Enplaned Passengers by Airline

|  | Feb-23 | Feb-22 | Difference 23 vs 22 | Percent (\%) Change | $\begin{aligned} & \text { Fiscal YTD } \\ & 2023 \end{aligned}$ | $\begin{aligned} & \text { Fiscal YTD } \\ & 2022 \end{aligned}$ | Difference 23 vs 22 | Percent (\%) Change |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| American Airlines | 29,241 | 25,328 | 3,913 | 15\% | 260,210 | 248,545 | 11,665 | 5\% |
| Delta Airlines | 30,676 | 28,903 | 1,773 | 6\% | 264,820 | 262,601 | 2,219 | 1\% |
| Southwest Airlines | 28,336 | 26,465 | 1,871 | 7\% | 287,951 | 228,117 | 59,834 | 26\% |
| United Airlines | 12,233 | 8,945 | 3,288 | 37\% | 97,518 | 90,433 | 7,085 | 8\% |
| Other | - | - | - |  | - | - | - |  |
| Total Enplaned | 100,486 | 89,641 | 10,845 | 12\% | 910,499 | 829,696 | 80,803 | 10\% |

Deplaned Passengers by Airline

|  | Feb-23 | Feb-22 | Difference 23 vs 22 | Percent (\%) <br> Change | $\begin{gathered} \text { Fiscal YTD } \\ 2023 \end{gathered}$ | $\begin{gathered} \text { Fiscal YTD } \\ 2022 \end{gathered}$ | Difference 23 vs 22 | Percent (\%) Change |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| American Airlines | 29,584 | 25,115 | 4,469 | 18\% | 262,748 | 253,242 | 9,506 | 4\% |
| Delta Airlines | 30,864 | 28,572 | 2,292 | 8\% | 267,960 | 257,898 | 10,062 | 4\% |
| Southwest Airlines | 28,609 | 26,795 | 1,814 | 7\% | 287,015 | 230,400 | 56,615 | 25\% |
| United Airlines | 12,040 | 8,976 | 3,064 | 34\% | 98,404 | 91,049 | 7,355 | 8\% |
| Other | - | - |  |  | - | - |  |  |
| Total Deplaned | 101,097 | 89,458 | 11,639 | 13\% | 916,127 | 832,589 | 83,538 | 10\% |

Total Passengers by Airline

|  | Feb-23 | Feb-22 | Difference <br> 23 vs 22 | Percent <br> (\%) <br> Change |
| :--- | ---: | ---: | ---: | ---: |
| American Airlines | 58,825 | 50,443 | 8,382 | $17 \%$ |
| Delta Airlines | 61,540 | 57,475 | 4,065 | $7 \%$ |
| Southwest Airlines | 56,945 | 53,260 | 3,685 | $7 \%$ |
| United Airlines | 24,273 | 17,921 | 6,352 | $35 \%$ |
| Other | - | - | - |  |
| Total Passengers <br> by Airline | $\mathbf{2 0 1 , 5 8 3}$ | $\mathbf{1 7 9 , 0 9 9}$ | $\mathbf{2 2 , 4 8 4}$ | $\mathbf{1 3 \%}$ |


| Fiscal YTD <br> $\mathbf{2 0 2 3}$ | Fiscal YTD <br> $\mathbf{2 0 2 2}$ | Difference <br> $\mathbf{2 3}$ vs 22 | Percent <br> (\%) Change |
| :---: | ---: | ---: | ---: |
| 522,958 | 501,787 | 21,171 | $4 \%$ |
| 532,780 | 520,499 | 12,281 | $2 \%$ |
| 574,966 | 458,517 | 116,449 | $25 \%$ |
| 195,922 | 181,482 | 14,440 | $8 \%$ |
| - | - | - |  |
| $\mathbf{1 , 8 2 6 , 6 2 6}$ | $\mathbf{1 , 6 6 2 , 2 8 5}$ | $\mathbf{1 6 4 , 3 4 1}$ | $\mathbf{1 0 \%}$ |

Passenger Market Share : February 2023


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| FY Year | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Total | \% Change |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 2019 | 131,659 | 125,771 | 119,062 | 138,070 | 136,221 | 126,975 | 108,999 | 107,449 | 133,132 | 124,172 | 144,144 | 138,170 | 1,533,824 | 9\% |
| 2020 | 136,164 | 127,629 | 123,161 | 141,448 | 130,575 | 130,265 | 106,233 | 109,094 | 62,040 | 6,288 | 16,900 | 29,658 | 1,119,455 | -27\% |
| 2021 | 40,685 | 47,530 | 47,744 | 56,956 | 57,708 | 57,987 | 45,390 | 44,271 | 69,598 | 74,923 | 97,620 | 106,860 | 747,272 | -33\% |
| 2022 | 113,872 | 98,244 | 101,030 | 117,399 | 115,738 | 110,272 | 83,500 | 89,641 | 114,936 | 107,435 | 120,729 | 116,500 | 1,289,296 | 73\% |
| 2023 | 120,673 | 112,554 | 120,529 | 127,984 | 120,160 | 109,315 | 97,854 | 100,486 | - | - | - | - | 909,555 | -29\% |

Passenger Aircraft Landed Weight (Thousand Pounds)


| FY Year | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Total | \% Change |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 2019 | 159,477 | 154,841 | 147,095 | 160,118 | 156,355 | 150,219 | 145,104 | 130,004 | 159,249 | 152,757 | 159,367 | 159,034 | 1,833,620 | 5\% |
| 2020 | 161,204 | 162,477 | 152,852 | 163,231 | 153,664 | 150,023 | 147,660 | 139,193 | 124,236 | 48,203 | 37,370 | 47,372 | 1,487,485 | -19\% |
| 2021 | 76,265 | 91,091 | 74,248 | 85,072 | 88,577 | 80,135 | 75,692 | 64,092 | 94,082 | 96,840 | 113,398 | 125,086 | 1,064,578 | -28\% |
| 2022 | 131,045 | 132,278 | 126,400 | 136,626 | 131,923 | 125,055 | 116,193 | 106,805 | 123,556 | 119,060 | 124,637 | 121,141 | 1,494,719 | 40\% |
| 2023 | 131,120 | 130,532 | 132,235 | 137,211 | 133,309 | 121,016 | 122,199 | 118,680 | - | - | - | - | 1,026,302 | -31\% |

## bhm

|  |  |  |  | Percent <br> (\%) |
| :--- | ---: | ---: | ---: | ---: |
|  | 2023 Total <br> Passengers | 2022 Total <br> Passengers | Difference <br> 23 vs 22 | 22 vs 21 |
| January | 199,112 | 170,188 | 28,924 | $17 \%$ |
| February | 201,583 | 179,099 | 22,484 | $13 \%$ |
| March |  | 227,190 |  |  |
| April |  | 217,976 |  |  |
| May |  | 237,210 |  |  |
| June |  | 233,029 |  |  |
| July |  | 243,415 |  |  |
| August |  | 226,977 |  |  |
| September |  | 240,419 |  |  |
| October |  | 257,302 |  |  |
| November |  | 239,890 |  |  |
| December |  | 216,984 |  |  |
| YTD Total <br> Passengers | $\mathbf{4 0 0 , 6 9 5}$ | $\mathbf{3 4 9 , 2 8 7}$ | $\mathbf{5 1 , 4 0 8}$ | $\mathbf{1 5 \%}$ |


|  |  |  |  | Percent <br> (\%) <br> Change <br> 23 vs 22 |
| :--- | ---: | ---: | ---: | :---: |
|  | $\mathbf{2 0 2 3}$ <br> Enplanements | $\mathbf{2 0 2 2}$ <br> Enplanements | Difference <br> 23 vs 22 | Ensengers <br> 23 |
| January | 97,854 | 83,500 | 14,354 | $17 \%$ |
| February | 100,486 | 89,641 | 10,845 | $12 \%$ |
| March |  | 114,936 |  |  |
| April |  | 107,435 |  |  |
| May |  | 120,729 |  |  |
| June |  | 116,500 |  |  |
| July |  | 120,673 |  |  |
| August |  | 120,554 |  |  |
| September |  | 127,984 |  |  |
| October |  | 109,315 |  |  |
| November |  | $\mathbf{1 7 3 , 1 4 1}$ | $\mathbf{2 5 , 1 9 9}$ | $\mathbf{1 5 \%}$ |
| December |  |  |  |  |
| YTD Total <br> Enplanements | $\mathbf{1 9 8 , 3 4 0}$ |  |  |  |


| Passenger Aircraft Operations |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: |
|  | 2023 <br> Operations | 2022 <br> Operations | Difference <br> 23 vs 22 | (\%) <br> Change <br> 23 vs 22 |
| January | 2,420 | 2,306 | 114 | $5 \%$ |
| February | 2,362 | 2,230 | 132 | $6 \%$ |
| March |  | 2,542 |  |  |
| April |  | 2,464 |  |  |
| May |  | 2,606 |  |  |
| June |  | 2,554 |  |  |
| July |  | 2,662 |  |  |
| August |  | 2,532 |  |  |
| September |  | 2,644 |  |  |
| October |  | 2,712 |  |  |
| November |  | 2,606 |  |  |
| December |  | 2,360 |  |  |
| YTD Total <br> Operations | $\mathbf{4 , 7 8 2}$ | $\mathbf{4 , 5 3 6}$ | $\mathbf{2 4 6}$ | $\mathbf{5 \%}$ |

Total Passengers, Operations


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| Total Cargo Operations |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: |
|  | $\begin{array}{\|c\|} 2023 \\ \text { Cargo } \\ \text { Operations } \end{array}$ | $\begin{array}{\|c\|} 2022 \\ \text { Cargo } \\ \text { Operations } \\ \hline \end{array}$ | Difference <br> 23 vs 22 | Percent (\%) Change 23 vs 22 |
| January | 112 | 120 | (8) | -7\% |
| February | 116 | 120 | (4) | -3\% |
| March |  | 138 |  |  |
| April |  | 132 |  |  |
| May |  | 122 |  |  |
| June |  | 136 |  |  |
| July |  | 128 |  |  |
| August |  | 132 |  |  |
| September |  | 132 |  |  |
| October |  | 126 |  |  |
| November |  | 128 |  |  |
| December |  | 150 |  |  |
| Total Cargo Operations | 228 | 240 | (12) | -5\% |


| Total Cargo Landed Weight |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: |
|  | 2023 <br> Cargo <br> Landed <br> Weight | 2022 <br> Cargo <br> Landed <br> Weight | Difference <br> $\mathbf{2 3}$ vs 22 | Percent <br> (\%) <br> 23 va 22 |
| January | 12,001 | 12,497 | $(496)$ | $-4 \%$ |
| February | 12,653 | 12,643 | 10 | $0 \%$ |
| March |  | 14,200 |  |  |
| April |  | 13,887 |  |  |
| May |  | 12,666 |  |  |
| June |  | 14,018 |  |  |
| July |  | 13,652 |  |  |
| August |  | 13,598 |  |  |
| September |  | 13,675 |  |  |
| October |  | 13,286 |  |  |
| November |  | 13,963 |  |  |
| December |  | 18,691 |  |  |
| Total Cargo <br> Landed <br> Weight | $\mathbf{2 4 , 6 5 4}$ | $\mathbf{2 5 , 1 4 0}$ | $\mathbf{4 8 6 )}$ | $\mathbf{- 2 \%}$ |


| Total Cargo Freight (metric tons) |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: |
|  | 2023 <br> Cargo <br> Freight | 2022 <br> Cargo <br> Freight | Difference <br> 23 vs 22 | (\%) <br> (\%) <br> 23 vs 22 |
| January | 1,462 | 1,549 | $(87)$ | $-6 \%$ |
| February | 1,479 | 1,581 | $(102)$ | $-6 \%$ |
| March |  | 1,854 |  |  |
| April |  | 1,745 |  |  |
| May |  | 1,644 |  |  |
| June |  | 1,832 |  |  |
| July |  | 1,677 |  |  |
| August |  | 1,827 |  |  |
| September |  | 1,838 |  |  |
| October |  | 1,742 |  |  |
| November |  | 1,714 |  |  |
| December |  | 1,847 |  |  |
|  |  |  |  |  |
| Total | $\mathbf{2 , 9 4 1}$ | $\mathbf{3 , 1 3 0}$ | $\mathbf{( 1 8 9 )}$ | $\mathbf{- 6 \%}$ |

Total Cargo Operations \& Landed Weight


