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Enplaned Passengers by Airline

|  | Dec-23 | Dec-22 | $\begin{array}{\|c\|} \hline \text { Difference } \\ 24 \text { vs } 23 \\ \hline \end{array}$ | Percent (\%) Change | $\begin{gathered} \text { Fiscal YTD } \\ 2024 \end{gathered}$ | $\begin{aligned} & \text { Fiscal YTD } \\ & 2023 \end{aligned}$ | $\begin{aligned} & \text { Difference } \\ & 23 \text { vs } 22 \end{aligned}$ | Percent (\%) Change |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| American Airlines | 36,072 | 31,187 | 4,885 | 16\% | 220,248 | 204,350 | 15,898 | 8\% |
| Delta Airlines | 36,554 | 31,848 | 4,706 | 15\% | 238,016 | 203,319 | 34,697 | 17\% |
| Southwest Airlines | 43,616 | 34,736 | 8,880 | 26\% | 246,654 | 230,581 | 16,073 | 7\% |
| United Airlines | 14,416 | 12,488 | 1,928 | 15\% | 96,357 | 73,909 | 22,448 | 30\% |
| Other | - | - | - |  | - | - | - |  |
| Total Enplaned | 130,658 | 110,259 | 20,399 | 19\% | 801,275 | 712,159 | 89,116 | 13\% |

Deplaned Passengers by Airline

|  | Dec-23 | Dec-22 | Difference 24 vs 23 | Percent (\%) <br> Change | $\begin{gathered} \text { Fiscal YTD } \\ 2024 \end{gathered}$ | $\begin{gathered} \text { Fiscal YTD } \\ 2023 \end{gathered}$ | Difference <br> 23 vs 22 | Percent (\%) Change |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| American Airlines | 34,748 | 29,840 | 4,908 | 16\% | 223,431 | 205,403 | 18,028 | 9\% |
| Delta Airlines | 34,243 | 32,930 | 1,313 | 4\% | 240,172 | 205,468 | 34,704 | 17\% |
| Southwest Airlines | 40,934 | 33,217 | 7,717 | 23\% | 244,779 | 228,209 | 16,570 | 7\% |
| United Airlines | 13,454 | 11,682 | 1,772 | 15\% | 98,221 | 74,692 | 23,529 | 32\% |
| Other | - | - |  |  | - | - |  |  |
| Total Deplaned | 123,379 | 107,669 | 15,710 | 15\% | 806,603 | 713,772 | 92,831 | 13\% |

Total Passengers by Airline

|  | Dec-23 | Dec-22 | Difference <br> 24 vs 23 | Percent <br> (\%) <br> Change |
| :--- | ---: | ---: | ---: | ---: |
| American Airlines | 70,820 | 61,027 | 9,793 | $16 \%$ |
| Delta Airlines | 70,797 | 64,778 | 6,019 | $9 \%$ |
| Southwest Airlines | 84,550 | 67,953 | 16,597 | $24 \%$ |
| United Airlines | 27,870 | 24,170 | 3,700 | $15 \%$ |
| Other | - | - | - |  |
| Total Passengers <br> by Airline | $\mathbf{2 5 4 , 0 3 7}$ | $\mathbf{2 1 7 , 9 2 8}$ | $\mathbf{3 6 , 1 0 9}$ | $\mathbf{1 7 \%}$ |


| Fiscal YTD <br> $\mathbf{2 0 2 4}$ | Fiscal YTD <br> $\mathbf{2 0 2 3}$ | Difference <br> 23 vs 22 | Percent <br> (\%) Change |
| :---: | ---: | ---: | ---: |
| 443,679 | 409,753 | 33,926 | $8 \%$ |
| 478,188 | 408,787 | 69,401 | $17 \%$ |
| 491,433 | 458,790 | 32,643 | $7 \%$ |
| 194,578 | 148,601 | 45,977 | $31 \%$ |
| - | - | - |  |
| $\mathbf{1 , 6 0 7 , 8 7 8}$ | $\mathbf{1 , 4 2 5 , 9 3 1}$ | $\mathbf{1 8 1 , 9 4 7}$ | $\mathbf{1 3 \%}$ |

Passenger Market Share : December 2023


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Enplaned Passengers


| FY Year | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Total YTD | \% Change |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 2020 | 136,164 | 127,629 | 123,161 | 141,448 | 130,575 | 130,265 |  |  |  |  |  |  | 789,242 | 1\% |
| 2021 | 40,685 | 47,530 | 47,744 | 56,956 | 57,708 | 57,987 |  |  |  |  |  |  | 308,610 | -61\% |
| 2022 | 113,872 | 98,244 | 101,030 | 117,399 | 115,738 | 110,272 |  |  |  |  |  |  | 656,555 | 113\% |
| 2023 | 120,673 | 112,554 | 120,529 | 127,984 | 120,160 | 110,259 |  |  |  |  |  |  | 712,159 | 8\% |
| 2024 | 135,840 | 124,666 | 130,874 | 143,338 | 135,899 | 130,658 | - | - | - | - | - | - | 801,275 | 13\% |

Passenger Aircraft Landed Weight (Thousand Pounds)


| FY Year | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Total YTD | \% Change |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 2020 | 161,204 | 162,477 | 152,852 | 163,231 | 153,664 | 150,023 |  |  |  |  |  |  | 943,451 | 2\% |
| 2021 | 76,265 | 91,091 | 74,248 | 85,072 | 88,577 | 80,135 |  |  |  |  |  |  | 495,388 | -47\% |
| 2022 | 131,045 | 132,277 | 126,400 | 136,626 | 131,923 | 125,055 |  |  |  |  |  |  | 783,326 | 58\% |
| 2023 | 131,120 | 130,532 | 132,235 | 137,210 | 133,309 | 121,016 |  |  |  |  |  |  | 785,422 | 0\% |
| 2024 | 161,295 | 160,158 | 151,934 | 166,641 | 158,876 | 157,409 |  |  |  |  |  |  | 956,313 | 22\% |

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|  |  |  |  | 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 | 253,415 | 227,190 | 26,225 | $12 \%$ |
| April | 246,220 | 217,976 | 28,244 | $13 \%$ |
| May | 270,904 | 237,210 | 33,694 | $14 \%$ |
| June | 277,103 | 233,029 | 44,074 | $19 \%$ |
| July | 277,508 | 243,415 | 34,093 | $14 \%$ |
| August | 253,057 | 226,977 | 26,080 | $11 \%$ |
| September | 262,355 | 240,419 | 21,936 | $9 \%$ |
| October | 289,785 | 257,302 | 32,483 | $13 \%$ |
| November | 271,136 | 239,890 | 31,246 | $13 \%$ |
| December | 254,037 | 216,984 | 37,053 | $17 \%$ |
| YTD Total | $\mathbf{3 , 0 5 6 , 2 1 5}$ | $\mathbf{2 , 6 8 9 , 6 7 9}$ | $\mathbf{3 6 6 , 5 3 6}$ | $\mathbf{1 4 \%}$ |
| Passengers |  |  |  |  |


| Enplaned Passengers |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: |
|  | $2023$ <br> Enplanements | $\begin{array}{c\|} 2022 \\ \text { Enplanements } \end{array}$ | $\begin{gathered} \text { Difference } \\ 23 \text { vs } 22 \end{gathered}$ | Percent (\%) Change 23 vs 22 |
| January | 97,854 | 83,500 | 14,354 | 17\% |
| February | 100,486 | 89,641 | 10,845 | 12\% |
| March | 127,335 | 114,936 | 12,399 | 11\% |
| April | 121,550 | 107,435 | 14,115 | 13\% |
| May | 138,317 | 120,729 | 17,588 | 15\% |
| June | 136,979 | 116,500 | 20,479 | 18\% |
| July | 135,840 | 120,673 | 15,167 | 13\% |
| August | 124,666 | 112,554 | 12,112 | 11\% |
| September | 130,874 | 120,529 | 10,345 | 9\% |
| October | 143,338 | 127,984 | 15,354 | 12\% |
| November | 135,899 | 120,160 | 15,739 | 13\% |
| December | 130,658 | 109,315 | 21,343 | 20\% |
| YTD Total Enplanements | 1,523,796 | 1,343,956 | 179,840 | 13\% |


| Passenger Aircraft Operations |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: |
|  | 2023 <br> Operations | 2022 <br> Operations | Difference <br> 23 vs 22 | Percent <br> (\%) <br> 23 vs 22 |
| January | 2,420 | 2,306 | 114 | $5 \%$ |
| February | 2,362 | 2,230 | 132 | $6 \%$ |
| March | 2,806 | 2,542 | 264 | $10 \%$ |
| April | 2,764 | 2,464 | 300 | $12 \%$ |
| May | 2,936 | 2,606 | 330 | $13 \%$ |
| June | 3,062 | 2,554 | 508 | $20 \%$ |
| July | 3,126 | 2,662 | 464 | $17 \%$ |
| August | 3,148 | 2,532 | 616 | $24 \%$ |
| September | 3,088 | 2,644 | 444 | $17 \%$ |
| October | 3,296 | 2,712 | 584 | $22 \%$ |
| November | 3,106 | 2,606 | 500 | $19 \%$ |
| December | 3,048 | 2,360 | 688 | $29 \%$ |
| YTD Total <br> Operations | $\mathbf{3 5 , 1 6 2}$ | $\mathbf{3 0 , 2 1 8}$ | $\mathbf{4 , 9 4 4}$ | $\mathbf{1 6 \%}$ |

Total Passengers, Operations


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| Total Cargo Operations |  |  |  |  |
| :--- | ---: | ---: | ---: | :---: |
|  | 2023 Cargo <br> Operations | Percent <br> 2022 Cargo <br> Operations | (\%ifference <br> 23 vs 22 | Change <br> 23 vs 22 |
| January | 112 | 120 | $(8)$ | $-7 \%$ |
| February | 116 | 120 | $(4)$ | $-3 \%$ |
| March | 134 | 138 | $(4)$ | $-3 \%$ |
| April | 122 | 132 | $(10)$ | $-8 \%$ |
| May | 124 | 122 | 2 | $2 \%$ |
| June | 152 | 136 | 16 | $12 \%$ |
| July | 138 | 128 | 10 | $8 \%$ |
| August | 154 | 132 | 22 | $17 \%$ |
| September | 140 | 132 | 8 | $6 \%$ |
| October | 138 | 126 | 12 | $10 \%$ |
| November | 140 | 128 | 12 | $9 \%$ |
| December | 146 | 150 | $(4)$ | $-3 \%$ |
| Total Cargo |  |  |  |  |
| Operations | $\mathbf{1 , 6 1 6}$ | $\mathbf{1 , 5 6 4}$ | $\mathbf{5 2}$ | $\mathbf{3 \%}$ |


| Total Cargo Landed Weight |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: |
|  | 2023 <br> Cargo <br> Landed <br> Weight | 2022 <br> Cargo <br> Landed <br> Weight | Percent <br> (\%) <br> 23 vs 22 | Change <br> 23 vs 22 |
| January | 12,001 | 12,497 | $(496)$ | $-4 \%$ |
| February | 12,653 | 12,643 | 10 | $0 \%$ |
| March | 14,510 | 14,200 | 310 | $2 \%$ |
| April | 13,192 | 13,887 | $695)$ | $-5 \%$ |
| May | 13,153 | 12,666 | 487 | $4 \%$ |
| June | 20,231 | 14,018 | 6,213 | $44 \%$ |
| July | 18,903 | 13,652 | 5,251 | $38 \%$ |
| August | 20,617 | 13,598 | 7,019 | $52 \%$ |
| September | 17,412 | 13,675 | 3,737 | $27 \%$ |
| October | 17,169 | 13,286 | 3,883 | $29 \%$ |
| November | 17,748 | 13,963 | 3,785 | $27 \%$ |
| December | 19,710 | 18,691 | 1,019 | $5 \%$ |
| Total Cargo <br> Landed <br> Weight | $\mathbf{1 9 7 , 2 9 9}$ | $\mathbf{1 6 6 , 7 7 6}$ | $\mathbf{3 0 , 5 2 3}$ | $\mathbf{1 8} \%$ |


|  | Total Freight (metric tons) <br> 2023 Cargo <br> Freight | 2022 Cargo <br> Freight | Difference <br> 23 vs 22 | Percent <br> (\%) <br> Change <br> 23 vs 22 |
| :--- | ---: | ---: | ---: | ---: |
| January | 1,462 | 1,549 | $(87)$ | $-6 \%$ |
| February | 1,479 | 1,581 | $(102)$ | $-6 \%$ |
| March | 1,748 | 1,854 | $(106)$ | $-6 \%$ |
| April | 2,275 | 1,745 | 530 | $30 \%$ |
| May | 2,386 | 1,644 | 742 | $45 \%$ |
| June | 2,617 | 1,832 | 785 | $43 \%$ |
| July | 2,406 | 1,677 | 729 | $43 \%$ |
| August | 2,708 | 1,827 | 882 | $48 \%$ |
| September | 2,205 | 1,838 | 368 | $20 \%$ |
| October | 2,160 | 1,742 | 418 | $24 \%$ |
| November | 2,252 | 1,714 | 537 | $31 \%$ |
| December | 2,419 | 1,847 | 572 | $31 \%$ |
|  |  |  |  |  |
| Total | $\mathbf{2 6 , 1 1 8}$ | $\mathbf{2 0 , 8 5 1}$ | $\mathbf{5 , 2 6 7}$ | $\mathbf{2 5 \%}$ |

Total Cargo Operations \& Landed Weight


