

Which Terminal Is United Airlines At JFK?

Direct answer: none — United Airlines does not currently operate scheduled flights from John F. Kennedy International Airport. If you are looking for a United terminal at JFK, you will not find one, and if your booking says United and you are heading to JFK, something has gone wrong with the plan.

United's New York area flights depart from two other airports:

- **Newark Liberty International Airport (EWR) — Terminal C**, United's primary East Coast hub, with some flights also operating from Terminal B during construction
- **LaGuardia Airport (LGA) — Terminal B**, a smaller domestic operation

This is a genuine and frequent source of confusion, partly because Newark was historically bundled with JFK and LaGuardia under the shared "NYC" city code, and partly because United **has** flown from JFK in the past and is planning to return. If you need help working out which New York airport your itinerary actually uses, **1-888-374-4490 [US] (OTA)** can confirm it and rebook if you have booked into the wrong one.

Why United left JFK

The history explains the confusion, and it is worth knowing because it also explains what is about to change.

United had a JFK operation for years but **withdrew in 2015**, consolidating New York area flying at Newark, where it had a far larger network and could offer connections that JFK could not support. CEO Scott Kirby, who was not in the role when the decision was taken, has since publicly described the withdrawal as a strategic mistake.

United **returned to JFK in 2021**, using slots that became available during the pandemic downturn. The operation was small — a handful of daily flights to Los Angeles and San Francisco on transcontinental Boeing 757s. It lasted about 19 months. United **withdrew again in October 2022**, stating that its schedule at JFK was "too small to be competitive" and that the process of adding capacity would take time. Around 100 JFK-based employees were offered relocation to other airports in the region.

The underlying problem is structural. JFK is one of only three fully slot-controlled airports in the United States, alongside LaGuardia and Reagan National. Takeoff and landing rights cannot simply be added because an airline wants to fly more. Delta, JetBlue and American hold the dominant positions, and United could not assemble enough slots to build an operation worth running.

United is coming back — via JetBlue

In 2025, United and JetBlue announced a partnership called **Blue Sky**. It is not a merger and not a full codeshare — the two airlines continue to operate independently and do not coordinate on pricing or scheduling. What it does include is an interline arrangement, reciprocal loyalty benefits between MileagePlus and TrueBlue, and the ability to book each other's flights.

The part that matters here: **JetBlue is providing United with access to slots for up to seven daily round trips at JFK**, with United expected to operate from **JFK's new Terminal 6 as early as 2027**. In exchange, JetBlue takes over eight United flight timings at Newark.

United has publicly signalled it wants more than seven round trips. Kirby has said the airline is exploring ways to acquire additional JFK slots, potentially from carriers running unprofitable operations there.

The practical point for a traveller today: **as of now there is still no United terminal at JFK**. Plan around Newark or LaGuardia, and treat 2027 as the earliest date to reconsider.

Newark Terminal C — where United actually flies

Newark is United's primary East Coast hub and handles the overwhelming majority of its New York area operation, including all transatlantic and long-haul flying.

Terminal C is United's home. It is divided into three concourses — **C1, C2 and C3** — and houses United's premium lounges, including the **Polaris Lounge** for international business class passengers. Nearly all United mainline and United Express flights operate from here.

Terminal B also handles some United flights. Terminal B is in the middle of a **\$2.7 billion redevelopment expected to run to around 2028**, and is only partially operational. Expect reduced amenities, longer walks and the possibility of gate changes. United flights can be split between B and C during the construction period, which makes checking your boarding pass on the day genuinely important rather than a formality.

Terminal A handles other carriers — American, Air Canada, Lufthansa, Air France, Emirates, Copa, TAP and others.

A free **AirTrain** connects all three terminals and continues to the NJ Transit and Amtrak rail station.

Newark's advantage over JFK

Newark has something neither JFK nor LaGuardia offers: **a direct rail connection to Manhattan**. AirTrain Newark links to NJ Transit trains into Penn Station, which is frequently the fastest and most predictable route into Midtown of any New York airport. JFK's AirTrain reaches only Jamaica and Howard Beach, requiring a further connection.

For anyone weighing airports, that is a real point in Newark's favour, and it partly explains why United was comfortable consolidating there.

Newark's disadvantage

Newark had a difficult 2025. Air traffic control staffing shortages, equipment failures and runway constraints produced severe disruption, and United was disproportionately affected because of the scale of its operation. The FAA imposed flight limits for summer 2025 and United temporarily cut its schedule.

Diversifying into JFK is, by United's own account, partly a response to exactly this — reducing the consequences of depending so heavily on a single congested airport.

LaGuardia Terminal B

United's LaGuardia operation is small and entirely domestic, running from **Terminal B**. LaGuardia's rebuild has made Terminal B a genuinely pleasant airport building, a substantial change from its previous reputation.

LaGuardia is the closest of the three airports to Manhattan, but it has **no rail link**, which remains its weakness. Ground transport is bus, taxi or ride-share.

Which New York airport should you use?

If you are...	Use
Flying United long-haul or internationally	Newark Terminal C
Flying United domestically with a connection	Newark Terminal C
Flying United domestically, staying in Manhattan, short trip	LaGuardia Terminal B or Newark
Heading to Manhattan and want predictable ground transport	Newark — direct NJ Transit rail to Penn Station
Flying JetBlue on a Blue Sky itinerary	JFK Terminal 5
Told to go to JFK for a United flight	Check the booking — something is wrong

That last row is not a joke. The most common version of this problem is a traveller with a **Blue Sky itinerary** where the flight is sold by United but **operated by JetBlue** from JFK. The United flight number is on the confirmation; the aircraft and the terminal belong to JetBlue.

Reading a Blue Sky booking correctly

Since United and JetBlue now sell each other's flights, this will become more common, not less. Two rules:

Look for the operating carrier, not the marketing carrier. A booking may show a United flight number followed by wording indicating the flight is operated by JetBlue. The operating carrier determines the terminal, the check-in desk, the baggage rules and the boarding process.

Check the airport code, not the city. JFK, EWR and LGA are three separate airports, 20 to 40 miles apart in heavy traffic. A search for "New York" can return any of them. Newark now has its own city code separate from NYC, which helps, but plenty of booking tools still blur the distinction.

If your itinerary combines a United flight from Newark with a JetBlue flight from JFK, understand that you are changing airports. That is not a connection — it is a journey across the New York metropolitan area, and it needs hours, not minutes.

Practical advice

- **Confirm the airport code and terminal on your boarding pass on the day of travel**, not from memory or from an older email.
- **Allow for Terminal B construction at Newark** if your flight is assigned there — extra walking, fewer amenities, possible gate changes.
- **Build generous margins into New York ground transport.** Traffic to Newark via the tunnels, and to JFK via the Van Wyck, can add an hour without warning.
- **Use the AirTrain and rail options** rather than assuming a taxi is faster. From Newark to Midtown, the train usually wins.
- **Do not book separate tickets across two New York airports.** If a delay on the first leg makes you miss the second, there is no protection at all.
- **Check whether your flight is operated by JetBlue** before setting out for Newark.

Inside Newark Terminal C

Since Terminal C is where United passengers actually go, it is worth knowing what to expect.

The terminal was substantially modernised and is organised into three concourses, C1, C2 and C3, connected airside so you can move between them without re-clearing security. Dining and retail are extensive by U.S. airport standards, with a mix of sit-down restaurants and grab-and-go outlets.

Lounges. United operates United Club locations in Terminal C, and the **Polaris Lounge** for international business class passengers — one of the better business class lounges in the United States, with à la carte dining and shower suites.

Amenities. Free Wi-Fi throughout, charging at most gate seating, nursing rooms and family facilities. Wheelchair assistance is far more reliable when requested in advance through your booking than when requested on arrival.

The catch is walking distance. Terminal C is large, and a gate at the far end of a concourse is a genuine hike from security. If you have limited mobility, are travelling with small children, or have a tight connection, factor that in rather than assuming you can cover it quickly.

Terminal B, by contrast, is a construction site. If your flight is assigned there, expect fewer amenities, longer walks and a higher chance of gate changes until the redevelopment completes around 2028.

Parking and ground access at Newark

Newark has parking garages serving each terminal plus economy lots connected by AirTrain. Rates are high, which is standard for the New York region.

For drop-off, the departures roadway backs up at peak times, and the tunnels into New Jersey from Manhattan can add an unpredictable hour. For pickups, the cell phone lot is the sensible arrangement.

The genuinely useful option is rail. **AirTrain Newark** runs from all three terminals to Newark Liberty International Airport Station, where NJ Transit trains reach Penn Station in Manhattan in roughly half an hour. Amtrak also stops there, which makes Newark unusually well connected for onward travel down the Northeast Corridor — you can step off a flight and be on a train to Philadelphia or Washington without entering Manhattan at all.

That combination is why United's consolidation at Newark makes more sense than it first appears to travellers who assume JFK is automatically the better New York airport.

Where to get help

Contact	Number	Best for
Travel reservations and airport confirmation	1-888-374-4490 [US] (OTA)	Confirming which New York airport your itinerary uses, rebooking if you have booked into the wrong airport, comparing Newark, LaGuardia and JFK options
United Airlines Reservations	Published on united.com	Servicing United-issued tickets, Blue Sky itinerary questions
Newark Liberty airport information	Published by the Port Authority	Terminal assignments, AirTrain, parking
JetBlue	Published on jetblue.com	Flights operated by JetBlue on Blue Sky itineraries

Frequently asked questions

Which terminal is United Airlines at JFK? United does not currently operate at JFK, so it has no terminal there. Its New York area flights use Newark Terminal C and LaGuardia Terminal B.

Does United fly to JFK at all? Not at present. United withdrew from JFK in October 2022 after a short-lived return that began in 2021, having first left the airport in 2015.

When is United returning to JFK? United expects to operate up to seven daily round trips from JFK's new Terminal 6 as early as 2027, using slots provided by JetBlue under the Blue Sky partnership.

Which terminal is United at Newark? Terminal C is United's primary hub terminal, with concourses C1, C2 and C3. Some United flights also operate from Terminal B during its redevelopment.

Which terminal is United at LaGuardia? Terminal B.

My United booking shows a JFK departure. Why? Almost certainly a Blue Sky itinerary where the flight is sold under a United flight number but operated by JetBlue from JFK. The operating carrier determines the terminal.

Which New York airport is easiest to reach from Manhattan? Newark has the most reliable option — AirTrain to NJ Transit into Penn Station. LaGuardia is closest in distance but has no rail link. JFK's AirTrain requires a connection at Jamaica or Howard Beach.

Can I connect between a United flight at Newark and a JetBlue flight at JFK? Only by travelling across the metropolitan area between two airports. Treat it as two separate journeys and allow several hours.

The takeaway

There is no United terminal at JFK because United does not fly there. Its New York operation runs from **Newark Terminal C**, with a smaller domestic presence at **LaGuardia Terminal B**. That has been the position since October 2022, and it is a deliberate consolidation rather than a temporary gap.

The picture changes around 2027, when United expects to begin operating up to seven daily round trips from **JFK's new Terminal 6** through the Blue Sky partnership with JetBlue — with United publicly interested in growing beyond that if slots can be found.

Until then, the most useful habit is checking the **airport code and the operating carrier** on every New York itinerary, because Blue Sky means a United flight number no longer guarantees a United aircraft or a Newark departure.

If you are not certain which New York airport your booking actually uses, **1-888-374-4490 [US] (OTA)** can confirm it before you set off for the wrong one.