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Enplaned Passengers by Airline

|  | Jan-24 | Jan-23 | Difference 24 vs 23 | Percent (\%) Change 24 vs 23 | $\begin{aligned} & \text { Fiscal YTD } \\ & 2024 \end{aligned}$ | $\begin{aligned} & \text { Fiscal YTD } \\ & 2023 \end{aligned}$ | Difference 24 vs 23 | Percent (\%) Change 24 vs 23 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| American Airlines | 29,407 | 26,619 | 2,788 | 10\% | 249,655 | 230,969 | 18,686 | 8\% |
| Delta Airlines | 30,039 | 30,825 | (786) | -3\% | 268,055 | 234,144 | 33,911 | 14\% |
| Southwest Airlines | 31,360 | 29,034 | 2,326 | 8\% | 278,014 | 259,615 | 18,399 | 7\% |
| United Airlines | 11,094 | 11,376 | (282) | -2\% | 107,451 | 85,285 | 22,166 | 26\% |
| Other | - | - | - |  | - | - | - |  |
| Total Enplaned | 101,900 | 97,854 | 4,046 | 4\% | 903,175 | 810,013 | 93,162 | 12\% |


|  | Jan-24 | Jan-23 | Difference <br> 24 vs 23 | Percent <br> (\%) Change <br> $\mathbf{2 4}$ vs 23 |
| :--- | ---: | ---: | ---: | ---: |
| American Airlines | 32,620 | 27,761 | 4,859 | $18 \%$ |
| Delta Airlines | 30,896 | 31,628 | $(732)$ | $-2 \%$ |
| Southwest Airlines | 34,032 | 30,197 | 3,835 | $13 \%$ |
| United Airlines | 12,095 | 11,672 | 423 | $4 \%$ |
| Other | - | - |  |  |
| Total Deplaned | $\mathbf{1 0 9 , 6 4 3}$ | $\mathbf{1 0 1 , 2 5 8}$ | $\mathbf{8 , 3 8 5}$ | $\mathbf{8 \%}$ |


| Fiscal YTD <br> $\mathbf{2 0 2 4}$ | Fiscal YTD <br> $\mathbf{2 0 2 3}$ | Difference <br> $\mathbf{2 4} \mathbf{~ v s ~} \mathbf{2 3}$ | Percent <br> (\%) Change <br> $\mathbf{2 4}$ vs 23 |
| :---: | ---: | ---: | ---: |
| 256,051 | 233,164 | 22,887 | $10 \%$ |
| 271,068 | 237,096 | 33,972 | $14 \%$ |
| 278,811 | 258,406 | 20,405 | $8 \%$ |
| 110,316 | 86,364 | 23,952 | $28 \%$ |
| - | - |  |  |
| $\mathbf{9 1 6 , 2 4 6}$ | $\mathbf{8 1 5 , 0 3 0}$ | $\mathbf{1 0 1 , 2 1 6}$ | $\mathbf{1 2 \%}$ |

Total Passengers by Airline

|  | Jan-24 | Jan-23 | Difference <br> 24 vs 23 | Percent <br> (\%) Change <br> 24 vs 23 |
| :--- | ---: | ---: | ---: | ---: |
| American Airlines | 62,027 | 54,380 | 7,647 | $14 \%$ |
| Delta Airlines | 60,935 | 62,453 | $(1,518)$ | $-2 \%$ |
| Southwest Airlines | 65,392 | 59,231 | 6,161 | $10 \%$ |
| United Airlines | 23,189 | 23,048 | 141 | $1 \%$ |
| Other | - | - | - |  |
| Total Passengers <br> by Airline | $\mathbf{2 1 1 , 5 4 3}$ | $\mathbf{1 9 9 , 1 1 2}$ | $\mathbf{1 2 , 4 3 1}$ | $\mathbf{6 \%}$ |


| Fiscal YTD <br> $\mathbf{2 0 2 4}$ | Fiscal YTD <br> $\mathbf{2 0 2 3}$ | Difference <br> $\mathbf{2 4}$ vs 23 | Percent <br> (\%) Change <br> $\mathbf{2 4}$ vs 23 |
| :---: | ---: | ---: | ---: |
| 505,706 | 464,133 | 41,573 | $9 \%$ |
| 539,123 | 471,240 | 67,883 | $14 \%$ |
| 556,825 | 518,021 | 38,804 | $7 \%$ |
| 217,767 | 171,649 | 46,118 | $27 \%$ |
| - | - | - |  |
| $\mathbf{1 , 8 1 9 , 4 2 1}$ | $\mathbf{1 , 6 2 5 , 0 4 3}$ | $\mathbf{1 9 4 , 3 7 8}$ | $\mathbf{1 2 \%}$ |

Passenger Market Share : January 2024


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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 | 106,233 |  |  |  |  |  | 895,475 | 1\% |
| 2021 | 40,685 | 47,530 | 47,744 | 56,956 | 57,708 | 57,987 | 45,390 |  |  |  |  |  | 354,000 | -60\% |
| 2022 | 113,872 | 98,244 | 101,030 | 117,399 | 115,738 | 110,272 | 83,500 |  |  |  |  |  | 740,055 | 109\% |
| 2023 | 120,673 | 112,554 | 120,529 | 127,984 | 120,160 | 110,259 | 97,854 |  |  |  |  |  | 810,013 | 9\% |
| 2024 | 135,840 | 124,666 | 130,874 | 143,338 | 135,899 | 130,658 | 101,900 | - | - | - | - | - | 903,175 | 12\% |

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 | 147,660 |  |  |  |  |  | 1,091,111 | 2\% |
| 2021 | 76,265 | 91,091 | 74,248 | 85,072 | 88,577 | 80,135 | 75,692 |  |  |  |  |  | 571,080 | -48\% |
| 2022 | 131,045 | 132,277 | 126,400 | 136,626 | 131,923 | 125,055 | 116,193 |  |  |  |  |  | 899,519 | 58\% |
| 2023 | 131,120 | 130,532 | 132,235 | 137,210 | 133,309 | 121,016 | 122,199 |  |  |  |  |  | 907,621 | 1\% |
| 2024 | 161,295 | 160,158 | 151,934 | 166,641 | 158,876 | 157,409 | 143,174 |  |  |  |  |  | 1,099,487 | 21\% |

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|  |  |  |  | Percent <br> (\%) <br> Change |
| :--- | ---: | ---: | ---: | :---: |
|  | 2024 Total <br> Passengers | 2023 Total <br> Passengers | Difference <br> 24 vs 23 | 24 vs 23 |
| January | 211,543 | 199,112 | 12,431 | $6 \%$ |
| February |  | 201,583 |  |  |
| March |  | 253,415 |  |  |
| April |  | 246,220 |  |  |
| May |  | 270,904 |  |  |
| June |  | 277,103 |  |  |
| July |  | 277,508 |  |  |
| August |  | 253,057 |  |  |
| September |  | 262,355 |  |  |
| October |  | 289,785 |  |  |
| November |  | 271,136 |  |  |
| December |  | 254,037 |  |  |
| YTD Total <br> Passengers | $\mathbf{2 1 1 , 5 4 3}$ | $\mathbf{1 9 9 , 1 1 2}$ | $\mathbf{1 2 , 4 3 1}$ | $\mathbf{6 \%}$ |


|  |  |  |  | Percent <br> (\%) |
| :--- | ---: | ---: | ---: | :---: |
|  | $\mathbf{2 0 2 4}$ <br> Enplanements | $\mathbf{2 0 2 3}$ <br> Enplanements | Enference <br> 24 vs 23 | Change <br> 24 vs 23 |
| January | 101,900 | 97,854 | 4,046 | $4 \%$ |
| February |  | 100,486 |  |  |
| March |  | 127,335 |  |  |
| April |  | 121,550 |  |  |
| May |  | 138,317 |  |  |
| June |  | 136,979 |  |  |
| July |  | 135,840 |  |  |
| August |  | 130,666 |  |  |
| September |  | 143,338 |  |  |
| October |  | 135,899 |  |  |
| November |  | 130,658 |  |  |
| December |  | $\mathbf{9 7 , 8 5 4}$ | $\mathbf{4 , 0 4 6}$ | $\mathbf{4 \%}$ |
| YTD Total | $\mathbf{1 0 1 , 9 0 0}$ |  |  |  |
| Enplanements |  |  |  |  |


| Passenger Aircraft Operations |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: |
|  | $\mathbf{2 0 2 4}$ <br> Operations | $\mathbf{2 0 2 3}$ <br> Operations | Difference <br> $\mathbf{2 4}$ vs 23 | Percent <br> (\%) <br> 24ange <br> 24 23 |
| January | 2,832 | 2,420 | 412 | $17 \%$ |
| February |  | 2,362 |  |  |
| March |  | 2,806 |  |  |
| April |  | 2,764 |  |  |
| May |  | 2,936 |  |  |
| June |  | 3,062 |  |  |
| July |  | 3,126 |  |  |
| August |  | 3,148 |  |  |
| September |  | 3,088 |  |  |
| October |  | 3,296 |  |  |
| November |  | 3,106 |  |  |
| December |  | 3,048 |  |  |
| YTD Total | $\mathbf{2 , 8 3 2}$ | $\mathbf{2 , 4 2 0}$ | $\mathbf{4 1 2}$ | $\mathbf{1 7 \%}$ |
| Operations |  |  |  |  |

Total Passengers, Operations


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| Total Cargo Operations |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: |
|  | 2024 Cargo Operations | 2023 Cargo Operations | Difference 24 vs 23 | $\begin{gathered} \hline \text { Percent } \\ \text { (\%) } \\ \text { Change } \\ 24 \text { vs } 23 \\ \hline \end{gathered}$ |
| January | 124 | 112 | 12 | 11\% |
| February |  | 116 |  |  |
| March |  | 134 |  |  |
| April |  | 140 |  |  |
| May |  | 140 |  |  |
| June |  | 152 |  |  |
| July |  | 138 |  |  |
| August |  | 154 |  |  |
| September |  | 140 |  |  |
| October |  | 138 |  |  |
| November |  | 140 |  |  |
| December |  | 146 |  |  |
| Total Cargo Operations | 124 | 112 | 12 | 11\% |


|  | Total Cargo Landed Weight <br> Cargo <br> Landed <br> Weight | 2023 <br> Cargo <br> Landed <br> Weight | Difference <br> $\mathbf{2 4}$ vs 23 | (\%) <br> Change <br> 24 vs 23 |
| :--- | ---: | ---: | ---: | ---: |
| January | 15,053 | 12,001 | 3,052 | $25 \%$ |
| February |  | 12,653 |  |  |
| March |  | 14,510 |  |  |
| April |  | 19,721 |  |  |
| May |  | 18,909 |  |  |
| June |  | 20,231 |  |  |
| July |  | 18,903 |  |  |
| August |  | 17,617 |  |  |
| September |  | 17,169 |  |  |
| October |  | 17,748 |  |  |
| November |  | 19,710 |  |  |
| December |  | $\mathbf{1 2 , 0 0 1}$ | $\mathbf{3 , 0 5 2}$ | $\mathbf{2 5 \%}$ |
| Total Cargo <br> Landed <br> Weight | $\mathbf{1 5 , 0 5 3}$ | $\mathbf{1 5}$ |  |  |


| Total Freight (metric tons) |  |  |  |  |
| :--- | ---: | ---: | ---: | :---: |
| 2024 Cargo <br> Freight | Percent <br> 2023 Cargo <br> Freight | Difference <br> $\mathbf{2 4}$ vs 23 | (hange <br> 24 vs 23 |  |
| January | 1,975 | 1,462 | 513 | $35 \%$ |
| February |  | 1,479 |  |  |
| March |  | 1,748 |  |  |
| April |  | 2,275 |  |  |
| May |  | 2,386 |  |  |
| June |  | 2,617 |  |  |
| July |  | 2,406 |  |  |
| August |  | 2,708 |  |  |
| September |  | 2,205 |  |  |
| October |  | 2,160 |  |  |
| November |  | 2,252 |  |  |
| December |  | 2,419 |  |  |
|  |  |  |  |  |
| Total | $\mathbf{1 , 9 7 5}$ | $\mathbf{1 , 4 6 2}$ |  | $\mathbf{5 1 3}$ |

Total Cargo Operations \& Landed Weight


Cargo International

|  | Jul-23 | Aug-23 | Sep-23 | Oct-23 | Nov-23 | Dec-23 | Jan-24 | Feb-24 | Mar-24 | Apr-24 | May-24 |  | Jun-24 | FYTD |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cargo Operations | 18 | 18 | 10 | 10 | 12 | 10 | 8 | - | - | - |  | - | - | 86 |
| Cargo Landed Weight | 6,188 | 6,382 | 3,718 | 3,815 | 4,384 | 3,544 | 2,865 | - | - | - |  | - | - | 30,896 |
| Cargo Freight (metric tons) | 929 | 915 | 526 | 489 | 550 | 642 | 534 | - | - | - |  | - | - | 4,584 |

