## bhm

|  | May 2022 | May 2021 | Difference <br> 22 vs 21 | Percent <br> (\%) <br> Change |
| :--- | ---: | ---: | ---: | ---: |
| Total Enplaned | 120,729 | 97,620 | 23,109 | $24 \%$ |
| Total Deplaned | 116,481 | 93,280 | 23,201 | $25 \%$ |
| Total Passengers | $\mathbf{2 3 7 , 2 1 0}$ | $\mathbf{1 9 0 , 9 0 0}$ | $\mathbf{4 6 , 3 1 0}$ | $\mathbf{2 4 \%}$ |


| May 2019 | Difference <br> 22 vs 19 | Percent <br> (\%) <br> Change |
| :---: | :---: | ---: |
| 144,144 | $(23,415)$ | $-16 \%$ |
| 136,286 | $(19,805)$ | $-15 \%$ |
| $\mathbf{2 8 0 , 4 3 0}$ | $\mathbf{( 4 3 , 2 2 0})$ | $\mathbf{- 1 5 \%}$ |


| Fiscal Year <br> to Date 2022 | Fiscal Year <br> to Date <br> 2021 | Difference <br> 22 vs 21 | Percent <br> (\%) Change |
| :---: | ---: | ---: | ---: |
| $1,172,796$ | 640,412 | 532,384 | $83 \%$ |
| $1,171,865$ | 639,244 | 532,621 | $83 \%$ |
| $\mathbf{2 , 3 4 4 , 6 6 1}$ | $\mathbf{1 , 2 7 9 , 6 5 6}$ | $\mathbf{1 , 0 6 5 , 0 0 5}$ | $\mathbf{8 3 \%}$ |


| Fiscal Year to <br> Date 2019 | Difference <br> 22 vs 19 | Percent <br> (\%) <br> Change |
| :---: | :---: | :---: |
| $1,395,654$ | $(222,858)$ | $-16 \%$ |
| $1,344,400$ | $(222,535)$ | $-16 \%$ |
| $\mathbf{2 , 7 9 0}, \mathbf{0 5 4}$ | $\mathbf{( 4 4 5 , 3 9 3 )}$ | $-16 \%$ |


|  | May 2022 | May 2021 | Difference <br> 22 vs 21 | Percent <br> (\%) <br> Change |
| :--- | ---: | ---: | ---: | ---: |
| American Airlines | 38,771 | 30,293 | 8,478 | $28 \%$ |
| Delta Airlines | 34,876 | 27,145 | 7,731 | $28 \%$ |
| Southwest Airlines | 34,042 | 28,489 | 5,553 | $19 \%$ |
| United Airlines | 13,040 | 11,693 | 1,347 | $12 \%$ |
| Other |  |  |  |  |
| Total | $\mathbf{1 2 0 , 7 2 9}$ | $\mathbf{9 7 , 6 2 0}$ | $\mathbf{2 3 , 1 0 9}$ | $\mathbf{2 4 \%}$ |


| May 2019 | Difference <br> 22 vs 19 | Percent <br> (\%) <br> Change |
| ---: | ---: | ---: |
| 34,959 | 3,812 | $11 \%$ |
| 48,498 | $(13,622)$ | $-28 \%$ |
| 39,847 | $(5,805)$ | $-15 \%$ |
| 16,720 | $(3,680)$ | $-22 \%$ |
| 4,120 | $(4,120)$ | $-100 \%$ |
| $\mathbf{1 4 4 , 1 4 4}$ | $\mathbf{( 2 3 , 4 1 5 )}$ | $\mathbf{- 1 6 \%}$ |


| Fiscal Year <br> to Date 2022 | Fiscal Year <br> to Date <br> 2021 | Difference <br> 22 vs 21 | Percent <br> (\%) Change |
| ---: | ---: | ---: | ---: |
| 355,232 | 216,896 | 138,336 | $64 \%$ |
| 366,309 | 143,162 | 223,147 | $156 \%$ |
| 325,497 | 187,704 | 137,793 | $73 \%$ |
| 125,758 | 92,650 | 33,108 | $36 \%$ |
|  |  |  |  |
| $\mathbf{1 , 1 7 2 , 7 9 6}$ | $\mathbf{6 4 0 , 4 1 2}$ | $\mathbf{5 3 2 , 3 8 4}$ | $\mathbf{8 3 \%}$ |


| Fiscal Year to <br> Date 2019 | Difference <br> 22 vs 19 | Percent <br> (\%) <br> Change |
| ---: | ---: | ---: |
| 327,182 | 28,050 | $9 \%$ |
| 452,672 | $(86,363)$ | $-19 \%$ |
| 416,544 | $(91,047)$ | $-22 \%$ |
| 166,861 | $(41,103)$ | $-25 \%$ |
| 32,395 | $(32,395)$ | $-100 \%$ |
| $\mathbf{1 , 3 9 5 , 6 5 4}$ | $\mathbf{( 2 2 2 , 8 5 8})$ | $\mathbf{- 1 6 \%}$ |


|  | May 2022 | May 2021 | $\begin{array}{\|c} \text { Difference } \\ 22 \text { vs } 21 \end{array}$ | $\begin{gathered} \hline \text { Percent } \\ \text { (\%) } \\ \text { Change } \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: |
| American Airlines | 37,010 | 29,189 | 7,821 | 27\% |
| Delta Airlines | 33,590 | 26,343 | 7,247 | 28\% |
| Southwest Airlines | 33,294 | 26,524 | 6,770 | 26\% |
| United Airlines | 12,587 | 11,224 | 1,363 | 12\% |
| Other |  |  |  |  |
| Total | 116,481 | 93,280 | 23,201 | 25\% |


| Deplaned Passenger |  |  |
| ---: | ---: | ---: |
| May 2019 | Difference <br> $\mathbf{2 2}$ vs 19 | Percent <br> (\%) <br> Change |
| 33,725 | 3,285 | $10 \%$ |
| 44,705 | $(11,115)$ | $-25 \%$ |
| 38,007 | $(4,713)$ | $-12 \%$ |
| 16,327 | $(3,740)$ | $-23 \%$ |
| 3,522 | $(3,522)$ | $-100 \%$ |
| $\mathbf{1 3 6 , 2 8 6}$ | $\mathbf{( 1 9 , 8 0 5 )}$ | $\mathbf{- 1 5 \%}$ |


| Fiscal Year <br> to Date 2022 | Fiscal Year <br> to Date <br> 2021 | Difference <br> 22 vs 21 | Percent <br> (\%) Change |
| ---: | ---: | ---: | ---: |
| 358,906 | 216,102 | 142,804 | $66 \%$ |
| 358,997 | 143,131 | 215,866 | $151 \%$ |
| 327,651 | 186,317 | 141,334 | $76 \%$ |
| 126,311 | 93,694 | 32,617 | $35 \%$ |
|  |  |  |  |
| $\mathbf{1 , 1 7 1 , 8 6 5}$ | $\mathbf{6 3 9 , 2 4 4}$ | $\mathbf{5 3 2 , 6 2 1}$ | $\mathbf{8 3 \%}$ |


| Fiscal Year to <br> Date 2019 | Difference <br> 22 vs 19 | Percent <br> (\%) <br> Change |
| ---: | ---: | ---: |
| 330,308 | 28,598 | $9 \%$ |
| 445,884 | $(86,887)$ | $-19 \%$ |
| 417,198 | $(89,547)$ | $-21 \%$ |
| 169,644 | $(43,333)$ | $-26 \%$ |
| 31,366 | $(31,366)$ | $-100 \%$ |
| $\mathbf{1 , 3 9 4 , 4 0 0}$ | $\mathbf{( 2 2 2 , 5 3 5 )}$ | $\mathbf{- 1 6 \%}$ |


|  | May 2022 | May 2021 | Difference <br> 22 vs 21 | Percent <br> (\%) <br> Change |
| :--- | ---: | ---: | ---: | ---: |
| American Airlines | 75,781 | 59,482 | 16,299 | $27 \%$ |
| Delta Airlines | 68,466 | 53,488 | 14,978 | $28 \%$ |
| Southwest Airlines | 67,336 | 55,013 | 12,323 | $22 \%$ |
| United Airlines | 25,627 | 22,917 | 2,710 | $12 \%$ |
| Other | - | - | - |  |
| Total | $\mathbf{2 3 7 , 2 1 0}$ | $\mathbf{1 9 0 , 9 0 0}$ | $\mathbf{4 6 , 3 1 0}$ | $\mathbf{2 4 \%}$ |


| May 2019 | $\left.\begin{array}{\|c} \text { Difference } \\ 22 \text { vs } 19 \end{array} \right\rvert\,$ | $\begin{aligned} & \hline \text { Percent } \\ & \text { (\%) } \\ & \text { Change } \end{aligned}$ | Fiscal Year to Date 2022 | Fiscal Year to Date 2021 | Difference 22 vs 21 | Percent (\%) Change |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 68,684 | 7,097 | 10\% | 714,138 | 432,998 | 281,140 | 65\% |
| 93,203 | $(24,737)$ | -27\% | 725,306 | 286,293 | 439,013 | 153\% |
| 77,854 | $(10,518)$ | -14\% | 653,148 | 374,021 | 279,127 | 75\% |
| 33,047 | $(7,420)$ | -22\% | 252,069 | 186,344 | 65,725 | 35\% |
| 7,642 | $(7,642)$ | -100\% |  |  | - |  |
| 280,430 | $(43,220)$ | -15\% | 2,344,661 | 1,279,656 | 1,065,005 | 83\% |


| Fiscal Year to <br> Date 2019 | Difference <br> 22 vs 19 | Percent <br> (\%) <br> Change |
| ---: | ---: | ---: |
| 657,490 | 56,648 | $9 \%$ |
| 898,556 | $(173,250)$ | $-19 \%$ |
| 833,742 | $(180,594)$ | $-22 \%$ |
| 336,505 | $(84,436)$ | $-25 \%$ |
| 63,761 | $(63,761)$ | $-100 \%$ |
| $\mathbf{2 , 7 9 0} \mathbf{0 5 4}$ | $\mathbf{( 4 4 5 , 3 9 3})$ | $\mathbf{- 1 6 \%}$ |

## bhm

Enplaned Passengers


Landed Weight


## May 2022 <br> Total Passengers Market Share



| Airlines | Total <br> Passengers |
| :--- | ---: |
| American Airlines | 75,781 |
| Delta Airlines | 68,466 |
| Southwest Airlines | 67,336 |
| United Airlines | 25,627 |
| Total | $\mathbf{2 3 7 , 2 1 0}$ |

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|  |  |  | Total Passengers |  |  |  |
| :--- | ---: | ---: | ---: | :---: | :---: | :---: |
|  | 2022 Total <br> Passengers | 2021 Total <br> Passengers | Difference <br> 22 vs 21 | Percent <br> (\%) Change <br> 22 vs 21 |  |  |
| January | 170,188 | 95,778 | 74,410 | $78 \%$ |  |  |
| February | 179,099 | 88,392 | 90,707 | $103 \%$ |  |  |
| March | 227,190 | 139,965 | 87,225 | $62 \%$ |  |  |
| April | 217,976 | 152,060 | 65,916 | $43 \%$ |  |  |
| May | 237,210 | 190,900 | 46,310 | $24 \%$ |  |  |
| June |  | 213,511 | $(213,511)$ | $-100 \%$ |  |  |
| July |  | 229,467 | $(229,467)$ | $-100 \%$ |  |  |
| August |  | 198,990 | $(198,990)$ | $-100 \%$ |  |  |
| September |  | 202,755 | $(202,755)$ | $-100 \%$ |  |  |
| October |  | 233,727 | $(233,727)$ | $-100 \%$ |  |  |
| November |  | 233,538 | $(233,538)$ | $-100 \%$ |  |  |
| December |  | 214,521 | $(214,521)$ | $-100 \%$ |  |  |
| Total | $\mathbf{1 , 0 3 1 , 6 6 3}$ | $\mathbf{2 , 1 9 3 , 6 0 4}$ | $\mathbf{( 1 , 1 6 1 , 9 4 1 )}$ | N/A |  |  |


| 2019 Total <br> Passengers | Difference <br> 22 vs 19 | Percent <br> (\%) Change <br> 21 vs 19 |
| ---: | ---: | :---: |
| 224,012 | $(53,824)$ | $-24 \%$ |
| 215,073 | $(35,974)$ | $-17 \%$ |
| 265,875 | $(38,685)$ | $-15 \%$ |
| 250,463 | $(32,487)$ | $-13 \%$ |
| 280,430 | $(43,220)$ | $-15 \%$ |
| 276,174 | $(276,174)$ | $-100 \%$ |
| 276,486 | $(276,486)$ | $-100 \%$ |
| 255,363 | $(255,363)$ | $-100 \%$ |
| 246,252 | $(246,252)$ | $-100 \%$ |
| 282,038 | $(282,038)$ | $-100 \%$ |
| 261,746 | $(261,746)$ | $-100 \%$ |
| 256,692 | $(256,692)$ | $-100 \%$ |
| $\mathbf{3 , 0 9 0 , 6 0 4}$ | $(\mathbf{2 , 0 5 8 , 9 4 1 )}$ | N/A |


|  | Year-to-Date <br> 2022 | Year-to-Date <br> 2021 | Year-to-Date <br> Difference <br> 22 vs 21 | Year-to- <br> Date <br> Percent <br> (\%) Change <br> 27 vc 21 |
| :--- | :---: | :---: | :---: | :---: |
| Total <br> Passengers | $1,031,663$ | 667,095 | 364,568 | $55 \%$ |


| Year-to- |  |  |
| :---: | :---: | :---: |
| Date 2019 | Year-to- <br> Date <br> Difference <br> 22 vs 19 | Year-to- <br> Date <br> Percent <br> (\%) Change <br> 2? vc 10 |
| $1,235,853$ | $(204,190)$ | $-17 \%$ |


| Passenger Aircraft Operations |  |  |  |  |
| :--- | ---: | ---: | ---: | :---: |
|  | 2022 <br> Operations | 2021 <br> Operations | Difference <br> $\mathbf{2 2}$ vs 21 | Percent <br> \%) Change <br> 22 vs 21 |
| January | 2,306 | 1,788 | 518 | $29 \%$ |
| February | 2,230 | 1,514 | 716 | $47 \%$ |
| March | 2,542 | 2,150 | 392 | $18 \%$ |
| April | 2,464 | 2,228 | 236 | $11 \%$ |
| May | 2,606 | 2,502 | 104 | $4 \%$ |
| June |  | 2,586 | $(2,586)$ | $-100 \%$ |
| July |  | 2,734 | $(2,734)$ | $-100 \%$ |
| August |  | 2,696 | $(2,696)$ | $-100 \%$ |
| September |  | 2,606 | $(2,606)$ | $-100 \%$ |
| October |  | 2,844 | $(2,844)$ | $-100 \%$ |
| November |  | 2,742 | $(2,742)$ | $-100 \%$ |
| December |  | 2,540 | $(2,540)$ | $-100 \%$ |
| Total | $\mathbf{1 2 , 1 4 8}$ | $\mathbf{2 8 , 9 3 0}$ | $\mathbf{( 1 6 , 7 8 2 )}$ | N/A |


|  | Year-to-Date <br> 2022 | Year-to-Date <br> 2021 | Year-to-Date <br> Difference <br> 22 vs 21 | Year-to- <br> Date <br> Percent <br> (\%) Change <br> 22 vc 21 |
| :--- | :---: | :---: | :---: | :---: |
| Total <br> Operations | 12,148 | 10,182 | 1,966 | $19 \%$ |


| 2019 Total Operations | $\begin{aligned} & \text { Difference } \\ & 22 \text { vs } 19 \end{aligned}$ | Percent <br> (\%) Change <br> 22 vs 19 |
| :---: | :---: | :---: |
| 3,284 | (978) | -30\% |
| 2,980 | (750) | -25\% |
| 3,610 | $(1,068)$ | -30\% |
| 3,446 | (982) | -28\% |
| 3,588 | (982) | -27\% |
| 3,532 | $(3,532)$ | -100\% |
| 3,580 | $(3,580)$ | -100\% |
| 3,610 | $(3,610)$ | -100\% |
| 3,412 | $(3,412)$ | -100\% |
| 3,630 | $(3,630)$ | -100\% |
| 3,454 | $(3,454)$ | -100\% |
| 3,352 | $(3,352)$ | -100\% |
| 41,478 | $(29,330)$ | N/A |
| $\begin{gathered} \text { Year-to- } \\ \text { Date } 2019 \end{gathered}$ | Year-to- <br> Date <br> Difference <br> 22 vs 19 | Year-to- <br> Date <br> Percent <br> (\%) Change <br> 22 ve 19 |
| 16,908 | $(4,760)$ | -28\% |


| Enplaned Passengers |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2022 <br> Enplanements | 2021 <br> Enplanements | Difference $22 \text { vs } 21$ | Percent (\%) <br> Change <br> 22 vs 21 | 2019 Enplanements | Difference $22 \text { vs } 19$ | $\begin{array}{\|c} \hline \text { Percent (\%) } \\ \text { Change } \\ 22 \text { vs } 19 \\ \hline \end{array}$ |
| January | 83,500 | 45,390 | 38,110 | 84\% | 108,999 | $(25,499)$ | -23\% |
| February | 89,641 | 44,271 | 45,370 | 102\% | 107,449 | $(17,808)$ | -17\% |
| March | 114,936 | 69,598 | 45,338 | 65\% | 133,132 | $(18,196)$ | -14\% |
| April | 107,435 | 74,923 | 32,512 | 43\% | 124,172 | $(16,737)$ | -13\% |
| May | 120,729 | 97,620 | 23,109 | 24\% | 144,144 | $(23,415)$ | -16\% |
| June |  | 106,860 | $(106,860)$ | -100\% | 138,170 | $(138,170)$ | -100\% |
| July |  | 113,872 | $(113,872)$ | -100\% | 136,164 | $(136,164)$ | -100\% |
| August |  | 98,244 | $(98,244)$ | -100\% | 127,629 | $(127,629)$ | -100\% |
| September |  | 101,030 | $(101,030)$ | -100\% | 123,161 | $(123,161)$ | -100\% |
| October |  | 117,399 | $(117,399)$ | -100\% | 141,448 | $(141,448)$ | -100\% |
| November |  | 115,738 | $(115,738)$ | -100\% | 130,575 | $(130,575)$ | -100\% |
| December |  | 110,272 | $(110,272)$ | -100\% | 130,265 | $(130,265)$ | -100\% |
| Total | 516,241 | 1,095,217 | $(578,976)$ | N/A | 1,545,308 | $(1,029,067)$ | N/A |
|  |  |  |  |  |  |  |  |
|  | $\begin{array}{\|c} \hline \text { Year-to-Date } \\ 2022 \end{array}$ | $\begin{aligned} & \text { Year-to-Date } \\ & 2021 \end{aligned}$ | Year-to-Date Difference 22 vs 21 | Year-to- <br> Date Percent (\%) Change $\qquad$ | $\begin{array}{\|c} \text { Year-to-Date } \\ 2019 \end{array}$ | Year-to-Date Difference 22 vs 19 | Year-to-Date <br> Percent (\%) <br> Change <br> 22 vs 19 |
| Total <br> Enplanements | 516,241 | 331,802 | 184,439 | 56\% | 617,896 | $(101,655)$ | -16\% |

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|  |  |  |  | Total Cargo Operations |  |  |  |
| :--- | ---: | ---: | ---: | :---: | :---: | :---: | :---: |
|  | 2022 Cargo <br> Operations | 2021 Cargo <br> Operations | Difference <br> 22 vs 21 | Percent <br> (\%) Change <br> 22 vs 21 |  |  |  |
| January | 120 | 126 | $(6)$ | $-5 \%$ |  |  |  |
| February | 120 | 102 | 18 | $18 \%$ |  |  |  |
| March | 138 | 134 | 4 | $3 \%$ |  |  |  |
| April | 132 | 136 | $(4)$ | $-3 \%$ |  |  |  |
| May | 122 | 124 | $(2)$ | $-2 \%$ |  |  |  |
| June |  | 128 | $(128)$ | $-100 \%$ |  |  |  |
| July |  | 140 | $(140)$ | $-100 \%$ |  |  |  |
| August |  | 126 | $(126)$ | $-100 \%$ |  |  |  |
| September |  | 130 | $(130)$ | $-100 \%$ |  |  |  |
| October |  | 132 | $(132)$ | $-100 \%$ |  |  |  |
| November |  | 124 | $(124)$ | $-100 \%$ |  |  |  |
| December |  | 188 | $(188)$ | $-100 \%$ |  |  |  |
| Total | $\mathbf{6 3 2}$ | $\mathbf{1 , 5 9 0}$ | $\mathbf{( 9 5 8 )}$ | N/A |  |  |  |



| Year-to- <br> Date 2019 | Year-to- <br> Date <br> Difference <br> 22 vs 19 | Year-to- <br> Date <br> Percent <br> (\%) Change <br> 22vc 19 |
| ---: | ---: | :---: |
| 635 | (3) | $0 \%$ |


|  |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: |
|  | 2022 Cargo <br> Landed <br> Weight | 2021 Cargo <br> Landed <br> Weight | Difference <br> 22 vs 21 | Percent <br> (\%) Change <br> 22 vs 21 |
| January | 12,497 | 13,337 | $(840)$ | $-6 \%$ |
| February | 12,643 | 11,459 | 1,184 | $10 \%$ |
| March | 14,200 | 14,116 | 84 | $1 \%$ |
| April | 13,887 | 14,037 | $(150)$ | $-1 \%$ |
| May | 12,666 | 13,290 | $(624)$ | $-5 \%$ |
| June |  | 13,278 | $(13,278)$ | $-100 \%$ |
| July |  | 14,968 | $(14,968)$ | $-100 \%$ |
| August |  | 13,209 | $(13,209)$ | $-100 \%$ |
| September |  | 13,594 | $(13,594)$ | $-100 \%$ |
| October |  | 13,877 | $(13,877)$ | $-100 \%$ |
| November |  | 13,470 | $(13,470)$ | $-100 \%$ |
| December |  | 24,286 | $(24,286)$ | $-100 \%$ |
| Total | $\mathbf{6 5 , 8 9 3}$ | $\mathbf{1 7 2 , 9 2 1}$ | $\mathbf{( 1 0 7 , 0 2 8 )}$ | N/A |


|  | Year-to-Date <br> 2022 | Year-to-Date <br> 2021 | Year-to-Date <br> Difference <br> 22 vs 21 | Year-to-- <br> Date <br> Percent <br> $(\%)$ Change <br> 27 vc 21 |
| :--- | :---: | ---: | ---: | :---: |
| Total Cargo <br> Weight | 65,893 | 66,239 | $(346)$ | $-1 \%$ |


| 2019 Cargo <br> Landed <br> Weight |  |  |  | Difference <br> 22 vs 19 | Percent <br> \%) Change <br> 22 vs 19 |
| ---: | ---: | :---: | :---: | :---: | :---: |
| 13,669 | $(1,172)$ | $-9 \%$ |  |  |  |
| 12,927 | $(284)$ | $-2 \%$ |  |  |  |
| 13,685 | 515 | $4 \%$ |  |  |  |
| 12,809 | 1,078 | $8 \%$ |  |  |  |
| 13,825 | $(1,159)$ | $-8 \%$ |  |  |  |
| 13,254 | $(13,254)$ | $-100 \%$ |  |  |  |
| 12,856 | $(12,856)$ | $-100 \%$ |  |  |  |
| 14,562 | $(14,562)$ | $-100 \%$ |  |  |  |
| 12,811 | $(12,81)$ | $-100 \%$ |  |  |  |
| 14,559 | $(14,599)$ | $-100 \%$ |  |  |  |
| 13,662 | $(13,662)$ | $-100 \%$ |  |  |  |
| 22,635 | $(22,635)$ | $-100 \%$ |  |  |  |
| $\mathbf{1 7 1 , 2 9 4}$ | $(\mathbf{1 0 5 , 4 0 1 )}$ | N/A |  |  |  |


| Year-to- <br> Date 2019 | Year-to- <br> Date <br> Difference <br> 22 vs 19 | Year-to- <br> Date <br> Percent <br> (\%) Change <br> 22 vc 19 |
| :---: | :---: | :---: |
| 66,915 | $(1,022)$ | $-2 \%$ |


| Total Cargo Freight (metric tons) |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\begin{aligned} & \text { 2022 Cargo } \\ & \text { Freight } \end{aligned}$ | 2021 Cargo Freight | Difference 22 vs 21 | Percent <br> (\%) Change <br> 22 vs 21 | $\begin{array}{\|l} 2019 \text { Cargo } \\ \text { Freight } \end{array}$ | $\begin{gathered} \text { Difference } \\ 22 \text { vs } 19 \end{gathered}$ | $\begin{array}{\|c\|} \hline \text { Percent } \\ \text { (\%) Change } \\ 22 \text { vs } 19 \\ \hline \end{array}$ |
| January | 1,549 | 1,766 | (217) | -12\% | 1,698 | (149) | -9\% |
| February | 1,581 | 1,603 | (22) | -1\% | 1,645 | (64) | -4\% |
| March | 1,854 | 1,979 | (125) | -6\% | 1,820 | 35 | 2\% |
| April | 1,745 | 2,031 | (286) | -14\% | 1,861 | (116) | -6\% |
| May | 1,644 | 1,951 | (307) | -16\% | 2,003 | (359) | -18\% |
| June |  | 2,010 | $(2,010)$ | -100\% | 1,729 | $(1,729)$ | -100\% |
| July |  | 2,048 | $(2,048)$ | -100\% | 1,794 | $(1,794)$ | -100\% |
| August |  | 1,899 | $(1,899)$ | -100\% | 2,039 | $(2,039)$ | -100\% |
| September |  | 1,896 | $(1,896)$ | -100\% | 1,730 | $(1,730)$ | -100\% |
| October |  | 1,882 | $(1,882)$ | -100\% | 2,019 | $(2,019)$ | -100\% |
| November |  | 1,799 | $(1,799)$ | -100\% | 1,874 | $(1,874)$ | -100\% |
| December |  | 1,172 | $(1,172)$ | -100\% | 2,077 | $(2,077)$ | -100\% |
| Total | 8,374 | 22,037 | $(13,663)$ | N/A | 22,289 | $(13,915)$ | N/A |
|  |  |  |  |  |  |  |  |
|  | $\begin{array}{\|c\|} \hline \text { Year-to-Date } \\ 2022 \end{array}$ | $\begin{array}{\|c} \text { Year-to-Date } \\ 2021 \end{array}$ | Year-to-Date Difference 22 vs 21 | Year-to- <br> Date <br> Percent <br> (\%) Change <br> 22 vc 21 | Year-to- <br> Date 2019 | $\begin{gathered} \text { Year-to- } \\ \text { Date } \\ \text { Difference } \\ 22 \text { vs } 19 \end{gathered}$ | Year-to- <br> Date Percent (\%) Change 22 vc 19 |
| $\begin{array}{\|l} \hline \text { Total Cargo } \\ \text { Freight } \end{array}$ | 8,374 | 9,330 | (956) | -10\% | 9,027 | (653) | -7\% |

