | 1.7% |
| SEA | ANM | SEATTLE-TACOMA INTERNATIONAL | 397 | 417 | 435 | 436 | 0.3% | 837 | 2.2% |
| BOS | ANE | GENERAL EDWARD LAWRENCE LOGAN INTERNATIONAL | 372 | 400 | 411 | 423 | 3.2% | 777 | 2.0% |
| SFO | AWP | SAN FRANCISCO INTERNATIONAL | 347 | 377 | 381 | 416 | 9.0% | 774 | 2.1% |
| MCO | ASO | ORLANDO INTERNATIONAL | 359 | 402 | 421 | 413 | -1.8% | 791 | 2.2% |
| EWR | AEA | NEWARK LIBERTY INTERNATIONAL | 404 | 433 | 425 | 402 | -5.6% | 697 | 1.9% |
| LGA | AEA | LAGUARDIA | 343 | 365 | 358 | 361 | 0.7% | 395 | 0.3% |
| MSP | AGL | MINNEAPOLIS-ST PAUL INTERNATIONAL/WOLD-CHAMBERLAIN | 315 | 316 | 339 | 344 | 1.6% | 622 | 2.0% |
| IAD | AEA | WASHINGTON DULLES INTERNATIONAL | 279 | 281 | 297 | 337 | 13.4% | 490 | 1.3% |
| SLC | ANM | SALT LAKE CITY INTERNATIONAL | 329 | 317 | 326 | 332 | 1.8% | 591 | 1.9% |
| PHL | AEA | PHILADELPHIA INTERNATIONAL | 288 | 292 | 313 | 323 | 3.3% | 458 | 1.2% |
| DTW | AGL | DETROIT METRO WAYNE COUNTY | 292 | 285 | 299 | 319 | 6.7% | 536 | 1.7% |
| HNL | AWP | DANIEL K INOUYE INTERNATIONAL | 311 | 324 | 334 | 318 | -4.7% | 455 | 1.2% |
| DCA | AEA | RONALD REAGAN WASHINGTON NTL | 287 | 301 | 300 | 301 | 0.6% | 310 | 0.1% |
| FLL | ASO | FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL | 286 | 297 | 311 | 296 | -4.7% | 578 | 2.3% |
| BNA | ASO | NASHVILLE INTERNATIONAL | 249 | 266 | 277 | 283 | 2.3% | 536 | 2.1% |
| AUS | ASW | AUSTIN-BERGSTROM INTERNATIONAL | 267 | 272 | 265 | 261 | -1.5% | 479 | 2.0% |
| BWI | AEA | BALTIMORE/WASHINGTON INTERNATIONAL THURGOOD MARSHALL | 219 | 232 | 246 | 237 | -3.5% | 390 | 1.7% |
| TPA | ASO | TAMPA INTERNATIONAL | 214 | 224 | 233 | 236 | 1.2% | 393 | 1.7% |
| SAN | AWP | SAN DIEGO INTERNATIONAL | 201 | 219 | 226 | 230 | 1.9% | 318 | 1.1% |
| Total | | | 11,849 | 12,304 | 12,822 | 13,037 | 1.7% | 21,950 | 1.8% |

*Figure 6. Operations at Large Hub Airports in thousands.*

# Forecast Process

## Introduction

The Terminal Area Forecast (TAF) contains historical and forecast data for enplanements, airport operations, TRACON operations, and based aircraft. The data covers 264 FAA tower airports, 265 FAA contract tower airports, 149 terminal radar approach control facilities, and over 2,000 non-FAA airports. Data in the TAF are presented on a U.S. Government fiscal year basis (October through September).

The TAF is prepared to assist FAA in meeting its planning, budgeting, and staffing requirements. In addition, state aviation authorities and other aviation planners use the TAF as a basis for planning airport improvements.

The forecast process document, which provides an overview on the forecast methodology, can be downloaded through the TAF online website: *https://taf.faa.gov*

# Appendix A: Description of Activity Measures

## Air Carrier Enplanements

These data summarize domestic enplaned passengers (originations and connections) of U.S. commercial air carriers and international enplanements for both U.S. and foreign flag carriers submitted to the U.S. Department of Transportation (DOT), Bureau of Transportation Statistics (BTS) on T-100 reports. Estimates include both scheduled and non-scheduled enplaned passengers.

## Regional Enplanements

Starting in FY 2003, FAA includes in the regional category enplanements for those airlines whose primary function is to provide passenger feed to mainline carriers, regardless of aircraft size. As of October 2002, all scheduled and non-scheduled operations using aircraft with 10 or more seats to transport regional passengers must report on T-100.

Historic enplanement data includes originating passengers on scheduled commuter or regional carriers as reported on DOT Form 41 and 298-C; where possible, adjustments were made to include connecting passengers. Historically, Form 298-C included carriers operating at least five scheduled round trips per week whose entire fleet consists of aircraft having 60 seats or less.

## Aircraft Operations

FAA air traffic controllers count landings and takeoffs at FAA towered airports. Controllers employed by an FAA contractor count operations at FAA contract towers. At non-FAA facilities, operations counts represent an estimate.

Air carrier operations represent either takeoffs or landings of commercial aircraft with seating capacity of more than 60 seats.

Commuter/air taxi operations are one category. Commuter operations include takeoffs and landings by aircraft with 60 or fewer seats that transport regional passengers on scheduled commercial flights. Air taxi operations include takeoffs and landings by aircraft with 60 or fewer seats conducted on non-scheduled or for-hire flights.

Itinerant general aviation and local civil operations represent all civil aviation aircraft takeoffs and landings not classified as commercial. Military operations represent takeoffs and landings by military aircraft. Operations are either itinerant or local flights.

## Local Operations

Aircraft operating in the traffic pattern or within sight of the tower, or aircraft known to be departing or arriving from flight in local practice areas, or aircraft executing practice instrument approaches at the airport.

## Itinerant Operations

FAA reports all aircraft operations other than local operations as itinerant. Essentially, these data represent takeoffs and landings of aircraft going from one airport to another.

## Tracon Operations

These data include arrivals, departures, and overflights conducted by an FAA radar approach control facility for aircraft under Instrument Flight Rule (IFR) or Visual Flight Rule (VFR) plans.

## Overflights

These data include operations of aircraft in transit through the approach control facility airspace.

# Appendix B: List of Large, Medium, and Small Hub Tower Airports

## Table B-1 List of Large Hub Towers

| Location Identifier | Region | Airport Name | City, State |
|---|---|---|---|
| ATL | ASO | HARTSFIELD/JACKSON ATLANTA INTERNATIONAL | ATLANTA, GA |
| AUS | ASW | AUSTIN-BERGSTROM INTERNATIONAL | AUSTIN, TX |
| BNA | ASO | NASHVILLE INTERNATIONAL | NASHVILLE, TN |
| BOS | ANE | GENERAL EDWARD LAWRENCE LOGAN INTERNATIONAL | BOSTON, MA |
| BWI | AEA | BALTIMORE/WASHINGTON INTERNATIONAL THURGOOD MARSHALL | BALTIMORE, MD |
| CLT | ASO | CHARLOTTE/DOUGLAS INTERNATIONAL | CHARLOTTE, NC |
| DCA | AEA | RONALD REAGAN WASHINGTON NTL | WASHINGTON , DC |
| DEN | ANM | DENVER INTERNATIONAL | DENVER, CO |
| DFW | ASW | DALLAS-FORT WORTH INTERNATIONAL | DALLAS-FORT WORTH, TX |
| DTW | AGL | DETROIT METRO WAYNE COUNTY | DETROIT, MI |
| EWR | AEA | NEWARK LIBERTY INTERNATIONAL | NEWARK, NJ |
| FLL | ASO | FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL | FORT LAUDERDALE, FL |
| HNL | AWP | DANIEL K INOUYE INTERNATIONAL | HONOLULU, HI |
| IAD | AEA | WASHINGTON DULLES INTERNATIONAL | WASHINGTON, DC |
| IAH | ASW | GEORGE BUSH INTCNTL/HOUSTON | HOUSTON, TX |
| JFK | AEA | JOHN F KENNEDY INTERNATIONAL | NEW YORK, NY |
| LAS | AWP | HARRY REID INTERNATIONAL | LAS VEGAS, NV |
| LAX | AWP | LOS ANGELES INTERNATIONAL | LOS ANGELES, CA |
| LGA | AEA | LAGUARDIA | NEW YORK, NY |
| MCO | ASO | ORLANDO INTERNATIONAL | ORLANDO, FL |
| MIA | ASO | MIAMI INTERNATIONAL | MIAMI, FL |
| MSP | AGL | MINNEAPOLIS-ST PAUL INTERNATIONAL/WOLD-CHAMBERLAIN | MINNEAPOLIS, MN |
| ORD | AGL | CHICAGO O'HARE INTERNATIONAL | CHICAGO, IL |
| PHL | AEA | PHILADELPHIA INTERNATIONAL | PHILADELPHIA, PA |
| PHX | AWP | PHOENIX SKY HARBOR INTERNATIONAL | PHOENIX, AZ |
| SAN | AWP | SAN DIEGO INTERNATIONAL | SAN DIEGO, CA |
| SEA | ANM | SEATTLE-TACOMA INTERNATIONAL | SEATTLE, WA |
| SFO | AWP | SAN FRANCISCO INTERNATIONAL | SAN FRANCISCO, CA |
| SLC | ANM | SALT LAKE CITY INTERNATIONAL | SALT LAKE CITY, UT |
| TPA | ASO | TAMPA INTERNATIONAL | TAMPA, FL |
| Listed 30 Airports | | | |

*Figure 7. List of Large Hub Towers*

# Table B-2 List of Medium Hub Towers

| Location Identifier | Region | Airport Name | City, State |
|---|---|---|---|
| ABQ | ASW | ALBUQUERQUE INTERNATIONAL SUNPORT | ALBUQUERQUE, NM |
| ANC | AAL | TED STEVENS ANCHORAGE INTERNATIONAL | ANCHORAGE, AK |
| BDL | ANE | BRADLEY INTERNATIONAL | WINDSOR LOCKS, CT |
| BOI | ANM | BOISE AIR TRML/GOWEN FIELD | BOISE, ID |
| BUF | AEA | BUFFALO NIAGARA INTERNATIONAL | BUFFALO, NY |
| BUR | AWP | BOB HOPE | BURBANK, CA |
| CHS | ASO | CHARLESTON AFB/INTERNATIONAL | CHARLESTON, SC |
| CLE | AGL | CLEVELAND-HOPKINS INTERNATIONAL | CLEVELAND, OH |
| CMH | AGL | JOHN GLENN COLUMBUS INTERNATIONAL | COLUMBUS, OH |
| CVG | ASO | CINCINNATI/NORTHERN KENTUCKY INTERNATIONAL | COVINGTON, KY |
| DAL | ASW | DALLAS LOVE FIELD | DALLAS, TX |
| HOU | ASW | WILLIAM P HOBBY | HOUSTON, TX |
| IND | AGL | INDIANAPOLIS INTERNATIONAL | INDIANAPOLIS, IN |
| JAX | ASO | JACKSONVILLE INTERNATIONAL | JACKSONVILLE, FL |
| MCI | ACE | KANSAS CITY INTERNATIONAL | KANSAS CITY, MO |
| MDW | AGL | CHICAGO MIDWAY INTERNATIONAL | CHICAGO, IL |
| MKE | AGL | GENERAL MITCHELL INTERNATIONAL | MILWAUKEE, WI |
| MSY | ASW | LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL | NEW ORLEANS, LA |
| OAK | AWP | SAN FRANCISCO BAY OAKLAND INTERNATIONAL | OAKLAND, CA |
| OGG | AWP | KAHULUI | KAHULUI, HI |
| OMA | ACE | EPPLEY AIRFIELD | OMAHA, NE |
| ONT | AWP | ONTARIO INTERNATIONAL | ONTARIO, CA |
| ORF | AEA | NORFOLK INTERNATIONAL | NORFOLK, VA |
| PBI | ASO | PALM BEACH INTERNATIONAL | WEST PALM BEACH, FL |
| PDX | ANM | PORTLAND INTERNATIONAL | PORTLAND, OR |
| PIT | AEA | PITTSBURGH INTERNATIONAL | PITTSBURGH, PA |
| RDU | ASO | RALEIGH-DURHAM INTERNATIONAL | RALEIGH/DURHAM, NC |
| RIC | AEA | RICHMOND INTERNATIONAL | RICHMOND, VA |
| RSW | ASO | SOUTHWEST FLORIDA INTERNATIONAL | FORT MYERS, FL |
| SAT | ASW | SAN ANTONIO INTERNATIONAL | SAN ANTONIO, TX |
| SJC | AWP | NORMAN Y MINETA SAN JOSE INTERNATIONAL | SAN JOSE, CA |
| SJU | ASO | LUIS MUNOZ MARIN INTERNATIONAL | SAN JUAN, PR |
| SMF | AWP | SACRAMENTO INTERNATIONAL | SACRAMENTO, CA |
| Listed 35 Airports | | | |

*Figure 8. List of Medium Hub Towers*

# Table B-3 List of Small Hub Towers

| Location Identifier | Region | Airport Name | City, State |
|---|---|---|---|
| ALB | AEA | ALBANY INTERNATIONAL | ALBANY, NY |
| ATW | AGL | APPLETON INTERNATIONAL | APPLETON, WI |
| AVL | ASO | ASHEVILLE REGIONAL | ASHEVILLE, NC |
| BHM | ASO | BIRMINGHAM-SHUTTLESWORTH INTERNATIONAL | BIRMINGHAM, AL |
| BIL | ANM | BILLINGS LOGAN INTERNATIONAL | BILLINGS, MT |
| BTV | ANE | PATRICK LEAHY BURLINGTON INTERNATIONAL | BURLINGTON, VT |
| BZN | ANM | BOZEMAN YELLOWSTONE INTERNATIONAL | BOZEMAN, MT |
| CAE | ASO | COLUMBIA METRO | COLUMBIA, SC |
| CHA | ASO | LOVELL FIELD | CHATTANOOGA, TN |
| CID | ACE | THE EASTERN IOWA | CEDAR RAPIDS, IA |
| COS | ANM | CITY OF COLORADO SPRINGS MUNICIPAL | COLORADO SPRINGS, CO |
| DAY | AGL | JAMES M COX DAYTON INTERNATIONAL | DAYTON, OH |
| DSM | ACE | DES MOINES INTERNATIONAL | DES MOINES, IA |
| ECP | ASO | NORTHWEST FLORIDA BEACHES INTERNATIONAL | PANAMA CITY, FL |
| ELP | ASW | EL PASO INTERNATIONAL | EL PASO, TX |
| EUG | ANM | MAHLON SWEET FIELD | EUGENE, OR |
| EYW | ASO | KEY WEST INTERNATIONAL | KEY WEST, FL |
| FAI | AAL | FAIRBANKS INTERNATIONAL | FAIRBANKS, AK |
| FAR | AGL | HECTOR INTERNATIONAL | FARGO, ND |
| FAT | AWP | FRESNO YOSEMITE INTERNATIONAL | FRESNO, CA |
| FSD | AGL | JOE FOSS FIELD | SIOUX FALLS, SD |
| GEG | ANM | SPOKANE INTERNATIONAL | SPOKANE, WA |
| GPI | ANM | GLACIER PARK INTERNATIONAL | KALISPELL, MT |
| GRR | AGL | GERALD R FORD INTERNATIONAL | GRAND RAPIDS, MI |
| GSO | ASO | PIEDMONT TRIAD INTERNATIONAL | GREENSBORO, NC |
| GSP | ASO | GREENVILLE SPARTANBURG INTERNATIONAL | GREER, SC |
| GUM | AWP | GUAM INTERNATIONAL | GUAM, GU |
| HPN | AEA | WESTCHESTER COUNTY | WHITE PLAINS, NY |
| HRL | ASW | VALLEY INTERNATIONAL | HARLINGEN, TX |
| HSV | ASO | HUNTSVILLE INTERNATIONAL-CARL T JONES FIELD | HUNTSVILLE, AL |
| HVN | ANE | TWEED/NEW HAVEN | NEW HAVEN, CT |
| ICT | ACE | WICHITA DWIGHT D EISENHOWER NTL | WICHITA, KS |
| ILM | ASO | WILMINGTON INTERNATIONAL | WILMINGTON, NC |
| ISP | AEA | LONG ISLAND MACARTHUR | NEW YORK, NY |
| ITO | AWP | HILO INTERNATIONAL | HILO, HI |
| IWA | AWP | MESA GATEWAY | PHOENIX, AZ |
| JAC | ANM | JACKSON HOLE | JACKSON, WY |
| JAN | ASO | JACKSON-MEDGAR WILEY EVERS INTERNATIONAL | JACKSON, MS |
| KOA | AWP | ELLISON ONIZUKA KONA INTERNATIONAL AT KEAHOLE | KAILUA/KONA, HI |
| LBB | ASW | LUBBOCK PRESTON SMITH INTERNATIONAL | LUBBOCK, TX |
| LEX | ASO | BLUE GRASS | LEXINGTON, KY |
| LGB | AWP | LONG BEACH (DAUGHERTY FIELD) | LONG BEACH, CA |
| LIH | AWP | LIHUE | LIHUE, HI |
| LIT | ASW | BILL AND HILLARY CLINTON NTL/ADAMS FIELD | LITTLE ROCK, AR |
| MAF | ASW | MIDLAND INTERNATIONAL AIR AND SPACE PORT | MIDLAND, TX |
| MDT | AEA | HARRISBURG INTERNATIONAL | HARRISBURG, PA |
| MEM | ASO | MEMPHIS INTERNATIONAL | MEMPHIS, TN |
| MFE | ASW | MCALLEN INTERNATIONAL | MC ALLEN, TX |
| MFR | ANM | ROGUE VALLEY INTERNATIONAL/MEDFORD | MEDFORD, OR |
| MHT | ANE | MANCHESTER BOSTON REGIONAL | MANCHESTER, NH |
| MSN | AGL | DANE COUNTY REGIONAL/TRUAX FIELD | MADISON, WI |
| MSO | ANM | MISSOULA MONTANA | MISSOULA, MT |
| MYR | ASO | MYRTLE BEACH INTERNATIONAL | MYRTLE BEACH, SC |
| OKC | ASW | OKC WILL ROGERS INTERNATIONAL | OKLAHOMA CITY, OK |
| PGD | ASO | PUNTA GORDA | PUNTA GORDA, FL |
| PIE | ASO | ST PETE-CLEARWATER INTERNATIONAL | ST PETERSBURG-CLEARWATER, FL |
| PNS | ASO | PENSACOLA INTERNATIONAL | PENSACOLA, FL |
| PSC | ANM | TRI-CITIES | PASCO, WA |
| PSP | AWP | PALM SPRINGS INTERNATIONAL | PALM SPRINGS, CA |
| PVD | ANE | RHODE ISLAND TF GREEN INTERNATIONAL | PROVIDENCE, RI |
| PVU | ANM | PROVO MUNICIPAL | PROVO, UT |
| PWM | ANE | PORTLAND INTERNATIONAL JETPORT | PORTLAND, ME |
| RDM | ANM | ROBERTS FIELD | REDMOND, OR |
| RNO | AWP | RENO/TAHOE INTERNATIONAL | RENO, NV |
| ROC | AEA | FREDERICK DOUGLASS/GREATER ROCHESTER INTERNATIONAL | ROCHESTER, NY |
| SAV | ASO | SAVANNAH/HILTON HEAD INTERNATIONAL | SAVANNAH, GA |
| SBA | AWP | SANTA BARBARA MUNICIPAL | SANTA BARBARA, CA |
| SBN | AGL | SOUTH BEND INTERNATIONAL | SOUTH BEND, IN |
| SDF | ASO | LOUISVILLE MUHAMMAD ALI INTERNATIONAL | LOUISVILLE, KY |
| SFB | ASO | ORLANDO SANFORD INTERNATIONAL | ORLANDO, FL |
| SGF | ACE | SPRINGFIELD-BRANSON NTL | SPRINGFIELD, MO |
| SRQ | ASO | SARASOTA/BRADENTON INTERNATIONAL | SARASOTA/BRADENTON, FL |
| STT | ASO | CYRIL E KING | CHARLOTTE AMALIE, VI |
| SYR | AEA | SYRACUSE HANCOCK INTERNATIONAL | SYRACUSE, NY |
| TUL | ASW | TULSA INTERNATIONAL | TULSA, OK |
| TUS | AWP | TUCSON INTERNATIONAL | TUCSON, AZ |
| TYS | ASO | MCGHEE TYSON | KNOXVILLE, TN |
| VPS* | ASO | EGLIN AFB/DESTIN-FT WALTON BEACH | VALPARAISO/DESTIN-FT WALTON BEACH, FL |
| XNA | ASW | NORTHWEST ARKANSAS NTL | FAYETTEVILLE/SPRINGDALE/ROGERS , AR |

Listed 79 Airports

VPS is a Small Hub Airport but not an FAA Facility

*Figure 9. List of Small Hub Towers*

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