3. Activity Levels

Air passenger activity and **aircraft operations** at Logan Airport are reported in **Environmental Status and Planning Reports (ESPRs)** and **Environmental Data Reports (EDRs),** as well as provide input into operational and environmental analyses. Over the past several decades, despite increases in passengers and flights, most environmental conditions have improved due to cleaner and quieter aircraft, cars, trucks, and equipment, as well as more efficient buildings and Airport operations. Continued efforts by Massport, the **Federal Aviation Administration (FAA)**, and business partners have been key drivers for reducing the overall impact of Logan Airport operations.

This chapter reviews current and recent trends in passenger levels, aircraft operations, takeoffs, and landings, with comparisons to historical benchmark years provided for context. The chapter then discusses how changes in these factors and trends have, or could, affect the environmental conditions at and around Logan Airport.

Activity Levels Key Findings

Table 3-1 provides a historical summary of aircraft operations and passenger activity levels for 2022, 2023, and 2024, as well as benchmark years where operations, cargo, and passengers reached the highest observed levels, 1998, 2000, and 2019, respectively. See **User's Guide, Section U1.2.2.1** for more background on the selected benchmark years.

User's Guide Section U1.2.2.1

Table 3-1 Air Passengers and Aircraft Operations, 1998, 2000, 2019, 2022-2024

Year	Air Passengers	Percentage Change from 2019	Aircraft Operations	Percentage Change from 2019
1998	26,526,708	-37.6%	507,449	18.8%
2000	27,726,833	-34.8%	487,996	14.2%
2019	**42,522,411**	-	**427,175**	-
2022	36,090,716	-15.1%	378,613	-11.4%
2023	40,833,978	-4.0%	395,146	-7.5%
2024	43,500,033	2.3%	413,409	-3.2%

Source: Massport.

3.1 Passenger, Aircraft Operations, and Cargo Activity Levels

Greater Boston has historically experienced strong passenger growth driven by favorable economic conditions, low unemployment, a diverse job market, and on-going investments in commercial and residential real estate, particularly in the fields of life sciences, finance, healthcare, and higher education.

Throughout 2023 and 2024, the U.S. airline industry continued to manage route economics, seat capacity, and operations. On-going issues related to supply chains, labor shortages, new aircraft delivery delays, and fuel costs pose challenges for airlines at Logan Airport and across the national system.

3.1.1 Air Passenger Service, Markets, and Activity

User's Guide Section U3.2

Updated guidance released by the U.S. Department of Homeland Security (U.S.DHS) in mid-May 2023 no longer required non-U.S. travelers entering the U.S. to be fully vaccinated against COVID-19. The decision contributed to the return of international traffic at Logan Airport and the recovery of the foreign tourist markets, an essential component of Logan Airport's overall growth alongside domestic travel. Passenger activity in 2023 mirrored levels observed in 2018, and in 2024, Logan Airport exceeded 2019 levels as airlines resumed previously suspended services, added new destinations, and responded to strong market demand in the Greater Boston area. This section provides an update on key changes and emerging trends across the airline industry and at Logan Airport in 2023 and 2024, offering context for current air transport performance levels. For more background on commercial service passenger activity levels, refer to **User's Guide, Section U3.2**.

3.1.1.1 Passenger Activity Levels

Logan Airport has rebounded more rapidly than other airports nationally. These positive trends reflect the resilience and growth opportunities within Logan Airport's regional market. Historically, factors contributing to increases in demand for air travel within Massachusetts and Greater Boston include:

- Economic growth and increased travel demand nationwide, particularly in leisure-oriented markets and business-related travel.
- Growth by airlines in response to local and national economic conditions, including jetBlue Airways (jetBlue), Delta Air Lines, and American Airlines at Logan Airport, along with emerging airline partnerships, which can expand service offerings and destinations.
- Introduction of new international destinations served by U.S. domestic and foreign carriers, which expands their respective route networks and increases travel appeal to a broader variety of potential customers; and
- Advancements in aircraft technology, including the introduction of longer-range aircraft equipped with fuel-efficient engines and new noise level reduction technologies.

However, additional challenges and potential economic obstacles may impede activity level growth at Logan Airport, including:

- Economic slowdowns or uncertainty in economic development activity at the state, regional, national, or international level;
- Airline labor supply constraints, especially for pilots, flight crew, and maintenance services, along with supply chain disruptions that could delay delivery of aircraft, goods, or materials;
- Air traffic control labor shortages or other staffing issues that could impact daily operations and efficiency;
- Fluctuating fuel prices, limited fuel availability, or changes in fuel service providers or suppliers that could affect operations or consumer airfare costs;
- Future business and corporate travel policy trends, along with the evolving nature of business and conference event travel, and
- Regulatory challenges that impact Airport and airline operations, growth, or airline consolidation or solvency.

Strong domestic activity was driven by resilient demand for leisure travel, particularly to destinations offering outdoor recreational activities and desirable weather conditions. **Table 3-2** illustrates air passenger levels for 2023 and 2024.

Table 3-2 Air Passengers by Market Segment, 2019, 2022-2024

Market Segment	2019	2022	2023	2024	2022-2023 Percent Change	2023-2024 Percent Change
Domestic	**34,098,788**	**29,527,910**	**32,320,293**	**33,735,044**	**9.5%**	**4.4%**
Europe / Middle East / Africa[1]	5,003,881	4,124,245	5,163,800	5,762,277	25.2%	11.6%
Bermuda / Caribbean[2]	1,278,045	1,322,723	1,669,082	1,897,441	26.2%	13.7%
Canada	985,051	602,835	726,975	791,422	20.6%	8.9%
Asia / Pacific[3]	602,004	149,452	342,331	515,574	129.1%	50.6%
Central / South America	449,012	250,745	504,313	693,241	101.1%	37.5%
International	**8,317,993**	**6,450,000**	**8,406,501**	**9,659,955**	**30.3%**	**14.9%**
General Aviation	**105,630**	**112,806**	**107,184**	**105,034**	**-5.0%**	**-2.0%**
Total Passengers	**42,522,411**	**36,090,716**	**40,833,978**	**43,500,033**	**13.1%**	**6.5%**

Source: Massport, 2025.

Notes: Reported international passengers include only international passengers using Logan Airport as an international gateway. A significant number of international origin and destination (O&D) passengers also board domestic flights from Logan Airport to connect to other U.S. gateways to international destinations.

1 Royal Air Maroc (RAM), a Moroccan air carrier, had not yet recommenced its service to Casablanca, Morocco (North Africa) by year-end 2024.

2 Includes Puerto Rico and the U.S. Virgin Islands.

3 Starting in May 2019, Korean Air re-commenced service out of Boston with a direct connection to Seoul, Korea via Incheon International Airport (ICN).

Figure 3-1 illustrates that **domestic air travel** has recovered more quickly than **international air travel** as foreign countries have gradually eased entry requirements and restrictions on border crossings for travelers.

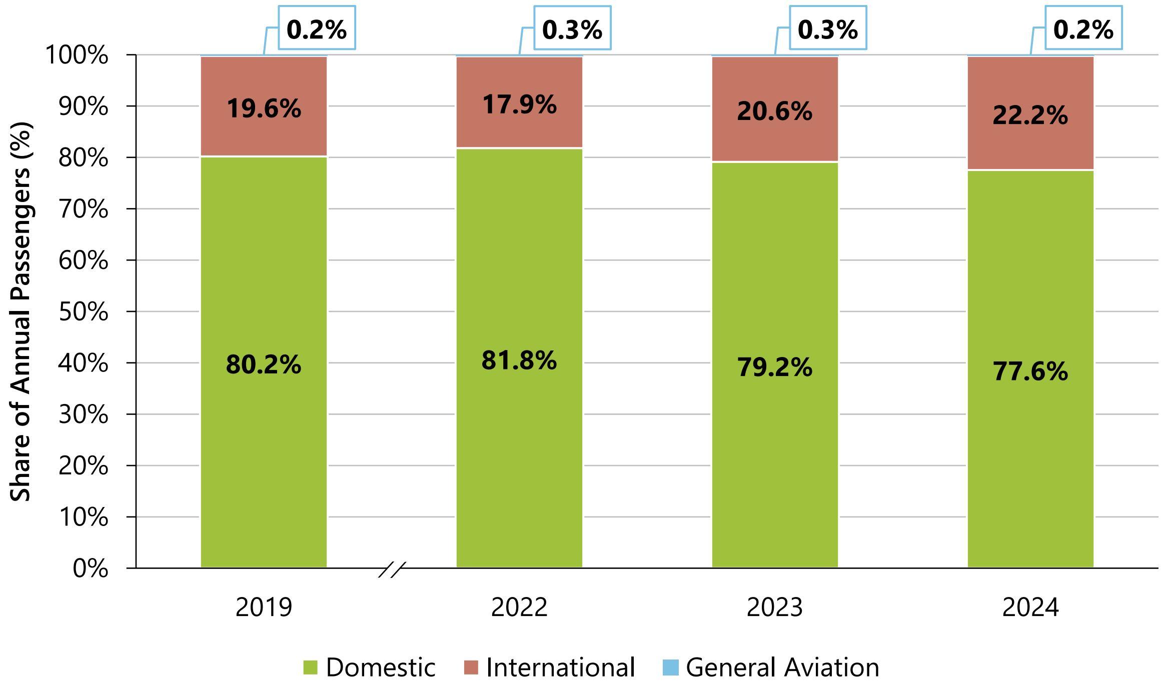
2023 Air Passenger Activity Levels

Logan Airport ranked as the 16th busiest U.S. airport by **passenger count** in 2023.[1] Air travel passenger traffic rose by more than ten percent since 2022, signaling strong demand and the U.S. aviation industry approaching a new normal. Logan Airport's recovery lagged the national average, with 2023 total passenger counts still below 2019 levels, whereas total U.S. airport traffic had fully recovered by 2023.[2]

1 U.S.DOT T-100 database. 2025. https://www.bts.gov/browse-statistical-products-and-data/bts-publications/data-bank-28ds-t-100-domestic-segment-data

2 U.S.DOT T-100 database. 2025. https://www.bts.gov/browse-statistical-products-and-data/bts-publications/data-bank-28ds-t-100-domestic-segment-data

Figure 3-1 Domestic, International, and GA Passenger Market Share Distribution, 2019, 2022-2024



Source: Massport.
Note: Percentages may not add up to 100 percent due to rounding.

2024 Air Passenger Activity Levels

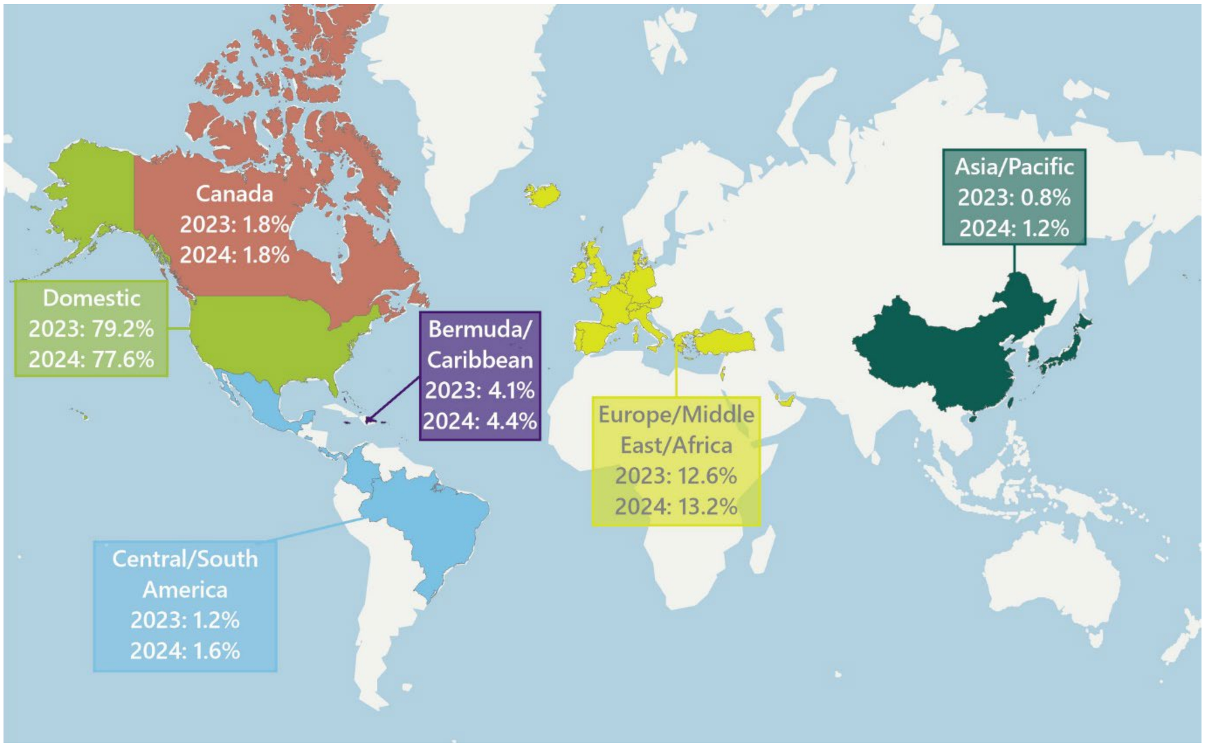
Logan Airport remained the 16th busiest U.S. airport by passenger count in 2024.[3] Passenger traffic increased from 2023, reflecting continued strong demand. In 2024, Logan Airport surpassed its 2019 passenger levels by approximately two percent, marking a full recovery since the onset of the COVID-19 pandemic.

3.1.1.2 Passenger Markets

Logan Airport is primarily an **Origin and Destination (O&D)** market, meaning most passengers begin or end their journeys in Boston rather than connect through to other flights. The O&D metric and the percentage of passengers categorized as O&D types are key metrics for airports, indicating the proportion of passengers who are local versus **connecting passengers**. Logan Airport's high O&D percentage share underscores its role as an essential gateway for international air traffic, reflecting the strength of the local market driven by robust demand from business, academic, and leisure travelers.

3 U.S.DOT T-100 database. 2025. https://www.bts.gov/browse-statistical-products-and-data/bts-publications/data-bank-28ds-t-100-domestic-segment-data

Figure 3-2 Distribution of Logan Airport Passengers by Market Segment, 2023-2024



Source: Massport, 2025.
Note: General Aviation (GA) accounted for 0.3 percent and 0.2 percent of total Logan Airport passengers in 2023 and 2024, respectively.

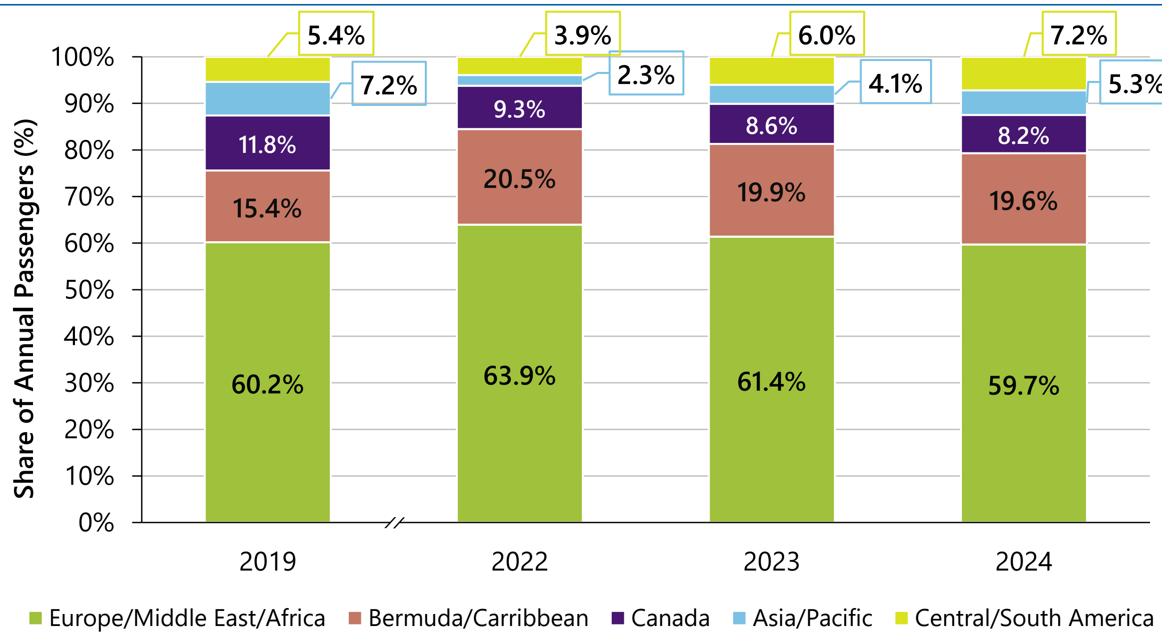
Figure 3-1 illustrates the market share between domestic and international passengers at Logan Airport. **Table 3-2** presents historic passengers by market share. **Figure 3-2** depicts the 2023-2024

Logan Airport passenger distribution by market segment, and **Figure 3-3** illustrates the passenger destination distribution from 2019 to 2024.

2023 Passenger Markets

Between 2022 and 2023, the domestic passenger segment continued to represent the largest share of total passengers. However, its relative share declined by 2.6 percentage points as international travel continued to rebound more strongly. The easing of pandemic-era travel restrictions, restoration of transatlantic and long-haul routes, and the introduction of new services contributed to the rebound. Compared to 2019, the share of international travelers increased by 1.0 percent, with Europe, the Middle East, and North Africa accounting for the largest portion of international traffic.

Figure 3-3 **Logan Airport International Market Segment Passenger Distribution, 2019, 2022-2024**



Source: Massport, 2025.

2024 Passenger Markets

Between 2023 and 2024, the domestic passenger segment continued to decline as a share of total traffic, with its relative share falling by 1.6 percentage points. Meanwhile, international air travel increased by 2.6 percent in 2019 (**Figure 3-1**). Logan Airport has steadily expanded its international service. The combined Europe, the Middle East, and North Africa region remains a primary market, but flights to Bermuda, the Caribbean, and Central and South America have also grown notably.

3.1.1.3 Passenger Service by Airline

A diverse mix of carriers has historically served passenger commercial air service at Logan Airport. Past reporting of passenger airline service characterized airlines by **legacy carriers**, such as American, Delta, and United Airways; **Low-Cost Carriers (LCCs)**, such as jetBlue and Southwest Airlines; and **Ultra-Low-Cost Carriers (ULCCs)**, like Spirit Airlines, Frontier Airlines, and Sun Country Airlines. Each carrier group offers different levels of service and connectivity. Over the past decade, combined LCC and ULCC passenger activity levels have significantly increased traffic at the Airport, surpassing the volumes

RJs are smaller single-aisle aircraft with fewer than 100 seats, built for short trips and often flown under a larger airline's brand (e.g., American Eagle, Delta Connection, Air Canada Jazz, etc.)

carried by individual legacy carriers at Logan Airport.[4] In this chapter, air passenger service is discussed in terms of two categories, **Large Jet** services and **Regional Jet (RJ)** services. In this context, the Large Jet and RJ categories are not directly associated with **wide-body aircraft** and **narrow-body aircraft**, which are terms used throughout the EDR as metrics for aircraft operations.

Airlines use RJs to connect smaller and medium-sized communities with less demand to larger hub airports found in the metropolitan areas, where passengers often find connecting opportunities to longer flights or international destinations. Narrow-body aircraft refers to any single-aisle plane, ranging from small RJs to larger aircraft such as the Boeing 737 or Airbus A320 series, which are often used on longer routes. In this sense, "Regional Jet" is a distinct sub-segment within the broader narrow-body category. Refer to the **User's Guide, Section U3.3.1**, for definitions of these classifications and how they support passenger activity analyses. **Figure 3-4** illustrates the annual passenger volumes of the six major airlines at Logan Airport.

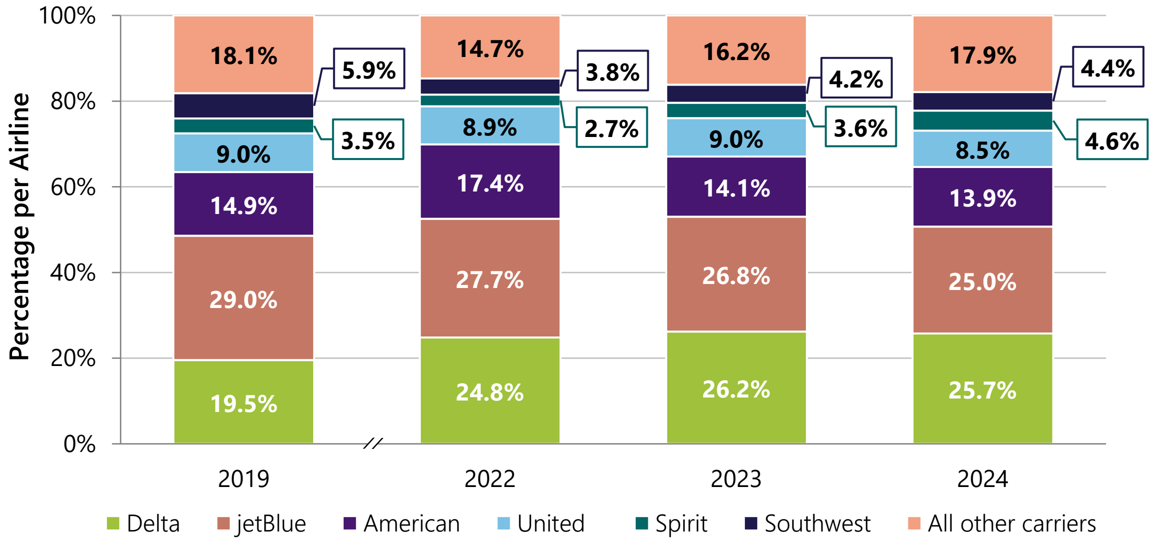
User's Guide Section U3.3.1

Overall, Logan Airport's strong O&D market position and air travel demand have made it a strategic location for international expansion by jetBlue, Delta, American Airlines, and their global partner airlines. Foreign airlines have also introduced new nonstop services catering to O&D demand, enabling connection opportunities through airline **code-share agreements** and **interline agreements**. These partnerships with U.S. airlines, particularly on transatlantic routes, facilitate seamless international connections.

The adoption of newer aircraft technology, including the A321LR/XLR and Boeing 737 MAX, enables airlines to expand their fleet capabilities and utilize smaller, more fuel-efficient aircraft to serve mid-sized origin-and-destination (O&D) markets, such as Boston. Additionally, the economic viability of using larger, longer-range wide-body aircraft, such as the Airbus A350, Boeing 787, and the upcoming Boeing 777X, supports increased global connectivity with fewer flights and greater seat capacity.

4 Airline industry consolidation includes the merger of Delta Air Lines and Northwest Airlines (October 2008); United Airlines and Continental Airlines (August 2010); Southwest Airlines and AirTran Airways (April 2011); American Airlines and U.S. Airways (December 2013); Alaska Airlines and Virgin America (December 2016); and Alaska Airlines and Hawaiian Airlines (September 2024). However, Hawaiian Airlines statistics will remain separate until the airlines receive a single aircraft operating certificate, expected in 2025.

Figure 3-4 **Share of Annual Passengers Served by Logan Airport's Major Airlines, 2019, 2022-2024**



Source: Massport, 2025.

2023 Passenger Service by Airline

In 2023, jetBlue was the largest carrier at Logan Airport, carrying over 10.9 million passengers, which represented a 9.4 percent increase from 2022. However, this remained 11.4 percent below 2019 levels. Delta followed as the second-largest carrier, transporting 10.7 million passengers. Delta's traffic rose 19.5 percent from the previous year compared to 2022 and exceeded 2019 levels by 28.8 percent, reflecting its on-going commitment to expanded service at Logan Airport, particularly through additional European routes served.

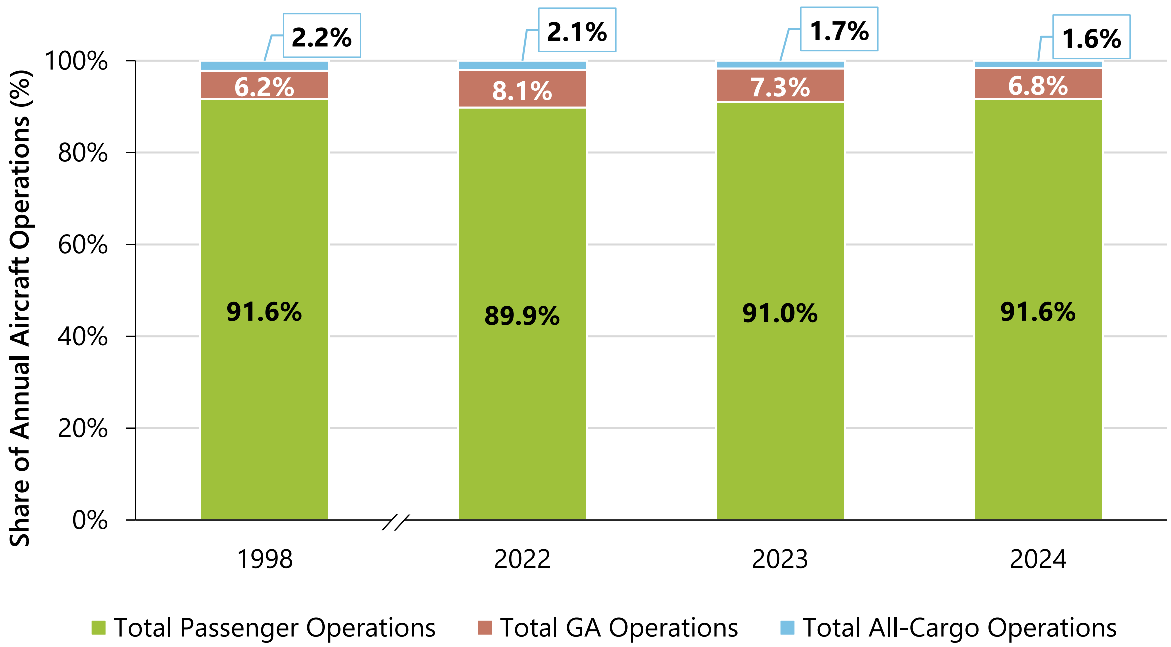
Together, jetBlue and Delta accounted for 53.0 percent of total passengers at Logan Airport, marking a significant milestone in their combined market dominance. Compared to 2022, American's passenger traffic declined 8.3 percent, United grew 13.7 percent, and Southwest increased 26.7 percent. These three airlines remained below 2019 levels, with American down 9.2 percent, United down 4.9 percent, and Southwest down 31.6 percent. All other carriers combined accounted for 19.8 percent of total passenger traffic at Logan Airport in 2023.

2024 Passenger Service by Airline

In 2024, Delta surpassed jetBlue to become Logan Airport's largest carrier serving nearly 11.2 million passengers. Delta passengers served represent a 4.6 percent increase from 2023 and 34.7 percent above 2019 levels. jetBlue, now the second-largest carrier serving Logan Airport served 10.9 million passengers. jetBlue's share was down 0.7 percent From 2023 and 12.0 percent less than its 2019 volumes. The minor decline in growth reflected operational and financial restructuring events following the U.S. Justice Department's blocking of its merger with Spirit Airlines in mid-January 2024. The airline also trimmed unprofitable routes from its scheduled flight network. jetBlue also reduced domestic scheduled seat capacity at Logan Airport while expanding international services, particularly on transatlantic routes, which contrasted with other carriers' domestic growth at Logan Airport.

American Airlines, United Airlines, and Spirit Airlines ranked third, fourth, and fifth, with market shares similar to 2023, respectively. From the previous year, American's traffic rose 5.5 percent, United increased 0.8 percent, and Spirit grew 37.7 percent. In 2024, Spirit Airlines overtook Southwest as Logan Airport's fifth-largest carrier. American and United were the only two legacy carriers yet to recover to their 2019 levels, each down approximately 4 percent compared to 2019. Conversely, Spirit expanded its operations significantly by 37.6 percent against 2019 levels. All other carriers combined accounted for 22.2 percent of Logan Airport's total passenger traffic in 2024, an increase of 2.5 percentage points from 2023. The growth reflects the more diverse airline mix aimed at meeting its growing passenger base.

Figure 3-5 Logan Airport Passenger, GA, and Cargo Aircraft Operations, 1998, 2022-2024



Source: Massport, 2025.
Note: May not add up to 100 percent due to rounding.

3.1.2 Aircraft Operations

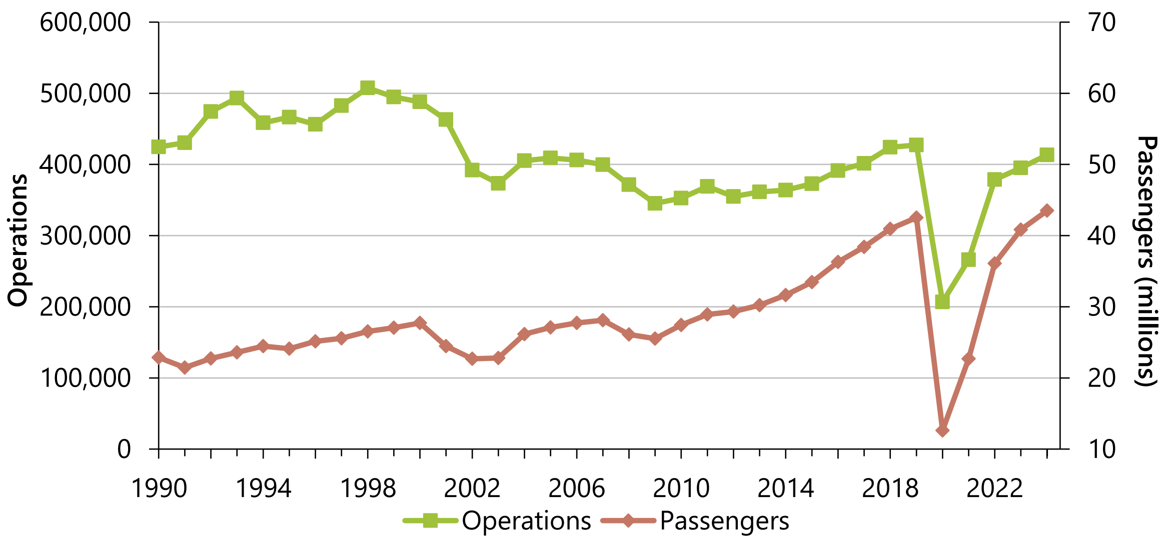
> The load factor is the percentage of passengers on a flight relative to the number of seats potentially available on the aircraft for a given flight.

This section reports on aircraft operations levels at Logan Airport, including commercial passenger aircraft, GA aircraft, and cargo aircraft operations, as well as aircraft passenger **load factors** for 2023 and 2024. Throughout the year, several airlines increased service frequencies to existing markets from Logan Airport and introduced new point-to-point nonstop services to cater to travel demand trends. Changes in operations are illustrated in **Table 3-3,** and passenger aircraft operations are shown in **Figure 3-5**. **Figure 3-6** depicts past and current passenger levels and aircraft operations. The data shows a historical trend of passenger levels increasing and operations decreasing, though not as rapidly as passenger activity levels are rising. This indicates a growing trend among air carriers towards higher aircraft load factors, or more passengers per flight, greater efficiency, and more seats per aircraft.

3.1.2.1 Operations Activity Levels

Passenger operation increases are attributed to positive economic activity, improved local and state **gross domestic product (GDP)**, lower unemployment rates, and renewed demand for previously deferred leisure travel among New Englanders. The return and continued growth of local businesses, along with increased conference events and improved corporate travel spending, also contributed to demand from the business-related air traveler segment.

Figure 3-6 Logan Airport Annual Passenger Levels and Aircraft Operations, 1990-2024



Source: Massport, 2025.

Table 3-3 Logan Airport Aircraft Operations by Type, 1998, 2022-2024

Operation Type	1998	2022	2023	2024	2022-2023 Percent Change	2023-2024 Percent Change
Passenger Jet	242,927	244,971	266,375	275,784	8.7%	3.5%
Passenger Regional Jet	12,087	60,891	58,326	62,794	-4.2%	7.7%
Passenger Non-Jet	209,665	34,449	34,875	40,242	1.2%	15.4%
Total Passenger Operations	**464,679**	**340,311**	**359,575**	**378,820**	**5.7%**	**5.4%**
GA Jet Operations	13,636	24,078	23,199	22,053	-3.7%	-4.9%
GA Non-Jet Operations	18,076	6,426	5,687	6,083	-11.5%	7.0%
Total GA Operations	**31,712**	**30,504**	**28,886**	**28,136**	**-5.3%**	**-2.6%**
Cargo Jet	10,428	7,390	6,151	6,011	-16.8%	-2.3%
Cargo Non-Jet	630	408	534	442	30.8%	-17.2%
Total Cargo Operations	**11,058**	**7,798**	**6,685**	**6,453**	**-14.3%**	**-3.5%**
Total Aircraft Operations	**507,449**	**378,613**	**395,146**	**413,409**	**4.4%**	**4.6%**

Source: Massport, 2025.
Notes: The Passenger Regional Jet (RJ) category includes the Embraer E-190 aircraft, which is a RJ configured with 88 to 100 seats, but is similar in size to some traditional narrow-body jets.

2023 Aircraft Operations

Total aircraft operations in 2023 were higher than in 2022, but 7.5 percent below 2019 levels. Airlines continued to resume nonstop routes and replenish seat capacity lost due to COVID-19, while also adjusting staffing and balancing seat capacity to meet the expected return of passenger demand in the post-pandemic recovery. **Table 3-3** highlights key trends around aircraft operations:

User's Guide Section U3.3.1

- Total passenger aircraft operations outpaced GA and cargo operations between 2022 and 2023. The growth was primarily driven by passenger jet activity. In contrast, RJ operations declined, reflecting a reduced reliance on regional airline affiliates of major carriers, such as Delta Connection and American Eagle, as well as a continued shift toward larger narrow-body aircraft, including the A320 and A321. Refer to **User's Guide, Section U3.3.1**, for definitions on these size classifications.
- The recovery of passenger aircraft movements supported **belly cargo** activity, which transports a significant portion of cargo, particularly on international wide-body aircraft flights. This trend benefited foreign carriers as international demand continued to strengthen. However, the total number of cargo operations declined in 2023 compared to 2022, finishing 2.1 percent below 2019 levels, trailing the recovery of passenger aircraft operations.
- GA operations dropped in 2023 and remained 0.1 percent below 2019 levels, well below the 2017 peak activity levels in the recent decade. This decline reflects a continued shift of GA traffic to

smaller regional airports across New England, including Laurence G. Hanscom Field and Worcester Regional Airport, which offer lower landing costs, greater operational flexibility, and access to local communities.

2024 Aircraft Operations

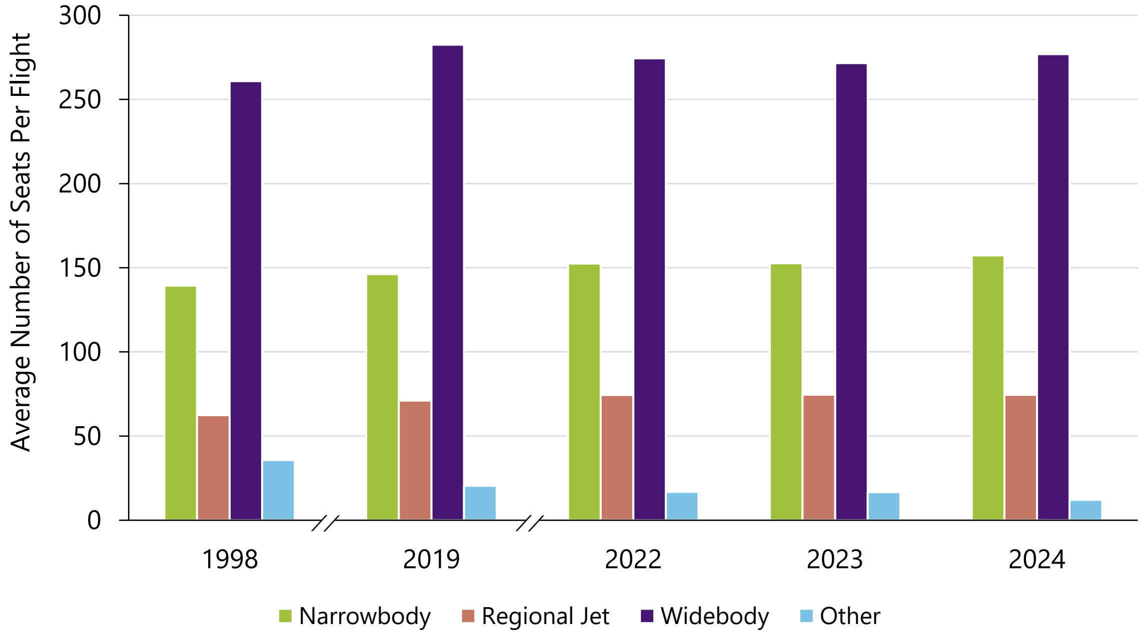
Total aircraft operations in 2024 were 4.6 percent higher than in 2023 and 3.2 percent below 2019 levels. The following are key trends in aircraft operations exhibited in **Table 3-3:**

- Total passenger aircraft operations outpaced **general aviation (GA)** and cargo operations. The growth was primarily driven by passenger non-jet activity, which increased approximately 15 percent in 2023. RJ operations also increased, reflecting a growing reliance on regional airline affiliates of major carriers, such as Delta Connection and American Eagle, as well as the continued resumption of regional routes.
- Similar to 2023 trends, cargo continued to be primarily transported as belly cargo on passenger aircraft flights. Total cargo operations declined in 2024 compared to 2023 and were 5.5 percent below 2019 levels. Overall, cargo operations have not kept pace with the recovery seen in passenger operations.
- GA operations in 2024 declined in 2023 compared to the previous year and remained 2.7 percent below 2019 levels. Similar GA trends described in 2023 also apply here.

3.1.2.2 Passenger Aircraft Operations

Table 3-3 shows Annual changes in passenger jet, RJ, and **non-jet aircraft** operations. **Figure 3-7** presents the evolution of passenger aircraft operations by aircraft type, regional, narrow-body, and wide-body, from 1998 to 2024. The data reveals a structural shift in airline fleet deployment strategies, particularly following 2019. Regional aircraft operations have declined, with the average number of passengers per operation decreasing slightly from 52 in 2019 to 50 in 2024. This indicates a reduction in the utilization of smaller aircraft on scheduled routes. In contrast, narrow-body aircraft have gained operational share, increasing by 5 percent since 2019, with the average number of passengers per flight rising from 136 to 140. This reflects a continued industry emphasis on **upgauging** and operational efficiency, supported in part by the introduction of aircraft such as the Airbus A220, which enables service on routes without reliance on traditional RJs. Wide-body aircraft operations also show signs of recovery, with an average of 184 passengers per operation in 2024, just below the 2019 level of 186, underscoring the restoration of long-haul international capacity. Collectively, these trends indicate a deliberate move toward higher-capacity aircraft and more efficient deployment across networks.

Figure 3-7 Average Size of Scheduled Passenger Aircraft (Number of Seats per Flight) Operations at Logan Airport by Aircraft Body Type, 1998, 2019, 2022-2024



Source: U.S.DOT T-100 schedules via Airline Data, Inc., accessed February 2025.
Notes: Figure evaluates seats per operation among scheduled passenger flights as reported by T-100 schedules. The "Other" category includes turboprop aircraft.

2023 Passenger Aircraft Operations

Logan Airport recorded 5.7 percent more passenger aircraft operations in 2023 than in 2022, reflecting a strong recovery in scheduled passenger service. Operation counts, however, remained 8.1 percent below 2019 levels. Delta Air Lines and jetBlue, the Airport's two largest carriers, accounted for 39.5 percent of all operations. Along with American Airlines, Cape Air, United Airlines, and Southwest Airlines, the top six carriers operated nearly 64.6 percent of all passenger flights.[5]

Passenger Jet Aircraft Operations

As shown in **Table 3-3**, large passenger jet operations at Logan Airport increased from the prior year in 2023 but remained 10.2 percent below 2019 levels. Delta Air Lines exceeded its 2019 passenger jet operation count substantially, while jetBlue, American Airlines, United Airlines, and Southwest Airlines remained below 2019 levels, respectively. These varying recovery rates reflect broader market trends, including the continued rebound of international long-haul service. Foreign carriers, including Air Canada, Aer Lingus, Icelandair, TAP Portugal, Air France, Emirates, Japan Airlines, and Korean Air, experienced growth in the number of operations in 2023 compared to 2019.

5 Aircraft operation numbers for airlines include regional partners and subsidiaries.

Passenger Regional Jets

RJ operations at Logan Airport decreased from the prior year in 2023 but were 18.0 percent above 2019 levels. While some upgauging has occurred post-pandemic, the continued use of RJs reflects a strategic response to uneven demand recovery on specific routes and on-going operational constraints. Airlines have relied on RJs to right-size capacity in slower-recovering markets, maintain frequency, and navigate mainline pilot shortages. As a result, RJ utilization remains structurally higher than pre-2019 levels despite a modest decline in the past year.

2024 Passenger Aircraft Operations

In 2024, passenger aircraft operations at Logan Airport increased from 2023, resulting in activity 3.2 percent below 2019 levels. The top six airlines increased their share slightly to 65.2 percent of total aircraft operations in 2024.[6]

Passenger Jet Aircraft Operations

As shown in **Table 3-3**, large passenger jet operations increased from 2023 but remained 6.8 percent below 2019 levels. Notably, ULCCs such as Frontier Airlines and Spirit Airlines experienced significant growth in jet operations, with increases of 180.5 percent and 43.3 percent, respectively. American and Southwest also increased their 2023 passenger jet operations by between 7 and 8 percent. Frontier and Spirit have recovered and grown beyond 2019 levels, while American and Southwest remain more than 30 percent below their 2019 operations.

In contrast, jetBlue and Delta Air Lines faced reductions in their large jet operations of 3.9 percent and 0.6 percent, respectively. jetBlue remained 17.9 percent below 2019 levels, while Delta operated 37.8 percent more flights than in 2019. Although jetBlue operated more large jet flights than Delta in 2024, Delta carried more passengers due to its use of wide-body aircraft on transatlantic and other long-haul transcontinental domestic routes. This higher seat capacity resulted in a larger passenger share for Delta despite fewer operations. These airline trends continued from 2023, driven by similar market factors.

Passenger Regional Jets

RJ operations at Logan Airport in 2024 surpassed those of 2023, which were 27.9 percent higher than in 2019. Similar to 2023, regional affiliate operators flying under Delta Connection and American Eagle contributed to this increase in flying as aircraft were reactivated. Specifically, Republic Airways, operating under the Delta Connection brand, increased its flights by 17.1 percent, while Envoy Air, flying as American Eagle, saw a 10.2 percent increase in operations. These increases reflect the continued resumption and launch of new regional routes, including services that were previously suspended, particularly to smaller and mid-sized markets where demand has returned.

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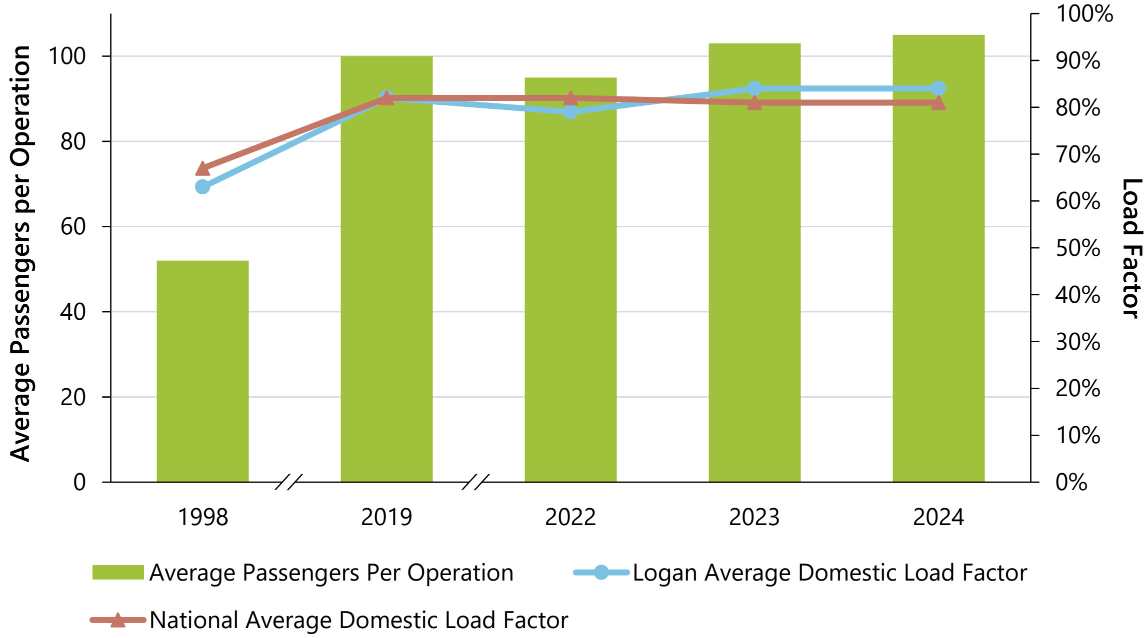
6 Aircraft operation numbers for airlines include regional partners and subsidiaries.

Figure 3-8 Passengers per Aircraft Operation and Aircraft Load Factors, 1998, 2019, 2022-2024



Source: Massport; U.S.DOT, T-100 Database via Airline Data, Inc., accessed February 2025.
Notes: Includes scheduled passenger service only.

3.1.2.3 Passengers per Aircraft and Load Factors

The load factor is the percentage of passengers on a flight relative to the number of seats potentially available on the aircraft of the given flight. Load factors generally measure the efficiency of each operation. **Figure 3-8** illustrates the load factor over time, showing that the load factor at Logan Airport has remained consistent with the national average, while the number of seats per operation has increased. **Table 3-4** demonstrates operations, load factor, and passengers per aircraft over time.

2023 Load Factor

In 2023, Logan Airport averaged more passengers per aircraft operation than in 2022 and significantly higher than the average in 1998, as shown in **Table 3-4**. This growth reflects the resumption of international services by domestic and foreign carriers, who reinstated previously suspended nonstop flights and introduced new market connections. Larger wide-body aircraft, such as the Airbus A350, Boeing 787, Boeing 777, and Airbus A380 superjumbo jets, have resumed service on these international routes, particularly on high-demand transatlantic routes like Boston to London and Boston to Munich. In general, the larger wide-body aircraft, which typically have between 200 and 500 seats, drove much of the growth in the average number of passengers per operation.

Table 3-4 Air Passengers and Aircraft Operations and Load Factors at Logan Airport, 1998, 2019, 2022-2024

Load Factor Metrics	1998	2019	2022	2023	2024	2022-2023 Percent Change	2023-2024 Percent Change
Air Passengers	26,526,708	42,522,411	36,090,716	40,833,978	43,500,033	13.1%	6.5%
Aircraft Operations	507,449	427,175	378,613	395,146	413,409	4.4%	4.6%
Average Passengers per Operation	52.3	99.54	95.3	103.3	105.2	8.4%	1.8%
Average Seats per Operation	145.2	130.2	131.6	134.1	136.7	1.9%	1.9%
Average Domestic Load Factor	62.5%	82.5%	79.2%	84.0%	83.8%	6.0%	-0.2%

Source: Massport; U.S.DOT, T-100 Database.
Note: Includes scheduled passenger service only. Average seats per operation are based on T-100 figures, while average passengers per operation reference Massport reported sources for all operation types (including charter).
Refer to Appendix F, *Activity Levels Supporting Documentation*, Section F.1, for additional passenger and operations data dating back to 1980.

Airlines also improved seat utilization by monitoring flight economics and introducing newer, more fuel-efficient aircraft to their fleet to serve Boston routes. As a result, Logan Airport's average domestic load factor improved to an all-time high in 2023. In contrast, the national average domestic load factor fell slightly to 81.1 percent in 2023 from 81.8 percent in 2022. Logan Airport’s domestic load factor remained strong and higher than the national average.

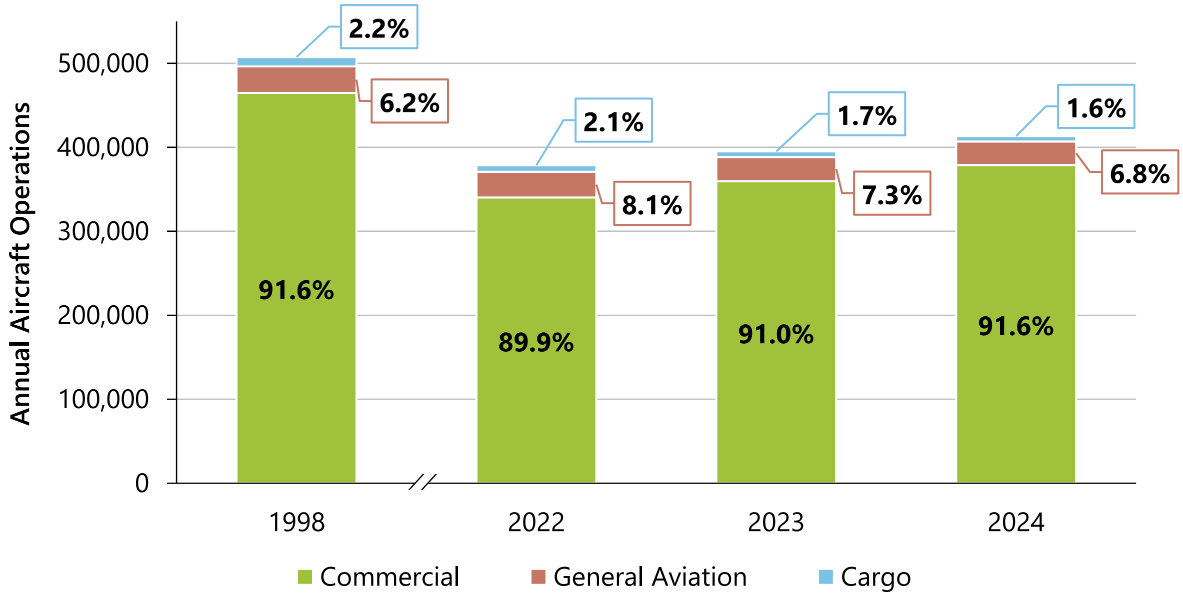
2024 Load Factor

In 2024, Logan Airport averaged more passengers per aircraft operation compared to 2023. The increase is due to strong market demand that the airlines are successfully capturing, along with their efforts to manage aircraft loads effectively for favorable route economics, as well as the continued development and shift towards deploying larger aircraft on Boston routes. The average load factor in 2024 was slightly lower than in 2023 but remained above the national average of 81.1 percent.

3.1.3 General Aviation Operations

GA is generally considered to encompass civilian, non-scheduled, and non-commercial aviation activities, excluding commercial passenger and cargo services, as well as military operations. GA operations encompass a variety of aviation activities at Logan Airport, including private corporate or business aviation, private business jet charters, law enforcement flights, and emergency medical flights

Figure 3-9 Aircraft Operations at Logan Airport by Aircraft Class, 1998, 2022-2024



Source: Massport, 2025.
Notes: Jet, RJ, and non-jet operations are associated with commercial passenger and cargo-only airlines.
GA operations also include jet and non-jet aircraft, but are associated with private charter and corporate use.

or air ambulance services. These operations are conducted by a diverse group of private individuals and businesses, and aircraft range from single-engine piston-driven aircraft to high-performance, long-range jets. **Table 3-3** in Section 3.1.2.1 shows annual changes in GA operations.[7] **Figure 3-9** depicts changes in the number of Logan Airport aircraft operations and relative distributions among total operations by category since 1998.

2023 General Aviation Operations

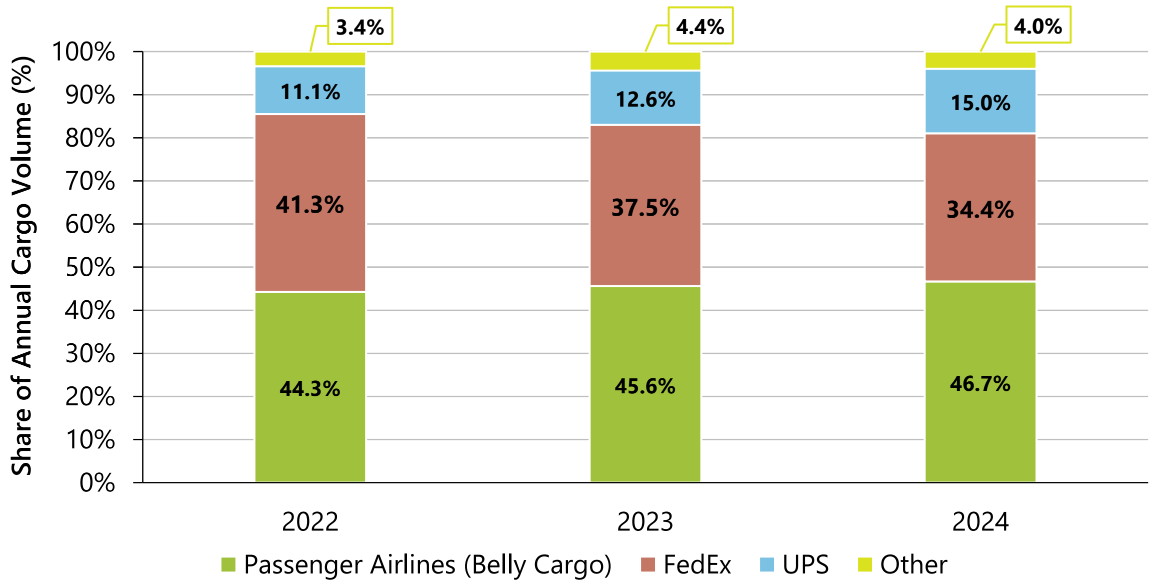
GA jet operations declined by 0.8 percent from 2022 to 2023; however, they remained 20.0 percent above 2019 levels. GA non-jet operations decreased compared to 2022 and were 40.7 percent below 2019 levels. Overall GA activity in 2023 was 0.1 percent above 2019 levels. The continued decline in both jet and non-jet activity is partly a result of GA operators shifting to nearby regional airports, where they benefit from lower landing fees and greater operational flexibility.

2024 General Aviation Operations

A similar trend to 2023 was observed in 2024, with total GA operations declining. GA jet operations fell, while GA non-jet operations increased compared to the previous year.

7 Hanscom Field remains the primary GA airport for the Greater Boston region, accommodated over four times the number of GA operations than Logan Airport reported. Hanscom Field accommodated 119,961 GA operations in 2022, which represented 98.2 percent of Hanscom Field's total aircraft activity. See Chapter 5, *Regional Transportation*, for additional information on Hanscom Field.

Figure 3-10 Share of Logan Airport Cargo Volume by Cargo Carrier, 2022-2024



Source: Massport, 2025.
Note: Includes mail and passenger airlines carrying cargo as belly cargo.
Wiggins Airway and Mountain Air Cargo, which operated for FedEx, are grouped as part of FedEx.
21 Air, ABX Air, Amerijet International, Atlas Air, and Kalitta Air operated for DHL (grouped as part of "Other").
The breakdown of cargo volume by carrier was not available for the historic benchmark year of 2000.

3.1.4 Cargo Operations and Volume

Cargo at Logan Airport is transported either as belly cargo on passenger aircraft or by dedicated **cargo carriers.** Cargo carriers at Logan Airport include FedEx, United Parcel Service (UPS), DHL, and a few other carriers that operate wide-body freight aircraft. **Table 3-5** shows cargo aircraft operations and cargo volumes at Logan Airport. **Figure 3-10** illustrates the share of total cargo volume carried by different cargo carriers.

3.1.4.1 2023 Cargo Operations and Volume

Cargo operations at Logan Airport declined in 2023, continuing a multi-year trend that has brought cargo operations 2.1 percent below 2019 levels. Total cargo and mail volumes reached 599.7million pounds in 2023, declining from the previous year.

In 2023, express and small package volumes and freight declined, while mail volume experienced a significant reduction compared to the prior year. These declines reflect a broader slowdown in air cargo demand driven by inflationary pressures, reduced consumer spending, and high inventory levels in retail and manufacturing sectors. While air shipping continued to benefit from the relevance of e-commerce.

Table 3-5 Cargo and Mail Operations and Volume, 2000, 2022-2024

Cargo Category	2000	2022	2023	2024	2022-2023 Percent Change	2023-2024 Percent Change
Operations						
Cargo Aircraft Operations	12,282	7,798	6,724	6,451	-13.8%	-4.1%
Volume (lbs.)						
Express / Small Packages	484,490,143	366,647,422	307,383,478	293,583,531	-16.2%	-4.5%
Freight	367,857,011	278,860,406	274,808,447	257,736,468	-1.5%	-6.2%
Mail	194,902,513	28,401,227	17,539,133	13,097,506	-38.2%	-25.3%
Total Cargo and Mail Volume	**1,047,249,667**	**673,909,055**	**599,731,058**	**564,417,505**	**-11.0%**	**-5.9%**

Source: Massport.

Overall cargo volumes at Logan Airport's market remained well below peak levels, signaling a more cautious market environment for freight and logistics in 2023.

3.1.4.2 2024 Cargo Operations and Volume

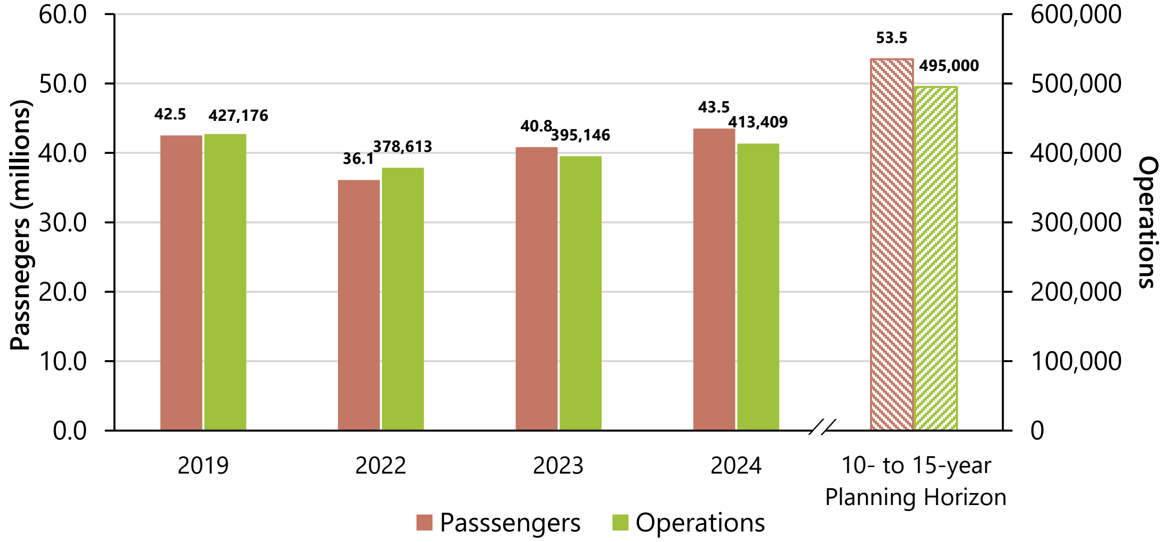
In 2024, cargo operations at Logan Airport declined and cargo operations neared 2019 levels. Total cargo and mail volumes increased slightly from 2023.

Express and small package volumes continued to decline from 2023, however, at a slower rate than in the previous year. Freight volumes increased, and mail segment volumes surged 33.9 percent year-over-year. While signs of the prior year's air cargo slowdown eased in 2024, external factors, including persistent cost pressures due to global impacts on general supply chain logistics, reduced consumer discretionary spending, and elevated inventories in key sectors, continued to limit growth. Views on e-commerce's impact on cargo volumes at Logan Airport remained consistent with 2023 trends described above.

3.1.5 Comparison to the 2022 ESPR Forecast

The forecast developed within the *2022 ESPR* projected activity levels and operations for a select year, 10 to 15 years in the future. While the forecast only considers conditions for a single year in the future, Massport compared passenger activity levels and operations from 2024 to the forecast presented in the *2022 ESPR*. **Figure 3-11** provides a comparison of historic and present passenger and operational levels to those assessed over the 10-to 15-year planning horizon in the *2022 ESPR*.

Figure 3-11 Passenger and Operation Activity Levels Comparison to 2022 ESPR Future Planning Horizon, 2019, 2022-2024



Note: 10- to 15- year planning horizon comes from the 2022 ESPR.

In 2024, while passenger activity levels were higher than experienced in 2019, levels remained approximately 19 percent below the 53.5 million annual passengers (MAP) presented in the 10-to 15-year **future planning horizon (FPH)** in the *2022 ESPR*. Similarly, operations in 2024 were roughly 16 percent below those projected in the *2022 ESPR*. For further details on the development of ESPR forecasts, refer to **User's Guide, Section U3.4**.

User's Guide Section U3.4

3.2 Service Developments at Logan Airport

Airlines adjust service at an airport in two primary ways: by changing either the number of flights operated or the size of the aircraft. Both of these affect seat capacity, or the total number of seats available to passengers. As such, airline service is typically discussed in terms of both seat capacity and the number of flight departures.[8] This section examines changes in airline departures and seat capacity at Logan Airport in 2023 and 2024, including newly launched, suspended, or discontinued routes, which were shaped in part by pandemic-induced travel patterns and trends, as well as airlines' shifting priorities on economically viable routes. For context, the analysis draws trend comparisons to 2019 and prior years where relevant.

8 A departure is an aircraft takeoff at an airport. While aircraft operations include both departures and arrivals, airline services are typically described in terms of departures, as the number of scheduled departures generally equals the number of scheduled arrivals. Changes in departures translate to changes in overall operations.

According to the Official Airline Guide (OAG) Analyzer, 42 airlines operated nonstop to 145 domestic and international destinations from Logan Airport in 2023. The total number of destinations served from Logan Airport remained unchanged compared to 2019, despite six airlines ceasing operations on routes that were subsequently continued by other carriers. This reflects the market's strong, diverse, and competitive airline mix.

In 2024, both the number of airlines and destinations expanded to a total of 47 airlines serving 153 global destinations, resulting in a notable increase in international connectivity and carrier presence. The average nonstop domestic stage length rose from 1,088 miles in 2019 to 1,128 miles in 2023, and to 1,131 miles in 2024, reflecting more long-haul nonstop activity to destinations west of the Appalachians, the West Coast, and Hawaii. For international flights, the average stage length fell from 3,144 miles in 2019 to 3,052 miles in 2023, then rose to 3,099 miles in 2024. While still below 2019 stage length levels, the 2024 increase signaled a partial rebound due to the reintroduction and expansion of long-haul international services. These trends reflect continued recovery and expansion of both domestic and international networks, with airlines adding new routes and resuming previously suspended services.

3.2.1 Domestic Passenger Service

Logan Airport is served by a combination of large jet carriers and regional and commuter carriers. **Table 3-6** shows year-over-year changes in domestic air passenger operations categorized by type of airline.

Table 3-6 Scheduled Domestic Air Passenger Operations by Airline Category, 2000, 2022-2024

Airline Category	2000	2022	2023	2024	2022-2023 Percent Change	2023-2024 Percent Change
Scheduled Large Jet Carriers	233,993	211,384	222,755	225,339	5.4%	1.2%
Regional / Commuter Jet	160,041	85,707	85,936	94,721	0.3%	10.2%
Total Scheduled Domestic Air Passenger Operations	**394,034**	**297,091**	**308,691**	**320,060**	**3.9%**	**3.7%**

Source: Massport, 2025.

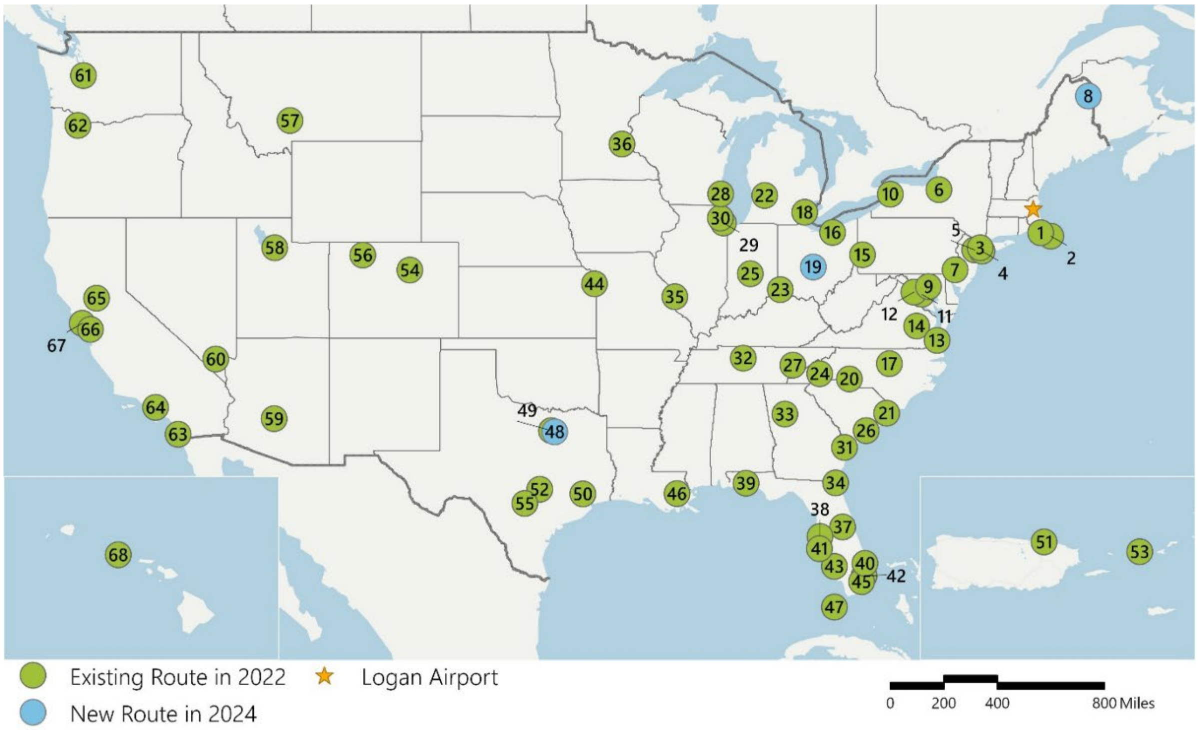
Notes:

1 Includes legacy carrier large jet operations only; regional jet and non-jet operations operated by regional affiliates or subsidiaries of legacy carriers are included in the "Regional/Commuter" category.

2 Low-cost carriers (LCC) which provided domestic service at Logan Airport in 2020 and 2021 included jetBlue Airways, Southwest Airlines, Spirit Airlines, Sun Country Airlines, Frontier Airlines and Allegiant Air. Before 2019, Virgin America was aggregated with the low-cost subtotals.

The large jet carriers generally operate larger aircraft and provide service throughout the domestic network. Regional and commuter carriers generally operate smaller aircraft to shorter-haul regional markets.

Figure 3-12 Domestic Non-Stop Large Jet Markets Served from Logan Airport



ID	Route	ID	Route	ID	Route	ID	Route
1	Martha's Vineyard, MA	18	Detroit, MI	35	St. Louis, MO	52	Austin, TX
2	Nantucket, MA	19	Columbus, OH	36	Minneapolis/St. Paul, MN	53	St. Thomas, USVI
3	New York, NY (LaGuardia)	20	Charlotte-Douglas, NC	37	Orlando, FL	54	Denver, CO
4	New York, NY (JFK)	21	Myrtle Beach, SC	38	Tampa, FL	55	San Antonio, TX
5	New York, NY (Newark)	22	Grand Rapids, MI	39	Destin-Ft Walton Beach, FL	56	Steamboat Springs/Hayden, CO
6	Syracuse, NY	23	Cincinnati, OH	40	West Palm Beach, FL	57	Bozeman, MT
7	Philadelphia, PA	24	Asheville/Hendersonville, NC	41	Sarasota/Bradenton, FL	58	Salt Lake City, UT
8	Presque Isle, ME	25	Indianapolis, IN	42	Fort Lauderdale, FL	59	Phoenix, AZ
9	Baltimore, MD	26	Charleston, SC	43	Fort Myers, FL	60	Las Vegas, NV
10	Buffalo, NY	27	Knoxville, TN	44	Kansas City, KS	61	Seattle, WA
11	Washington, D.C. (Reagan)	28	Milwaukee, WI	45	Miami, FL	62	Portland, OR
12	Washington, D.C. (Dulles)	29	Chicago, IL (Midway)	46	New Orleans, LA	63	San Diego, CA
13	Norfolk, VA	30	Chicago, IL (O'Hare)	47	Key West, FL	64	Los Angeles, CA
14	Richmond, VA	31	Savannah, GA	48	Dallas, TX	65	Sacramento, CA
15	Pittsburgh, PA	32	Nashville, TN	49	Dallas/Fort Worth, TX	66	San Jose, CA
16	Cleveland, OH	33	Atlanta, GA	50	Houston, TX (Bush)	67	San Francisco, CA
17	Raleigh/Durham, NC	34	Jacksonville, FL	51	San Juan, PR	68	Honolulu/Oahu, HI

Source: OAG Analyzer, 2025.

Note: There were no new Large Jet routes in 2023. New Large Jet routes in 2024 serve Presque Isle, ME, Columbus, OH, and Dallas, TX.

Trends observed after comparing scheduled domestic passenger flight activity in 2023 and 2024 against 2019 levels are summarized below. Logan Airport's scheduled domestic large jet and domestic regional services are illustrated in **Figure 3-12** and **Figure 3-13**. A complete listing of all changes in scheduled departures by domestic destination is in Appendix F, *Activity Levels Supporting Documentation*, Section F.1.2.

3.2.1.1 Large Jet Carriers

Large jet carriers include airlines that are frequently described as legacy carriers, LCCs, and ULCCs. Legacy carriers include the "Big Three" U.S. airlines: American Airlines, Delta Air Lines, and United Airlines. These carriers operate extensive domestic and international networks, maintain large hub-and-spoke systems, and typically offer a range of cabin classes and services. They are distinguished from LCCs by their global alliances, frequent flyer programs, and long-standing market presence. LCCs, such as Southwest and jetBlue, offer lower fares by simplifying their service and operating efficiently, often with fewer amenities. ULCCs, such as Spirit, Frontier, and Allegiant, take this model further by offering very low base fares and charging separately for most services, including carry-on bags and seat selection.

In recent years, these distinctions have become somewhat less clear, as airlines have adjusted their business models and service offerings. For example, Southwest has expanded its domestic and international networks, which are more frequently associated with legacy carriers. Reporting in this EDR has moved away from these airline distinctions, as they are unable to capture the current practices of airlines at Logan Airport sufficiently. Logan Airport continues to be served by a diverse mix of carriers, offering services for various market segments and preferences. See Appendix F, for a full breakdown of tables on operations for each airline.

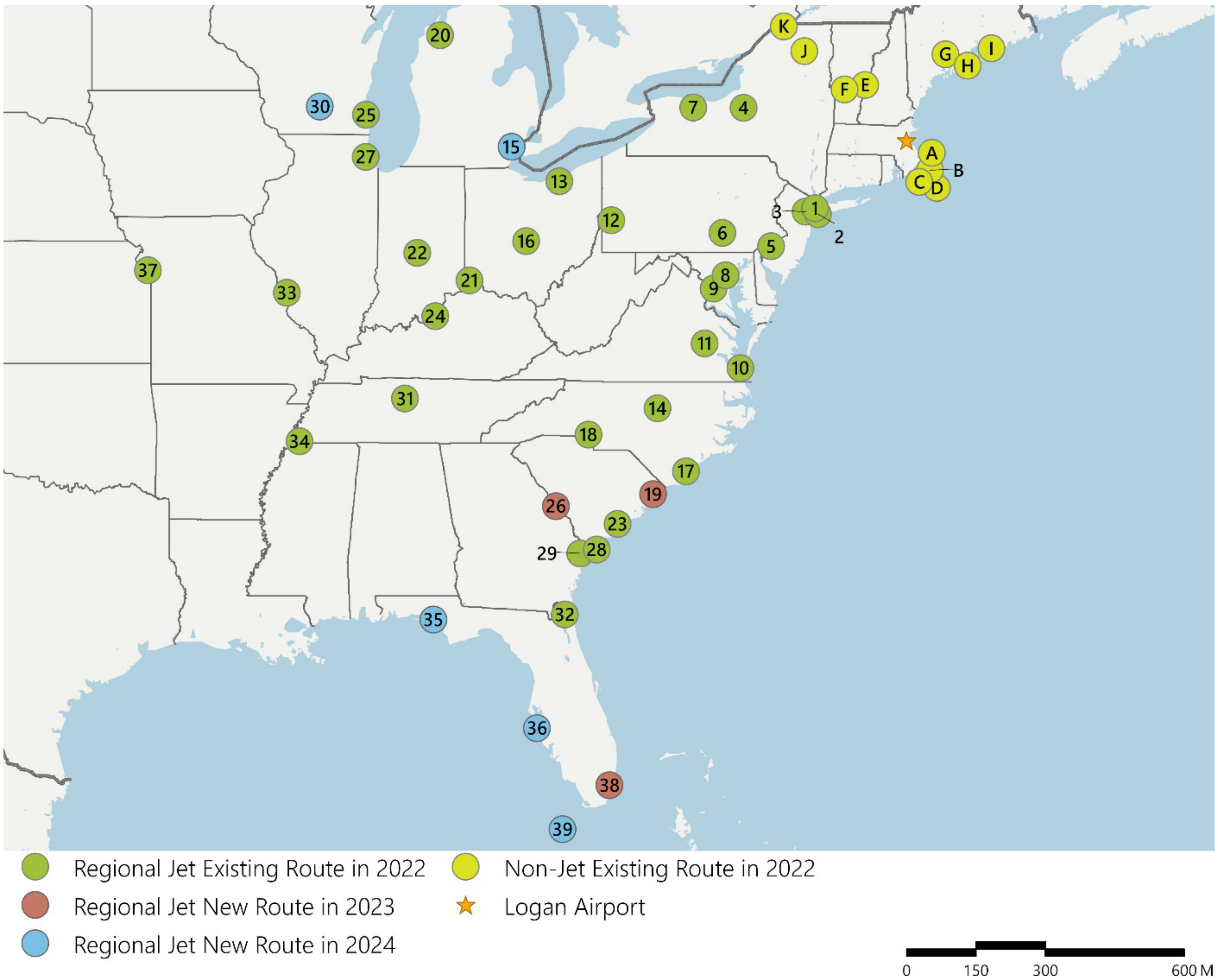
2023 Large Jet Carriers

At the end of 2023, Delta's operations were 37.1 percent above its pre-pandemic performance. In contrast, United Airlines only recovered around 90 percent of its 2019 operations. The varied recovery rates were influenced by strategic decisions on route expansion, the use of regional affiliates, and differing market demands.

jetBlue increased operations by 3.6 percent from the prior year but remained 17.4 percent below 2019 levels. Although jetBlue does not formally designate Logan Airport as a hub, Boston remains a key focus city across its network as evidenced by its relatively high traffic market share.

Spirit Airlines' operations grew by 47.1 percent in 2022, recovering to 88.8 percent of their 2019 activity. Southwest Airlines increased 16.0 percent from 2022 but operated 38.6 percent less than it did in 2019. Frontier Airlines operated 1,039 flights in 2023, down from both 2022 and 2019, before ramping up in 2024. Allegiant Air maintained its stable presence with just over 1,000 flights in 2023. Sun Country Airlines operated 472 flights, marking a 13.5 percent increase over 2022, which was 63.9 percent more operations than reported in 2019.

Figure 3-13 Domestic Non-Stop Regional Jet and Non-Jet Markets Served from Logan Airport



ID	Route	ID	Route	ID	Route	ID	Route
1	New York, NY (LaGuardia)	14	Raleigh/Durham, NC	27	Chicago, IL	A	Provincetown, MA
2	New York, NY (JFK)	15	Detroit, MI	28	Hilton Head Island, SC	B	Hyannis, MA
3	New York, NY (Newark)	16	Columbus, OH	29	Savannah, GA	C	Martha's Vineyard, MA
4	Syracuse, NY	17	Wilmington, NC	30	Madison, WI	D	Nantucket, MA
5	Philadelphia, PA	18	Charlotte-Douglas, SC	31	Nashville, TN	E	Lebanon/Hanover, NH
6	Harrisburg, PA	19	Myrtle Beach, SC	32	Jacksonville, FL	F	Rutland, VT
7	Rochester, NY	20	Traverse City, MI	33	St. Louis, MO	G	Augusta, ME
8	Baltimore, MD	21	Cincinnati, OH	34	Memphis, TN	H	Rockland, ME
9	Washington, DC (Reagan)	22	Indianapolis, IA	35	Panama City, FL	I	Bar Harbor, ME
10	Norfolk, VA	23	Charleston, SC	36	Sarasota, FL	J	Saranac Lake, NY
11	Richmond, VA	24	Louisville, KY	37	Kansas City, KS	K	Massena, NY
12	Pittsburgh, PA	25	Milwaukee, WI	38	Miami, FL		
13	Cleveland, OH	26	Augusta, GA	39	Key West, FL		

Source: OAG Analyzer, 2025.

Note: In 2022, six new domestic, nonstop routes were introduced, serving Baltimore, MD; Louisville, KY; Memphis, TN; White Plains, NY; and St. Louis, MO. No new routes were added on non-jet aircraft.

2024 Large Jet Carriers

In 2024, Delta slightly reduced its operations, decreasing by 1.1 percent, but still operates 35.5 percent above 2019 levels and is now the largest carrier at Logan Airport. American and United continued to grow, but also fell short of 2019 activity, recovering 96 percent of their operations. Spirit increased operations by 50.1 percent over 2023, surpassing 2019 levels by more than 33 percent. Frontier more than doubled its 2023 flights, increasing 161.3 percent from 2023 and 124.0 percent over 2019 levels.

jetBlue experienced a 7.9 percent decline in operations compared to 2023, falling to 23.9 percent below 2019 levels. The reduction reflects on-going restructuring and capacity adjustments as described earlier in this chapter. Similarly, Southwest Airlines grew by 7.9 percent in 2023 but remained approximately 33.8 percent below its 2019 level. Sun Country Airlines and Allegiant Air operations held steady, each operating over 1,000 flights in 2024.

Spirit and Frontier's gains in 2024 signified a renewed push from ULCC providers into the Boston market, offsetting slower growth and reductions by larger LCCs, such as jetBlue and Southwest.

3.2.1.2 Regional and Commuter Services

Since 2019, regional and commuter services[9] at Logan Airport have experienced both consolidation and growth with total operations increasing by 7.9 percent in 2024. However, the market has become increasingly concentrated among a few major affiliates. Republic Airlines, operating as Delta Connection, and Envoy Air, flying for American Eagle, expanded their presence significantly and account for a dominant share of regional and commuter operations. In contrast, SkyWest Airlines (which operated for United Express and Delta Connection) and Endeavor Air (Delta Connection) saw steep declines and near-exits from the Logan Airport market. As a result, while regional carriers continue to represent a steady share of passenger flights at Logan Airport, service is now provided by fewer operators tied to the mainline legacy carriers.

2023 Regional and Commuter Services

In 2023, regional and commuter services at Logan Airport totaled 92,997, a 2.5 percent decline from 2022. Republic Airlines remained the largest carrier, operating 45,002 flights. While this represented a 2.7 percent decrease from 2022, it was more than double (206 percent) its 2019 volume due to Republic's expanded capacity purchase agreement flying under Delta Connection. This expanded role follows after Delta did not renew its contract with GoJet, and Compass Airlines ceased operations in 2020. Envoy Air experienced significant growth, growing by 70.4 percent from 2022 and nearly eightfold from 2019, as American Eagle added new routes.

9 Commuter Services' and 'Regional Jet' markets both refer to short-distance flights operated with smaller regional jet aircraft. This category includes flights by smaller carriers operating under the brand of larger airlines, such as Delta Connection, United Express, and American Eagle, and the term 'commuter' is consistent with how this segment is published in Massport's Boston Logan Airport's monthly aviation statistics.

SkyWest Airlines rebounded from pilot shortage-driven cuts in 2023, flying 3,920 operations. This was a 401.5 percent increase from 2022, but still 19.7 percent below 2019 levels. Cape Air remained the second-largest regional operator in terms of the number of flights, with 29,026 flights, nearly flat from 2022 (down 0.8 percent) and 17.9 percent below 2019 levels. While frequencies were reduced on several regionally oriented routes, most destinations were retained. Endeavor Air nearly exited the Logan Airport market, with operations decreasing 98.9 percent from 2022. Jazz Air (Air Canada's regional affiliate operator) operated 20.9 percent fewer flights than in 2022. Canada-based Porter Airlines increased service by 18.8 percent in 2022 as it continued to rebuild its Boston network, following the recovery of transborder U.S.-Canada travel demand.

Six of Cape Air's destinations from Logan Airport are qualified as **Essential Air Service (EAS)** communities, receiving federal support to connect small cities in New England and New York. While Cape Air maintained most routes, services to Hyannis, MA; Bar Harbor, ME; Adirondack, NY; and Portland, ME operated at reduced frequency compared to pre-pandemic schedules.

2024 Regional and Commuter Services

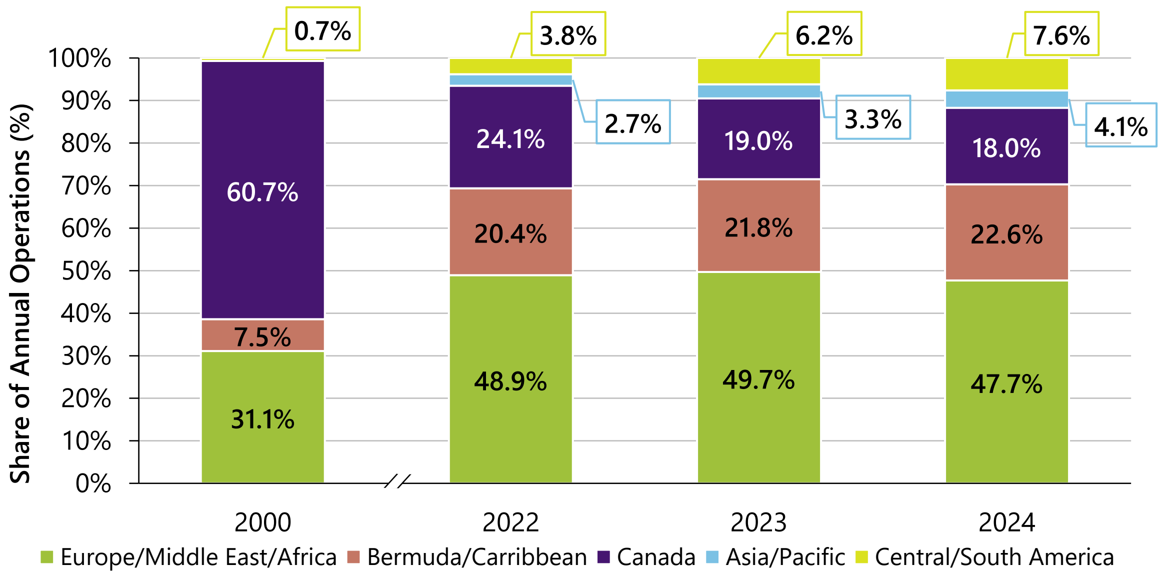
In 2024, regional and commuter operations at Logan Airport reached 102,412 flights, a 7.9 percent increase over 2019 levels. This growth was led by Republic Airlines, which more than doubled its 2019 operations, up 141.4 percent, as it continued to operate a growing share of Delta Connection flights. Envoy Air increased its presence, operating over 3,800 flights in 2024 compared to just 396 in 2019, reflecting American Eagle's on-going expansion in Boston.

Meanwhile, SkyWest Airlines and Endeavor Air effectively exited the market, maintaining only minimal services in the Boston market. SkyWest dropped from nearly 4,900 flights in 2019 to just 10 in 2024, and Endeavor fell from over 10,500 operations to only 20 in the same time period. These declines may reflect on-going industry issues, including the pilot shortage, the maintenance mechanic shortage, and network consolidation by Delta and United.

3.2.2 International Passenger Service

Table 3-7 summarizes foreign airlines' scheduled international operations in 2023-2024, with the share of international operations shown in **Figure 3-14**. For details on the changes in operations by carrier, refer to Appendix F, Section F.1. **Figure 3-15** illustrates the existing and added routes for 2023-2024.

Figure 3-14 Logan Airport International Market Segment Operations Distribution, 2000, 2022-2024



Source: Massport, 2025.

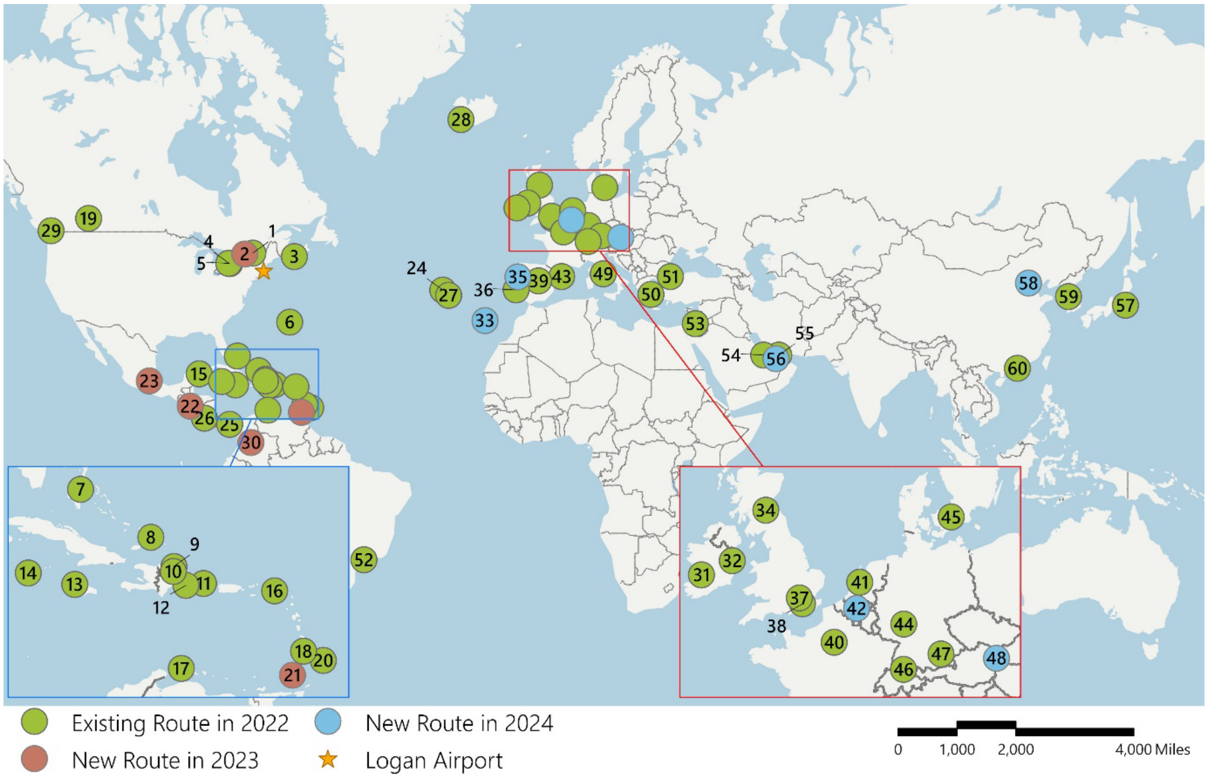
2023 International Passenger Service

In 2023, international passenger aircraft operations at Logan Airport totaled 50,854, marking a 17.8 percent increase from 2022 but still 6.6 percent below 2019 levels. Growth continued across several key markets, including expanded service from Delta Air Lines, which operated 7,132 international flights, 51.1 percent above 2019 levels, and jetBlue, which increased its international operations by 31.6 percent from 2022, reaching 11,061 flights, more than double its 2019 total.

Other notable developments included the return and expansion of service from Air Canada, Virgin Atlantic, and Icelandair, as well as increased frequencies by carriers such as Swiss International Air Lines, Korean Air, and Scandinavian Airlines (SAS). However, international service recovery remained uneven across airlines and regions. Carriers such as British Airways, Lufthansa, and Porter Airlines remained below pre-pandemic levels, and several foreign flag carriers had either not returned or were operating reduced schedules.

Figure 3-15 shows Logan Airport's scheduled international passenger service in 2023, including carriers and destinations served. While Logan Airport served a growing number of international destinations, the total still trailed the 2019 count, and recovery continued to vary by region.

Figure 3-15 International Non-Stop Markets Served from Logan Airport



ID	Route	ID	Route	ID	Route	ID	Route
1	Montreal, Canada	15	Cancun, Mexico	31	Shannon, Ireland	47	Munich, Germany
2	Ottawa, Canada	16	St. Maarten	32	Dublin, Ireland	48	Vienna, Austria
3	Halifax, Canada	17	Aruba	33	Madeira, Portugal	49	Rome, Italy
4	Toronto, Canada (Billy Bishop)	18	St. Lucia-Vieux Fort, Saint Lucia	34	Edinburgh, Scotland	50	Athens, Greece
5	Toronto, Canada (Pearson)	19	Calgary, Canada	35	Porto, Portugal	51	Istanbul, Turkey
6	Bermuda	20	Bridgetown, Barbados	36	Lisbon, Portugal	52	Sao Paulo, Brazil
7	Nassau, Bahamas	21	Grenada	37	London, U.K. (Heathrow)	53	Tel Aviv, Israel
8	Providenciales, Turks and Caicos	22	San Salvador, El Salvador	38	London, U.K. (Gatwick)	54	Doha, Qatar
9	Puerto Plata, Dominican Republic	23	Mexico City, Mexico	39	Madrid, Spain	55	Dubai, UAE
10	Santiago, Chile	24	Terceira, Portugal	40	Paris, France	56	Abu Dhabi, UAE
11	Punta Cana, Dominican Republic	25	Panama City, Panama	41	Amsterdam, Netherlands	57	Tokyo, Japan
12	Santo Domingo, Dominican Republic	26	Liberia, Costa Rica	42	Brussels, Belgium	58	Beijing, China
13	Montego Bay, Jamaica	27	Ponta Delgada, Portugal	43	Barcelona, Spain	59	Seoul, South Korea
14	Grand Cayman, Cayman Islands	28	Reykjavik, Iceland	44	Frankfurt, Germany	60	Hong Kong
		29	Vancouver, Canada	45	Copenhagen, Denmark		
		30	Bogota, Columbia	46	Zurich, Switzerland		

Source: OAG Analyzer, 2025.

Note: In 2022, Logan Airport welcomed ULCC, Fly Play, and Condor, which offered nonstop services to Reykjavik, Iceland, and Frankfurt, Germany, both of which began in May 2022. ITA Airways (formerly Alitalia) commenced service to Rome, Italy, while United Airlines launched nonstop service to London, United Kingdom, in April 2022.

Table 3-7 Scheduled International Passenger Operations by Market Segment, 2000, 2022-2024

Market Segment	2000	2022	2023	2024	2022-2023 Percent Change	2023-2024 Percent Change
Canada	26,067	10,406	9,659	10,543	-7.2%	9.2%
Europe / Middle East / North Africa	13,345	21,122	25,279	28,004	19.7%	10.8%
Bermuda / Caribbean[1]	3,205	8,803	11,092	13,298	26.0%	19.9%
Asia	0	1,179	1,693	2,398	43.6%	41.6%
Central / South America	314	1,662	3,131	4,483	88.4%	43.2%
Total Scheduled International Passenger Operations	**42,931**	**43,172**	**50,854**	**58,726**	**17.8%**	**15.5%**

Source: Massport, 2025.
Notes:
1 Includes Puerto Rico and the U.S. Virgin Islands

2024 International Passenger Service

In 2024, total international passenger aircraft operations at Logan Airport reached 58,726, exceeding 2019 levels by 7.8 percent and growing 15.5 percent over 2023. This milestone was driven by continued expansion from Delta, jetBlue, and Air Canada. Delta operated 7,360 international flights, an increase of 3.2 percent from 2023 and 55.9 percent above 2019. jetBlue recorded 14,154 international operations, growing 28.0 percent from 2023, and now operates nearly 50 percent more international flights than domestic flights.

In addition, BermudAir, Etihad, Austrian, and Norse Atlantic Airways launched or ramped up new service to Boston in 2024, contributing to the Airport’s overall growth. While major European and Middle Eastern carriers, such as Qatar, Air France, Virgin Atlantic, and Turkish Airlines, increased frequencies, others, including British Airways and Lufthansa, remained slightly below pre-pandemic volumes. The international network at Logan Airport has not only rebounded but also diversified, with more carriers and a broader range of destinations served than before 2019.

3.2.2.1 Canada

2023 Passenger Service to Canada

There were 9,659 scheduled international passenger flights to and from Canada in 2023. This represented a 7.2 percent decrease from 2022 and remained 43.4 percent below 2019 levels. Although Air Canada added back capacity, overall service levels from Canadian carriers, including Porter and

WestJet, continued to lag their pre-pandemic operations. In June 2023, jetBlue added a new Canadian destination with summer seasonal service to Vancouver.

2024 Passenger Service to Canada

Services to Canada increased by 9.2 percent between 2023 and 2024, reaching 10,543 passenger operations. This remains 38.3 percent less than the number of operations handled in 2019, making Canada the only major region where pre-pandemic flight volumes have yet to recover.

3.2.2.2 Europe, Middle East, and North Africa

2023 Passenger Service to Europe, the Middle East, and North Africa

In 2023, Logan Airport recorded 25,279 scheduled passenger flights to Europe, the Middle East, and North Africa, representing a 19.7 percent increase from 2022. Most of this growth originated from Europe, which experienced a significant recovery, with 21,122 flights in 2023. This reflects a 19.2 percent increase from 2022 and a 14.9 percent increase from 2019 levels. Delta Air Lines expanded its transatlantic service, adding more frequencies on routes to Athens, Rome, Paris, and Amsterdam. While many European carriers remained below their pre-pandemic levels, including British Airways (2,002 flights) and Lufthansa (1,686 flights), Icelandair (1,390 flights) continued to expand, surpassing 2019 levels. jetBlue also contributed to the overall increase, launching services to Paris and Amsterdam.

Service to the Middle East totaled 2,398 flights in 2023, a 41.6 percent increase from 2022 but still 16.0 percent below 2019 levels. Emirates operated 732 flights, a slight increase from 702 in 2022, maintaining its consistent service. Other carriers, such as Qatar Airways (with 726 flights) and Turkish Airlines (with 658 flights), also maintained their operations without significant capacity increases. There were no scheduled flights to North Africa in 2023, as Royal Air Maroc (RAM) did not resume its service to Casablanca.

2024 Passenger Service to Europe, the Middle East, and North Africa

In 2024, scheduled flights to Europe, the Middle East, and North Africa increased to 28,004, representing a 10.8 percent increase from 2023 and a 29.8 percent increase above 2019 levels. Europe continued to drive the growth, with 25,279 flights, up 11.8 percent from 2023 and 18.1 percent above 2019 volumes. Delta expanded its European network with increased frequencies, and Austrian Airlines (242 flights) and Norse Atlantic Airways (60 flights) launched new services. Icelandair continued to grow its presence, operating 1,496 flights, up from 1,390 in 2023 and exceeding pre-pandemic levels. jetBlue continued its European expansion launching service to Dublin.

Service to the Middle East reached 2,898 flights in 2024, a 24.5 percent increase from 2023, and 9.3 percent above 2019 levels. This growth was supported by Etihad Airways, which launched service to Abu Dhabi in March 2024 with 374 flights, as well as by the consistent operations of Qatar Airways and Turkish Airlines. Emirates expanded slightly, operating 736 flights in 2024, up from 732 in 2023. North Africa remained unserved in 2024.

3.2.2.3 Caribbean and Bermuda

2023 Passenger Service to the Caribbean and Bermuda

In 2023, there were 11,092 flights to the Caribbean and Bermuda, representing a 26.0 percent increase from 2022 and a 14.6 percent increase above 2019 levels. The Caribbean market experienced strong growth, benefiting from its proximity to the U.S. and continued demand for leisure travel. The return of several nonstop services and the overall mix of carriers contributed to the recovery, particularly in popular destinations. The Bermuda market also saw increased frequencies, helping the region recover more quickly than other international destinations.

2024 Passenger Service to the Caribbean and Bermuda

In 2024, service to the Caribbean and Bermuda increased to 13,298, a 19.9 percent increase from 2023 and 37.4 percent above 2019 levels. This increase was driven by continued strong demand, with more flights available to both Caribbean islands and Bermuda, as well as increased frequency of service during peak travel seasons.

3.2.2.4 Asia

2023 Passenger Service to Asia

Flights to Asia increased to 1,693 in 2023, a 43.5 percent rise over 2022, although they remained 40 percent below 2019 levels. Domestic carriers and foreign carriers such as Japan Airlines and Korean Air managed to increase service, but U.S.-China air travel remained constrained as both governments maintained limits on the total number of weekly round-trip flights between the two nations. In 2023, the U.S. Department of Transportation (U.S.DOT) gradually increased the weekly cap on round-trip flights by Chinese carriers from 12 in May 2023 to 35 by November 2023.

Cathay Pacific operated at around 11 percent of its 2019 capacity. Hainan Airlines, which historically accounted for 36 percent of all flights to Asia in 2019, had not resumed flights from Logan Airport to Shanghai and Beijing in 2023.

2024 Passenger Service to Asia

Flights to Asia increased to 2,398 in 2024, a 41.6 percent rise from 2023, although they remained 16 percent below 2019 levels. Recovery across Asia continued, led by stronger growth in the Japanese and South Korean markets. Japan Airlines and Korean Air capitalized on this trend by adding capacity, while Cathay Pacific increased its service from 83 flights in 2023 to 313 in 2024. Effective March 31, 2024, the U.S.DOT increased the weekly round-trip flight cap discussed in the previous section from 35 to 50 round-trips for Chinese carriers and 50 round-trips for U.S. flag carriers. This allowed for renewed activity on China-related routes with Hainan Airlines operations increasing from 32 to 312 flights in 2024.

3.2.2.5 Central and South America

2023 Passenger Service to Central and South America

In 2023, Logan Airport recorded 3,131 flights to Central and South America, a 6.7 percent increase from 2022 but still 4.2 percent below 2019 levels. The recovery in this region was led by major Latin American carriers, including Copa Airlines (939 flights), Avianca (521 flights), and LATAM Airlines (439 flights), which serve destinations in Panama, Colombia, El Salvador, and Brazil. The market showed steady progress, although it had not yet fully returned to pre-pandemic levels.

2024 Passenger Service to Central and South America

In 2024, Logan Airport recorded 4,483 flights to Central and South America, a 43.1 percent increase from 2023 and 37.2 percent above 2019 levels. This significant growth was again driven primarily by Copa Airlines (939 flights), Avianca (521 flights), and LATAM Airlines (312 flights). Additionally, Aeroméxico resumed service in 2024, operating 569 flights to Mexico City, further contributing to the region’s strong recovery. Overall service in 2024 surpassed pre-pandemic levels, marking a complete recovery of flights to this region.

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