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|  | April <br> $\mathbf{2 0 2 2}$ | April <br> $\mathbf{2 0 2 1}$ | Difference <br> 22 vs 21 | Percent <br> (\%) <br> Change |
| :--- | :---: | :---: | ---: | ---: |
| Total Enplaned | 107,435 | 74,923 | 32,512 | $43 \%$ |
| Total Deplaned | 110,541 | 77,137 | 33,404 | $43 \%$ |
| Total Passengers | $\mathbf{2 1 7 , 9 7 6}$ | $\mathbf{1 5 2 , 0 6 0}$ | $\mathbf{6 5 , 9 1 6}$ | $\mathbf{4 3 \%}$ |


| April <br> $\mathbf{2 0 1 9}$ | Difference <br> $\mathbf{2 2}$ vs 19 | Percent <br> (\%) <br> Change |  |  |  |  |
| :---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 124,172 | $(16,737)$ | $-13 \%$ |  |  |  |  |
| 126,291 | 15,750 | $-12 \%$ | Fiscal Year <br> to Date 2022 | Fiscal Year <br> to Date <br> 2021 | Difference <br> $\mathbf{2 2}$ vs 21 | Percent <br> (\%) Change |
| $\mathbf{2 5 0 , 4 6 3}$ | $\mathbf{( 3 2 , 4 8 7 )}$ | $\mathbf{- 1 3 \%}$ |  |  |  |  |


| Fiscal Year to <br> Date 2019 | Difference <br> 22 vs 19 | Percent <br> (\%) <br> Change |
| :---: | :---: | ---: |
| $1,251,180$ | $(199,113)$ | $-16 \%$ |
| $1,258,114$ | $(202,730)$ | $-16 \%$ |
| $\mathbf{2 , 5 0 9 , 2 9 4}$ | $\mathbf{( 4 0 1 , 8 4 3 )}$ | $-16 \%$ |


|  | April <br> $\mathbf{2 0 2 2}$ | April <br> $\mathbf{2 0 2 1}$ | Difference <br> $\mathbf{2 2}$ vs 21 | Percent <br> (\%) <br> Change |
| :--- | :---: | :---: | ---: | ---: |
| American Airlines | 34,995 | 26,567 | 8,428 | $32 \%$ |
| Delta Airlines | 33,032 | 13,446 | 19,586 | $146 \%$ |
| Southwest Airlines | 28,884 | 24,023 | 4,861 | $20 \%$ |
| United Airlines | 10,524 | 10,887 | $(363)$ | $-3 \%$ |
| Other |  |  |  |  |
| Total | $\mathbf{1 0 7 , 4 3 5}$ | $\mathbf{7 4 , 9 2 3}$ | $\mathbf{3 2 , 5 1 2}$ | $\mathbf{4 3 \%}$ |


| Enplaned Passenge |  |  |
| :---: | ---: | ---: |
| April <br> $\mathbf{2 0 1 9}$ | Difference <br> $\mathbf{2 2}$ vs $\mathbf{1 9}$ | Percent <br> (\%) <br> Change |
| 29,299 | 5,696 | $19 \%$ |
| 42,895 | $(9,863)$ | $-23 \%$ |
| 33,433 | $(4,549)$ | $-14 \%$ |
| 15,735 | $(5,211)$ | $-33 \%$ |
| 2,810 | $(2,810)$ | $-100 \%$ |
| $\mathbf{1 2 4 , 1 7 2}$ | $\mathbf{( 1 6 , 7 3 7 )}$ | $\mathbf{- 1 3 \%}$ |


| Fiscal Year <br> to Date 2022 | Fiscal Year <br> to Date <br> 2021 | Difference <br> 22 vs 21 | Percent <br> (\%) Change |
| ---: | ---: | ---: | ---: |
| 316,461 | 186,603 | 129,858 | $70 \%$ |
| 331,433 | 116,017 | 215,416 | $186 \%$ |
| 291,455 | 159,215 | 132,240 | $83 \%$ |
| 112,718 | 80,957 | 31,761 | $39 \%$ |
|  |  | - | \#DIV/0! |
| $\mathbf{1 , 0 5 2 , 0 6 7}$ | $\mathbf{5 4 2 , 7 9 2}$ | $\mathbf{5 0 9 , 2 7 5}$ | $\mathbf{9 4 \%}$ |


| Fiscal Year to <br> Date 2019 | Difference <br> 22 vs 19 | Percent <br> (\%) <br> Change |
| ---: | ---: | ---: |
| 292,223 | 24,238 | $8 \%$ |
| 404,174 | $(72,741)$ | $-18 \%$ |
| 376,367 | $(84,912)$ | $-23 \%$ |
| 150,141 | $(37,423)$ | $-25 \%$ |
| 28,275 | $(28,275)$ | $-100 \%$ |
| $\mathbf{1 , 2 5 1 , 1 8 0}$ | $\mathbf{( 1 9 9 , 1 1 3 )}$ | $\mathbf{- 1 6 \%}$ |


|  | April <br> $\mathbf{2 0 2 2}$ | April <br> $\mathbf{2 0 2 1}$ | Difference <br> $\mathbf{2 2}$ vs 21 | Percent <br> (\%) <br> Change |
| :--- | ---: | ---: | ---: | ---: |
| American Airlines | 36,561 | 27,201 | 9,360 | $34 \%$ |
| Delta Airlines | 33,311 | 13,718 | 19,593 | $143 \%$ |
| Southwest Airlines | 29,790 | 24,780 | 5,010 | $20 \%$ |
| United Airlines | 10,879 | 11,438 | $(559)$ | $-5 \%$ |
| Other |  |  |  |  |
| Total | $\mathbf{1 1 0 , 5 4 1}$ | $\mathbf{7 7 , 1 3 7}$ | $\mathbf{3 3 , 4 0 4}$ | $\mathbf{4 3 \%}$ |


| Deplaned Passenge |  |  |
| :---: | ---: | ---: |
| April <br> $\mathbf{2 0 1 9}$ | Difference <br> 22 vs $\mathbf{1 9}$ | Percent <br> (\%) <br> Change |
| 30,215 | 6,346 | $21 \%$ |
| 42,328 | $(9,017)$ | $-21 \%$ |
| 34,054 | $(4,264)$ | $-13 \%$ |
| 16,784 | $(5,905)$ | $-35 \%$ |
| 2,910 | $(2,910)$ | $-100 \%$ |
| $\mathbf{1 2 6 , 2 9 1}$ | $(\mathbf{1 5 , 7 5 0})$ | $\mathbf{- 1 2 \%}$ |


| Fiscal Year <br> to Date 2022 | Fiscal Year <br> to Date <br> 2021 | Difference <br> 22 vs 21 | Percent <br> (\%) Change |
| ---: | ---: | ---: | ---: |
| 321,896 | 186,913 | 134,983 | $72 \%$ |
| 325,407 | 116,788 | 208,619 | $179 \%$ |
| 294,357 | 159,793 | 134,564 | $84 \%$ |
| 113,724 | 82,470 | 31,254 | $38 \%$ |
|  |  |  |  |
| $\mathbf{1 , 0 5 5 , 3 8 4}$ | $\mathbf{5 4 5 , 9 6 4}$ | $\mathbf{5 0 9 , 4 2 0}$ | $\mathbf{9 3 \%}$ |


| Fiscal Year to <br> Date 2019 | Difference <br> 22 vs 19 | Percent <br> (\%) <br> Change |
| ---: | ---: | ---: |
| 296,583 | 25,313 | $9 \%$ |
| 401,179 | $(75,772)$ | $-19 \%$ |
| 379,191 | $(84,834)$ | $-22 \%$ |
| 153,317 | $(39,593)$ | $-26 \%$ |
| 27,844 | $(27,844)$ | $-100 \%$ |
| $\mathbf{1 , 2 5 8 , 1 1 4}$ | $\mathbf{( 2 0 2 , 7 3 0})$ | $\mathbf{- 1 6 \%}$ |


|  | April <br> $\mathbf{2 0 2 2}$ | April <br> $\mathbf{2 0 2 1}$ | Difference <br> 22 vs 21 | Percent <br> (\%) <br> Change |
| :--- | :---: | :---: | ---: | ---: |
| American Airlines | 71,556 | 53,768 | 17,788 | $33 \%$ |
| Delta Airlines | 66,343 | 27,164 | 39,179 | $144 \%$ |
| Southwest Airlines | 58,674 | 48,803 | 9,871 | $20 \%$ |
| United Airlines | 21,403 | 22,325 | $(922)$ | $-4 \%$ |
| Other | - | - | - |  |
| Total | $\mathbf{2 1 7 , 9 7 6}$ | $\mathbf{1 5 2 , 0 6 0}$ | $\mathbf{6 5 , 9 1 6}$ | $\mathbf{4 3 \%}$ |


| Total Passengers by Airline |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{aligned} & \text { April } \\ & 2019 \end{aligned}$ | $\left\|\begin{array}{c} \text { Difference } \\ 22 \text { vs } 19 \end{array}\right\|$ | $\begin{aligned} & \hline \text { Percent } \\ & \text { (\%) } \\ & \text { Change } \end{aligned}$ | Fiscal Year <br> to Date 2022 | Fiscal Year to Date 2021 | Difference $22 \text { vs } 21$ | Percent (\%) Change |
| 59,514 | 12,042 | 20\% | 638,357 | 373,516 | 264,841 | 71\% |
| 85,223 | $(18,880)$ | -22\% | 656,840 | 232,805 | 424,035 | 182\% |
| 67,487 | $(8,813)$ | -13\% | 585,812 | 319,008 | 266,804 | 84\% |
| 32,519 | $(11,116)$ | -34\% | 226,442 | 163,427 | 63,015 | 39\% |
| 5,720 | $(5,720)$ | -100\% | - | - | - |  |
| 250,463 | $(32,487)$ | -13\% | 2,107,451 | 1,088,756 | 1,018,695 | 94\% |


| Fiscal Year to <br> Date 2019 | Difference <br> 22 vs 19 | Percent <br> (\%) <br> Change |
| ---: | ---: | ---: |
| 588,806 | 49,551 | $8 \%$ |
| 805,353 | $(148,513)$ | $-18 \%$ |
| 755,558 | $(169,746)$ | $-22 \%$ |
| 303,458 | $(77,016)$ | $-25 \%$ |
| 56,119 | $(56,119)$ | $-100 \%$ |
| $\mathbf{2 , 5 0 9 , 2 9 4}$ | $\mathbf{( 4 0 1 , 8 4 3 )}$ | $\mathbf{- 1 6 \%}$ |

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Enplaned Passengers


Landed Weight


## April 2022 <br> Total Passengers Market Share



| Airlines | Total <br> Passengers |
| :--- | ---: |
| American Airlines | 71,556 |
| Delta Airlines | 66,343 |
| Southwest Airlines | 58,674 |
| United Airlines | 21,403 |
| Total | $\mathbf{2 1 7 , 9 7 6}$ |

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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 | 227,190 | 139,965 | 87,225 | $62 \%$ |  |  |
| April | 217,976 | 152,060 | 65,916 | $43 \%$ |  |  |
| 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 | $\mathbf{7 9 4 , 4 5 3}$ | $\mathbf{2 , 1 9 3 , 6 0 4}$ | $\mathbf{( 1 , 3 9 9 , 1 5 1 )}$ | 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 | $(38,685)$ | $-15 \%$ |
| 250,463 | $(32,487)$ | $-13 \%$ |
| 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 | $(256,692)$ | $-100 \%$ |
| $\mathbf{3 , 0 9 0 , 6 0 4}$ | $(\mathbf{2 , 2 9 6 , 1 5 1 )}$ | 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 ve. 21 |
| :--- | :---: | :---: | :---: | :---: |
| Total <br> Passengers | 794,453 | 476,195 | 318,258 | $67 \%$ |


| Year-to- <br> Date 2019 | Year-to- <br> Date <br> Difference <br> 22 vs 19 | Year-to- <br> Date <br> Percent <br> (\%) Change <br> 2? vc 10 |
| :---: | :---: | :---: |
| 955,423 | $(160,970)$ | $-17 \%$ |


| 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 | 2,542 | 2,150 | 392 | $18 \%$ |
| April | 2,464 | 2,228 | 236 | $11 \%$ |
| 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 | $\mathbf{9 , 5 4 2}$ | $\mathbf{2 8 , 9 3 0}$ | $\mathbf{( 1 9 , 3 8 8 )}$ | 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> 22 vc 21 |
| :--- | :---: | :---: | :---: | :---: |
| Total <br> Operations | 9,542 | 7,680 | 1,862 | $24 \%$ |


| 2019 Total Operations | $\begin{aligned} & \text { Difference } \\ & 22 \text { vs } 19 \end{aligned}$ | Percent <br> (\%) Change <br> 22 vs 19 |
| :---: | :---: | :---: |
| 3,284 | (978) | -30\% |
| 2,980 | (750) | -25\% |
| 3,610 | $(1,068)$ | -30\% |
| 3,446 | (982) | -28\% |
| 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 | $(31,936)$ | N/A |
| $\begin{gathered} \text { Year-to- } \\ \text { Date } 2019 \end{gathered}$ | Year-to- <br> Date <br> Difference <br> 22 vs 19 | Year-to- <br> Date <br> Percent <br> (\%) Change <br> 22 ve 19 |
| 13,320 | $(3,778)$ | -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 | 114,936 | 69,598 | 45,338 | 65\% | 133,132 | $(18,196)$ | -14\% |
| April | 107,435 | 74,923 | 32,512 | 43\% | 124,172 | $(16,737)$ | -13\% |
| 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 | 395,512 | 1,095,217 | $(699,705)$ | N/A | 1,545,308 | (1,149,796) | N/A |
|  |  |  |  |  |  |  |  |
|  | $\begin{aligned} & \text { Year-to-Date } \\ & 2022 \end{aligned}$ | $\begin{aligned} & \text { Year-to-Date } \\ & 2021 \end{aligned}$ | 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 | 395,512 | 234,182 | 161,330 | 69\% | 473,752 | $(78,240)$ | -17\% |

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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 | 138 | 134 | 4 | $3 \%$ |  |  |
| April | 132 | 136 | $(4)$ | $-3 \%$ |  |  |
| May |  | 124 | $(124)$ | $-100 \%$ |  |  |
| June | 128 | $(128)$ | $-100 \%$ |  |  |  |
| July |  | 140 | $(140)$ | $-100 \%$ |  |  |
| August |  | 126 | $(126)$ | $-100 \%$ |  |  |
| September |  | 130 | $(130)$ | $-100 \%$ |  |  |
| October |  | 132 | $(132)$ | $-100 \%$ |  |  |
| November |  | 124 | $(124)$ | $-100 \%$ |  |  |
| December |  | 188 | $(188)$ | $-100 \%$ |  |  |
| Total | $\mathbf{5 1 0}$ | $\mathbf{1 , 5 9 0}$ | $\mathbf{( 1 , 0 8 0 )}$ | N/A |  |  |


| 2019 Cargo <br> Operations | Difference <br> 22 vs 19 | Percent <br> (\%) Change <br> 22 vs 19 |
| ---: | ---: | :---: |
| 119 | $(1)$ | $-1 \%$ |
| 124 | 4 | $3 \%$ |
| 132 | $(6)$ | $-5 \%$ |
| 124 | $(8)$ | $-6 \%$ |
| 136 | 136 | $100 \%$ |
| 124 | 124 | $100 \%$ |
| 126 | 126 | $100 \%$ |
| 140 | 140 | $100 \%$ |
| 120 | 120 | $100 \%$ |
| 142 | 142 | $100 \%$ |
| 128 | 128 | $100 \%$ |
| 194 | 194 | $100 \%$ |
| $\mathbf{1 , 6 0 9}$ | $\mathbf{1 , 0 9 9}$ | 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> 22 vc 21 |
| :--- | ---: | ---: | :---: | :---: |
| Total Cargo <br> Operations | 510 | 498 | 12 | $2 \%$ |


| 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 19 |
| :---: | :---: | :---: |
| 499 | (1) | $0 \%$ |


|  |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: |
|  | 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 | 14,200 | 14,116 | 84 | $1 \%$ |
| April | 13,887 | 14,037 | $(150)$ | $-1 \%$ |
| 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 | $\mathbf{5 3 , 2 2 7}$ | $\mathbf{1 7 2 , 9 2 1}$ | $\mathbf{( 1 1 9 , 6 9 4 )}$ | N/A |


| 2019 Cargo <br> Landed <br> Weight |  |  |
| ---: | ---: | :---: |
| 13,669 | Difference <br> 22 vs 19 | Percent <br> (\%) Change <br> 22 vs 19 |
| 12,927 | 284 | $9 \%$ |
| 13,685 | $(515)$ | $-4 \%$ |
| 12,809 | $(1,078)$ | $-8 \%$ |
| 13,825 | 13,825 | $100 \%$ |
| 13,254 | 13,254 | $100 \%$ |
| 12,856 | 12,856 | $100 \%$ |
| 14,562 | 14,562 | $100 \%$ |
| 12,811 | 12,811 | $100 \%$ |
| 14,599 | 14,599 | $100 \%$ |
| 13,662 | 13,662 | $100 \%$ |
| 22,635 | 22,635 | $100 \%$ |
| $\mathbf{1 7 1 , 2 9 4}$ | $\mathbf{( 1 1 8 , 0 6 7 )}$ | 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 Cargo <br> Weight | 53,227 | 52,949 | 278 | $1 \%$ |


| Year-to- <br> Date 2019 | Year-to- <br> Date <br> Difference <br> 22 vs 19 | Year-to- <br> Date <br> Percent <br> (\%) Change <br> 27 vc 19 |
| :---: | :---: | :---: |
| 53,090 | 137 | $0 \%$ |


| 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 <br> (\%) Change <br> 22 vs 21 | $\begin{array}{\|l\|l\|} \hline 2019 \text { Cargo } \\ \text { Freight } \end{array}$ | $\begin{gathered} \text { Difference } \\ 22 \text { vs } 19 \end{gathered}$ | 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 | 1,854 | 1,979 | (125) | -6\% | 1,820 | (35) | -2\% |
| April | 1,745 | 2,031 | (286) | -14\% | 1,861 | 116 | 6\% |
| 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 | 6,730 | 22,037 | $(15,307)$ | N/A | 22,289 | 15,560 | N/A |
|  |  |  |  |  |  |  |  |
|  | $\begin{array}{\|c\|} \hline \text { Year-to-Date } \\ 2022 \end{array}$ | $\begin{array}{\|c\|} \text { Year-to-Date } \\ 2021 \end{array}$ | 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 |
| $\begin{array}{\|l} \hline \text { Total Cargo } \\ \text { Freight } \\ \hline \end{array}$ | 6,730 | 7,379 | (649) | -9\% | 7,023 | 11,609 | 165\% |

