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|  | February <br> $\mathbf{2 0 2 2}$ | February <br> $\mathbf{2 0 2 1}$ | Difference <br> $\mathbf{2 2}$ vs 21 | Percent <br> (\%) <br> Change |
| :--- | ---: | ---: | ---: | ---: |
| Total Enplaned | 89,641 | 44,271 | 45,370 | $102 \%$ |
| Total Deplaned | 89,458 | 44,121 | 45,337 | $103 \%$ |
| Total Passengers | $\mathbf{1 7 9 , 0 9 9}$ | $\mathbf{8 8 , 3 9 2}$ | $\mathbf{9 0 , 7 0 7}$ | $\mathbf{1 0 3 \%}$ |


| February <br> 2019 | Difference <br> 22 vs 19 | Percent <br> (\%) <br> Change |  |  |
| :---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 107,449 | $117,808)$ | $-17 \%$ |  |  |
| 107,624 | $(18,166)$ | $-17 \%$ |  |  |
| $\mathbf{2 1 5 , 0 7 3}$ | $\mathbf{( 3 5 , 9 7 4})$ | $\mathbf{- 1 7 \%}$ |  |  |
|  | Fiscal Year <br> to Date 2022 | Fiscal Year <br> to Date <br> 2021 | Difference <br> 22 vs 21 | Percent <br> (\%) Change |
| 829,696 | 398,271 | 431,425 | $108 \%$ |  |
| 832,589 | 398,460 | 434,129 | $109 \%$ |  |
| $\mathbf{1 , 6 6 2 , 2 8 5}$ | $\mathbf{7 9 6 , 7 3 1}$ | $\mathbf{8 6 5 , 5 5 4}$ | $\mathbf{1 0 9 \%}$ |  |


| Fiscal Year to <br> Date 2019 | Difference <br> 22 vs 19 | Percent <br> (\%) <br> Change |
| ---: | :---: | :---: |
| 994,206 | $(164,510)$ | $-17 \%$ |
| 999,080 | $(166,491)$ | $-17 \%$ |
| $\mathbf{1 , 9 9 3 , 2 8 6}$ | $\mathbf{( 3 3 1 , 0 0 1 )}$ | $-17 \%$ |


|  | February <br> $\mathbf{2 0 2 2}$ | February <br> $\mathbf{2 0 2 1}$ | Difference <br> 22 vs 21 | Percent <br> (\%) <br> Change |
| :--- | ---: | ---: | ---: | ---: |
| American Airlines | 25,328 | 14,456 | 10,872 | $75 \%$ |
| Delta Airlines | 28,903 | 10,186 | 18,717 | $184 \%$ |
| Southwest Airlines | 26,465 | 12,320 | 14,145 | $115 \%$ |
| United Airlines | 8,945 | 7,309 | 1,636 | $22 \%$ |
| Other |  |  |  |  |
| Total | $\mathbf{8 9 , 6 4 1}$ | $\mathbf{4 4 , 2 7 1}$ | $\mathbf{4 5 , 3 7 0}$ | $\mathbf{1 0 2 \%}$ |


| February <br> $\mathbf{2 0 1 9}$ | Difference <br> $\mathbf{2 2}$ vs 19 | Percent <br> (\%) <br> Change |
| :---: | ---: | ---: |
| 26,702 | $(1,374)$ | $-5 \%$ |
| 34,309 | $(5,406)$ | $-16 \%$ |
| 32,077 | $(5,612)$ | $-17 \%$ |
| 12,391 | $(3,446)$ | $-28 \%$ |
| 1,970 | $(1,970)$ | $-100 \%$ |
| $\mathbf{1 0 7 , 4 4 9}$ | $\mathbf{( 1 7 , 8 0 8})$ | $\mathbf{- 1 7 \%}$ |


| Fiscal Year <br> to Date 2022 | Fiscal Year <br> to Date <br> 2021 | Difference <br> 22 vs 21 | Percent <br> (\%) Change |
| ---: | ---: | ---: | ---: |
| 248,545 | 135,566 | 112,979 | $83 \%$ |
| 262,601 | 88,232 | 174,369 | $198 \%$ |
| 228,117 | 113,839 | 14,278 | $100 \%$ |
| 90,433 | 60,634 | 29,799 | $49 \%$ |
|  |  | - |  |
| $\mathbf{8 2 9 , 6 9 6}$ | $\mathbf{3 9 8 , 2 7 1}$ | $\mathbf{4 3 1 , 4 2 5}$ | $\mathbf{1 0 8 \%}$ |


| Fiscal Year to <br> Date 2019 | Difference <br> 22 vs 19 | Percent <br> (\%) <br> Change |
| ---: | ---: | ---: |
| 231,570 | 16,975 | $7 \%$ |
| 317,075 | $(54,474)$ | $-17 \%$ |
| 304,626 | $(76,509)$ | $-25 \%$ |
| 118,225 | $(27,792)$ | $-24 \%$ |
| 22,710 | $(22,710)$ | $-100 \%$ |
| $\mathbf{9 9 4 , 2 0 6}$ | $\mathbf{( 1 6 4 , 5 1 0 )}$ | $\mathbf{- 1 7 \%}$ |


|  | February <br> $\mathbf{2 0 2 2}$ | February <br> $\mathbf{2 0 2 1}$ | Difference <br> $\mathbf{2 2}$ vs 21 | Percent <br> (\%) <br> Change |
| :--- | ---: | ---: | ---: | ---: |
| American Airlines | 25,115 | 14,536 | 10,579 | $73 \%$ |
| Delta Airlines | 28,572 | 9,976 | 18,596 | $186 \%$ |
| Southwest Airlines | 26,795 | 12,212 | 14,583 | $119 \%$ |
| United Airlines | 8,976 | 7,397 | 1,579 | $21 \%$ |
| Other |  |  |  |  |
| Total | $\mathbf{8 9 , 4 5 8}$ | $\mathbf{4 4 , 1 2 1}$ | $\mathbf{4 5 , 3 3 7}$ | $\mathbf{1 0 3 \%}$ |


| Deplaned P |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{array}{\|c\|} \hline \text { February } \\ 2019 \end{array}$ | Difference <br> 22 vs 19 | $\begin{gathered} \hline \text { Percent } \\ \text { (\%) } \\ \text { Change } \end{gathered}$ | Fiscal Year <br> to Date 2022 | Fiscal Year to Date 2021 | Difference 22 vs 21 | Percent (\%) Change |
| 27,145 | $(2,030)$ | -7\% | 253,242 | 135,095 | 118,147 | 87\% |
| 33,818 | $(5,246)$ | -16\% | 257,898 | 88,573 | 169,325 | 191\% |
| 31,828 | $(5,033)$ | -16\% | 230,400 | 113,736 | 116,664 | 103\% |
| 12,984 | $(4,008)$ | -31\% | 91,049 | 61,056 | 29,993 | 49\% |
| 1,849 | $(1,849)$ | -100\% |  |  |  |  |
| 107,624 | $(18,166)$ | -17\% | 832,589 | 398,460 | 434,129 | 109\% |


| Fiscal Year to <br> Date 2019 | Difference <br> 22 vs 19 | Percent <br> (\%) <br> Change |
| ---: | ---: | ---: |
| 234,910 | 18,332 | $8 \%$ |
| 315,471 | $(57,573)$ | $-18 \%$ |
| 306,506 | $(76,106)$ | $-25 \%$ |
| 119,978 | $(28,929)$ | $-24 \%$ |
| 22,215 | $(22,215)$ | $-100 \%$ |
| $\mathbf{9 9 9 , 0 8 0}$ | $\mathbf{( 1 6 6 , 4 9 1 )}$ | $\mathbf{- 1 7 \%}$ |


|  | February <br> 2022 | February <br> 2021 | Difference <br> 22 vs 21 | Percent <br> (\%) <br> Change |
| :--- | :---: | ---: | ---: | ---: |
| American Airlines | 50,443 | 28,992 | 21,451 | $74 \%$ |
| Delta Airlines | 57,475 | 20,162 | 37,313 | $185 \%$ |
| Southwest Airlines | 53,260 | 24,532 | 28,728 | $117 \%$ |
| United Airlines | 17,921 | 14,706 | 3,215 | $22 \%$ |
| Other | - | - | - |  |
| Total | $\mathbf{1 7 9 , 0 9 9}$ | $\mathbf{8 8 , 3 9 2}$ | $\mathbf{9 0 , 7 0 7}$ | $\mathbf{1 0 3 \%}$ |


| Total Passengers by Airline |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{gathered} \text { February } \\ 2019 \end{gathered}$ | $\left.\begin{array}{\|c} \text { Difference } \\ 22 \text { vs } 19 \end{array} \right\rvert\,$ | $\begin{gathered} \text { Percent } \\ \text { (\%) } \\ \text { Change } \end{gathered}$ | $\left\lvert\, \begin{gathered} \text { Fiscal Year } \\ \text { to Date } 2022 \end{gathered}\right.$ | Fiscal Year to Date 2021 | Difference 22 vs 21 | Percent (\%) Change |
| 53,847 | $(3,404)$ | -6\% | 501,787 | 270,661 | 231,126 | 85\% |
| 68,127 | $(10,652)$ | -16\% | 520,499 | 176,805 | 343,694 | 194\% |
| 63,905 | $(10,645)$ | -17\% | 458,517 | 227,575 | 230,942 | 101\% |
| 25,375 | $(7,454)$ | -29\% | 181,482 | 121,690 | 59,792 | 49\% |
| 3,819 | $(3,819)$ | -100\% | - | - | - |  |
| 215,073 | $(35,974)$ | -17\% | 1,662,285 | 796,731 | 865,554 | 109\% |


| Fiscal Year to <br> Date 2019 | Difference <br> 22 vs 19 | Percent <br> (\%) <br> Change |
| ---: | ---: | ---: |
| 466,480 | 35,307 | $8 \%$ |
| 632,546 | $(112,047)$ | $-18 \%$ |
| 611,132 | $(152,615)$ | $-25 \%$ |
| 238,203 | $(56,721)$ | $-24 \%$ |
| 44,925 | $(44,925)$ | $-100 \%$ |
| $\mathbf{1 , 9 9 3 , 2 8 6}$ | $\mathbf{( 3 3 1 , 0 0 1 )}$ | $\mathbf{- 1 7 \%}$ |

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Enplaned Passengers


Landed Weight


# February 2022 <br> Total Passengers Market Share 



| Airlines | Total <br> Passengers |
| :--- | ---: |
| American Airlines | 50,443 |
| Delta Airlines | 57,475 |
| Southwest Airlines | 53,260 |
| United Airlines | 17,921 |
| Total | $\mathbf{1 7 9 , 0 9 9}$ |

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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 |  | 139,965 | $(139,965)$ | $-100 \%$ |  |  |
| April |  | 152,060 | $(152,060)$ | $-100 \%$ |  |  |
| May |  | 190,900 | $(190,900)$ | $-100 \%$ |  |  |
| 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 | $\mathbf{3 4 9 , 2 8 7}$ | $\mathbf{2 , 1 9 3 , 6 0 4}$ | $\mathbf{( 1 , 8 4 4 , 3 1 7 )}$ | 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 | $(265,875)$ | $-100 \%$ |
| 250,463 | $(250,463)$ | $-100 \%$ |
| 280,430 | $(280,430)$ | $-100 \%$ |
| 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 | $(256,692)$ | $-100 \%$ |
| $\mathbf{3 , 0 9 0 , 6 0 4}$ | $(2,741,317)$ | 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 | 349,287 | 184,170 | 165,117 | $90 \%$ |


| 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 10 |
| :---: | :---: | :---: |
| 439,085 | $(89,798)$ | $-20 \%$ |


| 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 |  | 2,150 | $(2,150)$ | $-100 \%$ |
| April |  | 2,228 | $(2,228)$ | $-100 \%$ |
| May |  | 2,502 | $(2,502)$ | $-100 \%$ |
| 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 | $\mathbf{4 , 5 3 6}$ | $\mathbf{2 8 , 9 3 0}$ | $\mathbf{( 2 4 , 3 9 4 )}$ | 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> 2? ve 21 |
| :--- | :---: | :---: | :---: | :---: |
| Total <br> Operations | 4,536 | 3,302 | 1,234 | $37 \%$ |


|  |  |  |
| :---: | :---: | :---: |
| 2019 Total Operations | $\begin{array}{\|c} \hline \text { Difference } \\ 22 \text { vs } 19 \end{array}$ | Percent (\%) Change 22 vs 19 |
| 3,284 | (978) | -30\% |
| 2,980 | (750) | -25\% |
| 3,610 | $(3,610)$ | -100\% |
| 3,446 | $(3,446)$ | -100\% |
| 3,588 | $(3,588)$ | -100\% |
| 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 | $(36,942)$ | N/A |
|  |  |  |
| Year-to- <br> Date 2019 | Year-to- Date Difference 22 vs 19 | Year-to- <br> Date <br> Percent <br> (\%) Change <br> 27 ve 19 |
| 6,264 | $(1,728)$ | -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 |  | 69,598 | $(69,598)$ | -100\% | 133,132 | $(133,132)$ | -100\% |
| April |  | 74,923 | $(74,923)$ | -100\% | 124,172 | $(124,172)$ | -100\% |
| May |  | 97,620 | $(97,620)$ | -100\% | 144,144 | $(144,144)$ | -100\% |
| 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 | 173,141 | 1,095,217 | $(922,076)$ | N/A | 1,545,308 | $(1,372,167)$ | N/A |
|  |  |  |  |  |  |  |  |
|  | $\begin{array}{\|c} \hline \text { Year-to-Date } \\ 2022 \end{array}$ | $\begin{array}{\|c} \hline \text { Year-to-Date } \\ 2021 \end{array}$ | 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 | 173,141 | 89,661 | 83,480 | 93\% | 216,448 | $(43,307)$ | -20\% |

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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 |  | 134 | $(134)$ | $-100 \%$ |  |
| April |  | 136 | $(136)$ | $-100 \%$ |  |
| May |  | 124 | $(124)$ | $-100 \%$ |  |
| June |  | 128 | $(128)$ | $-100 \%$ |  |
| July |  | 140 | $(140)$ | $-100 \%$ |  |
| August |  | 126 | $(126)$ | $-100 \%$ |  |
| September |  | 130 | $(130)$ | $-100 \%$ |  |
| October |  | 124 | $(132)$ | $-100 \%$ |  |
| November |  | 188 | $(124)$ | $-100 \%$ |  |
| December |  | $\mathbf{1 , 5 9 0}$ | $\mathbf{( 1 , 3 5 0 )}$ | $-100 \%$ |  |
| Total |  |  |  | N/A |  |


| $\begin{array}{c}\text { 2019 Cargo } \\ \text { Operations }\end{array}$ |  |  |
| ---: | ---: | :---: | \(\left.\begin{array}{c}Difference <br>

22 vs 19\end{array} $$
\begin{array}{c}\text { Percent } \\
\text { (\%) Change } \\
\text { 22 vs 19 }\end{array}
$$\right]\)

|  |  |  |  |  |
| :--- | :--- | ---: | ---: | ---: |
|  | 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 |  | 14,116 | $(14,116)$ | $-100 \%$ |
| April |  | 14,037 | $(14,037)$ | $-100 \%$ |
| May |  | 13,290 | $(13,290)$ | $-100 \%$ |
| 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 | $\mathbf{2 5 , 1 4 0}$ | $\mathbf{1 7 2 , 9 2 1}$ | $\mathbf{( 1 4 7 , 7 8 1 )}$ | $\mathbf{N} / \mathbf{A}$ |


| $\begin{array}{c}\text { 2019 Cargo } \\ \text { Landed } \\ \text { Weight }\end{array}$ |  |  |
| :--- | ---: | :---: | \(\left.\begin{array}{c}Difference <br>

22 vs 19\end{array} $$
\begin{array}{c}\text { Percent } \\
\text { (\%) Change } \\
\text { 22 vs 19 }\end{array}
$$\right]\)

| 9127 | $\begin{array}{\|c} \text { Year-to-Date } \\ 2022 \end{array}$ | $\begin{array}{\|c} \hline \text { Year-to-Date } \\ 2021 \end{array}$ | Year-to-Date Difference 22 vs 21 | Year-to- Date Percent (\%) Change 22 ve 71 | $\begin{gathered} \text { Year-to- } \\ \text { Date } 2019 \end{gathered}$ | Year-to- <br> Date <br> Difference <br> 22 vs 19 | Year-to- Date Percent (\%) Change 22 ve 19 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Total Cargo <br> Operations | 240 | 228 | 12 | 5\% | 119 | (1) | -1\% |


|  | 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 Cargo <br> Weight | 25,140 | 24,796 | 344 | $1 \%$ |


| 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 vc19 |
| :---: | :---: | :---: |
| 26,596 | $(1,456)$ | $-5 \%$ |


| Total Cargo Freight (metric tons) |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\begin{aligned} & 2022 \text { Cargo } \\ & \text { Freight } \end{aligned}$ | $\begin{aligned} & 2021 \text { Cargo } \\ & \text { Freight } \end{aligned}$ | Difference $22 \text { vs } 21$ | Percent (\%) Change 22 vs 21 | $\begin{array}{\|l} \text { 2019 Cargo } \\ \text { Freight } \end{array}$ | $\begin{gathered} \text { Difference } \\ 22 \text { vs } 19 \end{gathered}$ | Percent <br> (\%) Change |
| January | 1,549 | 1,766 | (217) | -12\% | 1,698 | 149 | 9\% |
| February | 1,581 | 1,603 | (22) | -1\% | 1,645 | 64 | 4\% |
| March |  | 1,979 | $(1,979)$ | -100\% | 1,820 | 1,820 | 100\% |
| April |  | 2,031 | $(2,031)$ | -100\% | 1,861 | 1,861 | 100\% |
| May |  | 1,951 | $(1,951)$ | -100\% | 2,003 | 2,003 | 100\% |
| 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 | 3,130 | 22,037 | $(18,907)$ | N/A | 22,289 | 19,159 | N/A |
|  |  |  |  |  |  |  |  |
|  | $\begin{gathered} \text { Year-to-Date } \\ 2022 \end{gathered}$ | $\left\lvert\, \begin{gathered} \text { Year-to-Date } \\ 2021 \end{gathered}\right.$ | Year-to-Date Difference 22 vs 21 | Year-to- <br> Date <br> Percent <br> (\%) Change <br> 22 vc 21 | Year-to- <br> Date 2019 | $\begin{array}{\|c} \hline \text { Year-to- } \\ \text { Date } \\ \text { Difference } \\ 22 \text { vs } 19 \\ \hline \end{array}$ | Year-to- <br> Date <br> Percent <br> $(\%)$ Change <br> 22 vc 19 |
| $\begin{aligned} & \hline \text { Total Cargo } \\ & \text { Freight } \\ & \hline \end{aligned}$ | 3,130 | 3,369 | (239) | -7\% | 3,343 | 15,208 | 455\% |

