## International Airport

BIRMINGHAM-SHUTTLESWORTH

|  | December <br> $\mathbf{2 0 1 9}$ | December <br> $\mathbf{2 0 2 0}$ | Difference <br> $\mathbf{1 9}$ vs 20 | Percent (\%) <br> Change | Fiscal Year to <br> Date 2019 | Fiscal Year to <br> Date 2020 | Difference <br> 19 vs 20 | Percent (\%) <br> Change |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| Total Enplaned | 130,265 | 57,987 | $(72,278)$ | $-55.5 \%$ | 789,242 | 308,610 | $(480,632)$ | $-60.9 \%$ |
| Total Deplaned | 126,427 | 54,034 | $(72,393)$ | $-57.3 \%$ | 789,335 | 303,951 | $(485,384)$ | $-61.5 \%$ |
| Total Passengers | 256,692 | 112,021 | $(144,671)$ | $-56.4 \%$ | $1,578,577$ | 612,561 | $(966,016)$ | $-61.2 \%$ |


| Enplaned Passengers by Airline |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\begin{gathered} \hline \text { December } \\ 2019 \\ \hline \end{gathered}$ | $\begin{gathered} \hline \text { December } \\ 2020 \\ \hline \end{gathered}$ | $\begin{gathered} \hline \text { Difference } \\ 19 \text { vs } 20 \\ \hline \end{gathered}$ | $\begin{gathered} \text { Percent (\%) } \\ \text { Change } \end{gathered}$ | Fiscal Year to Date 2019 | Fiscal Year to Date 2020 | Difference $19 \text { vs } 20$ | $\begin{gathered} \text { Percent (\%) } \\ \text { Change } \end{gathered}$ |
| American Airlines | 32,841 | 18,200 | $(14,641)$ | -44.6\% | 197,054 | 105,789 | $(91,265)$ | -46.3\% |
| Delta Airlines | 40,936 | 11,031 | $(29,905)$ | -73.1\% | 270,983 | 67,929 | $(203,054)$ | -74.9\% |
| Southwest Airlines | 40,046 | 19,587 | $(20,459)$ | -51.1\% | 207,827 | 88,340 | $(119,487)$ | -57.5\% |
| United Airlines | 16,442 | 9,169 | $(7,273)$ | -44.2\% | 100,350 | 46,552 | $(53,798)$ | -53.6\% |
| Frontier Airlines | - | - | - | n.m. | 13,028 | - | $(13,028)$ | -100.0\% |
|  |  |  |  |  | - | - |  |  |
| Total | 130,265 | 57,987 | $(72,278)$ | -55.5\% | 789,242 | 308,610 | $(480,632)$ | -60.9\% |


| Deplaned Passengers by Airline |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\begin{gathered} \hline \text { December } \\ 2019 \\ \hline \end{gathered}$ | $\begin{gathered} \text { December } \\ 2020 \\ \hline \end{gathered}$ | $\begin{gathered} \hline \text { Difference } \\ 19 \text { vs } 20 \\ \hline \end{gathered}$ | $\begin{gathered} \hline \text { Percent (\%) } \\ \text { Change } \\ \hline \end{gathered}$ | Fiscal Year to Date 2019 | Fiscal Year to Date 2020 | Difference 19 vs 20 | $\begin{gathered} \hline \text { Percent (\%) } \\ \text { Change } \\ \hline \end{gathered}$ |
| American Airlines | 31,350 | 16,685 | $(14,665)$ | -46.8\% | 198,563 | 103,624 | (94,939) | -47.8\% |
| Delta Airlines | 41,117 | 10,752 | $(30,365)$ | -73.9\% | 270,161 | 68,137 | $(202,024)$ | -74.8\% |
| Southwest Airlines | 38,354 | 18,358 | $(19,996)$ | -52.1\% | 205,978 | 86,416 | $(119,562)$ | -58.0\% |
| United Airlines | 15,606 | 8,239 | $(7,367)$ | -47.2\% | 102,324 | 45,774 | $(56,550)$ | -55.3\% |
| Frontier Airlines | - | - | - | n.m. | 12,309 | - | $(12,309)$ | -100.0\% |
|  |  |  |  |  | - | - |  |  |
| Total | 126,427 | 54,034 | $(72,393)$ | -57.3\% | 789,335 | 303,951 | $(485,384)$ | -61.5\% |


| Total Passengers by Airline |  |  |  |  |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
|  | December <br> $\mathbf{2 0 1 9}$ | December <br> $\mathbf{2 0 2 0}$ | Difference <br> $\mathbf{1 9}$ vs 20 | Percent (\%) <br> Change | Fiscal Year to <br> Date 2019 | Fiscal Year to <br> Date 2020 | Difference <br> $\mathbf{1 9}$ vs 20 | Percent (\%) <br> Change |
| American Airlines | 64,191 | 34,885 | $(29,306)$ | $-45.7 \%$ | 395,617 | 209,413 | $(186,204)$ | $-47.1 \%$ |
| Delta Airlines | 82,053 | 21,783 | $(60,270)$ | $-73.5 \%$ | 541,144 | 136,066 | $(405,078)$ | $-74.9 \%$ |
| Southwest Airlines | 78,400 | 37,945 | $(40,455)$ | $-51.6 \%$ | 413,805 | 174,756 | $(239,049)$ | $-57.8 \%$ |
| United Airlines | 32,048 | 17,408 | $(14,640)$ | $-45.7 \%$ | 202,674 | 92,326 | $(110,348)$ | $-54.4 \%$ |
| Frontier Airlines | - | - | - | n.m. | 25,337 | - | $(25,337)$ | $-100.0 \%$ |
|  |  |  |  |  | - | - |  |  |
| Total |  |  |  | $-56.4 \%$ | $1,578,577$ | 612,561 | $(966,016)$ | $-61.2 \%$ |

International Airport


Landed Weight


| Year | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Total | \% Change |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 2017 | 153,191 | 153,372 | 150,977 | 179,541 | 152,960 | 154,912 | 142,591 | 135,153 | 155,286 | 143,496 | 152,670 | 152,306 | 1,826,455 | 1.40\% |
| 2018 | 156,732 | 157,227 | 152,972 | 161,876 | 161,700 | 161,985 | 149,616 | 135,915 | 163,369 | 160,956 | 173,075 | 175,723 | 1,911,146 | 4.64\% |
| 2019 | 175,731 | 172,222 | 162,640 | 173,524 | 169,624 | 166,877 | 158,773 | 142,931 | 172,934 | 165,566 | 173,192 | 172,288 | 2,006,302 | 4.98\% |
| 2020 | 174,060 | 177,039 | 165,663 | 177,830 | 167,326 | 172,658 | 161,205 | 153,066 | 137,284 | 61,993 | 50,917 | 60,383 | 1,659,424 | -17.29\% |
| 2021 | 89,845 | 91,091 | 74,248 | 85,072 | 88,577 | 80,135 |  |  |  |  |  |  | 508,968 | -69.33\% |



| Airlines | Market Share |
| :--- | :---: |
| American Airlines | $31.1 \%$ |
| Delta Airlines | $19.4 \%$ |
| Southwest Airlines | $33.9 \%$ |
| United Airlines | $15.5 \%$ |
| Total | $\mathbf{1 0 0 . 0 \%}$ |


| Total Passengers |  |  |  |  |
| :--- | ---: | ---: | ---: | :---: |
|  | $\mathbf{2 0 2 0}$ Total <br> Passengers | $\mathbf{2 0 1 9}$ Total <br> Passengers | Passenger <br> Difference <br> $\mathbf{2 0}$ vs 19 | Percent (\%) <br> Change <br> $\mathbf{2 0} \mathbf{~ v s ~ 1 9 ~}$ |
| January | 217,128 | 224,012 | $(6,884)$ | $-3.1 \%$ |
| February | 219,739 | 215,073 | 4,666 | $2.2 \%$ |
| March | 123,559 | 265,875 | $(142,316)$ | $-53.5 \%$ |
| April | 12,803 | 250,463 | $(237,660)$ | $-94.9 \%$ |
| May | 34,019 | 280,430 | $(246,411)$ | $-87.9 \%$ |
| June | 58,791 | 276,174 | $(217,383)$ | $-78.7 \%$ |
| July | 81,935 | 276,486 | $(194,551)$ | $-70.4 \%$ |
| August | 95,149 | 255,363 | $(160,214)$ | $-62.7 \%$ |
| September | 94,917 | 246,252 | $(151,335)$ | $-61.5 \%$ |
| October | 114,810 | 282,038 | $(167,228)$ | $-59.3 \%$ |
| November | 113,729 | 261,746 | $(148,017)$ | $-56.5 \%$ |
| December | 112,021 | 256,692 | $(144,671)$ | $-56.4 \%$ |
| Total | $\mathbf{1 , 2 7 8 , 6 0 0}$ | $\mathbf{3 , 0 9 0} \mathbf{6 0 4}$ | $\mathbf{( 1 , 8 1 2 , 0 0 4 )}$ | $\mathbf{N} / \mathbf{A}$ |


|  | Year-to-Date 2020 | Year-to-Date 2019 | Year-to-Date <br> Passenger <br> Difference <br> 20 vs 19 | Year-to-Date <br> Percent (\%) <br> Change <br> 20 vs 19 |
| :---: | ---: | ---: | ---: | ---: |
| Total Passengers | $1,278,600$ | $\mathbf{3 , 0 9 0 , 6 0 4}$ | $(1,812,004)$ | $-58.6 \%$ |


| Enplaned Passengers |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: |
|  | $\mathbf{2 0 2 0}$ Total <br> Enplanements | 2019 Total <br> Enplanements | Difference <br> $\mathbf{2 0}$ vs 19 | Percent (\%) Change <br> $\mathbf{2 0}$ vs 19 |
| January | 106,233 | 108,999 | $(2,766)$ | $-2.5 \%$ |
| February | 109,094 | 107,449 | 1,645 | $1.5 \%$ |
| March | 62,040 | 133,132 | $(71,092)$ | $-53.4 \%$ |
| April | 6,288 | 124,172 | $(117,884)$ | $-94.9 \%$ |
| May | 16,900 | 144,144 | $(127,244)$ | $-88.3 \%$ |
| June | 29,658 | 138,170 | $(108,512)$ | $-78.5 \%$ |
| July | 40,685 | 136,164 | $(95,479)$ | $-70.1 \%$ |
| August | 47,530 | 127,629 | $(80,099)$ | $-62.8 \%$ |
| September | 47,744 | 123,161 | $(75,417)$ | $-61.2 \%$ |
| October | 56,840 | 141,448 | $(84,608)$ | $-59.8 \%$ |
| November | 57,708 | 130,575 | $(72,867)$ | $-55.8 \%$ |
| December | 57,987 | 130,265 | $(72,278)$ | $-55.5 \%$ |
| Total | $\mathbf{6 3 8 , 7 0 7}$ | $\mathbf{1 , 5 4 5 , 3 0 8}$ | $\mathbf{( 9 0 6 , 6 0 1 )}$ | N/A |


|  | Year-to-Date <br> 2020 | Year-to-Date <br> 2019 | Year-to-Date <br> Difference <br> 20 vs 19 | Year-to-Date <br> Percent (\%) Change <br> 20 vs 19 |
| :---: | :---: | ---: | ---: | :---: |
| Total <br> Enplanements | 638,707 | $1,545,308$ | $(906,601)$ | $-58.7 \%$ |


| Total Operations |  |  |  |  |
| :--- | ---: | ---: | ---: | :---: |
|  | 2020 Total <br> Operations | 2019 Total <br> Operations | Operations <br> Difference <br> $\mathbf{2 0}$ vs 19 | Percent (\%) <br> Change <br> $\mathbf{2 0}$ vs 19 |
| January | 3,336 | 3,284 | 52 | $1.6 \%$ |
| February | 3,160 | 2,980 | 180 | $6.0 \%$ |
| March | 2,870 | 3,610 | $(740)$ | $-20.5 \%$ |
| April | 1,040 | 3,446 | $(2,406)$ | $-69.8 \%$ |
| May | 822 | 3,588 | $(2,766)$ | $-77.1 \%$ |
| June | 1,022 | 3,532 | $(2,510)$ | $-71.1 \%$ |
| July | 1,720 | 3,580 | $(1,860)$ | $-52.0 \%$ |
| August | 1,886 | 3,610 | $(1,724)$ | $-47.8 \%$ |
| September | 1,596 | 3,412 | $(1,816)$ | $-53.2 \%$ |
| October | 1,838 | 3,630 | $(1,792)$ | $-49.4 \%$ |
| November | 1,878 | 3,454 | $(1,576)$ | $-45.6 \%$ |
| December | 1,854 | 3,352 | $(1,498)$ | $-44.7 \%$ |
| Total | $\mathbf{2 3 , 0 2 2}$ | $\mathbf{4 1 , 4 7 8}$ | $(\mathbf{1 8 , 4 5 6})$ | N/A |


|  | Year-to-Date <br> 2020 | Year-to-Date <br> 2019 | Year-to-Date <br> Operations <br> Difference <br> 20 vs 19 | Year-to-Date <br> Percent (\%) <br> Change <br> 20 vs 19 |
| :--- | ---: | ---: | ---: | ---: |
| Total Operations | $\mathbf{2 3 , 0 2 2}$ | $\mathbf{4 1 , 4 7 8}$ | $(18,456)$ | $-44.5 \%$ |

