## bhm

|  | Dec-22 | Dec-21 | Difference <br> 22 vs 21 | Percent <br> (\%) <br> Change |
| :--- | ---: | ---: | ---: | ---: |
| Total Enplaned | 109,315 | 110,272 | $(957)$ | $-1 \%$ |
| Total Deplaned | 107,669 | 104,249 | 3,420 | $3 \%$ |
| Total Passengers | $\mathbf{2 1 6 , 9 8 4}$ | $\mathbf{2 1 4 , 5 2 1}$ | $\mathbf{2 , 4 6 3}$ | $\mathbf{1 \%}$ |


| Dec-19 | Difference <br> 22 vs 19 | Percent <br> (\%) <br> Change |
| ---: | ---: | ---: |
| 130,265 | $(20,950)$ | $-16 \%$ |
| 126,427 | $(18,758)$ | $-15 \%$ |
| 256,692 | $\mathbf{( 3 9 , 7 0 8})$ | $\mathbf{- 1 5 \%}$ |


| Fiscal Year <br> to Date 2023 | Fiscal Year <br> to Date <br> 2022 | Difference <br> 23 vs 22 | Percent <br> (\%) Change |
| ---: | ---: | ---: | ---: |
| 711,215 | 656,555 | 54,660 | $8 \%$ |
| 713,772 | 656,443 | 57,329 | $9 \%$ |
| $\mathbf{1 , 4 2 4 , 9 8 7}$ | $\mathbf{1 , 3 1 2 , 9 9 8}$ | $\mathbf{1 1 1 , 9 8 9}$ | $\mathbf{9 \%}$ |


| Fiscal Year to <br> Date 2019 | Difference <br> 23 vs 19 | Percent <br> (\%) <br> Change |
| ---: | ---: | ---: |
| 777,758 | $(66,543)$ | $-9 \%$ |
| 776,443 | $(62,671)$ | $-8 \%$ |
| $\mathbf{1 , 5 5 4 , 2 0 1}$ | $(129,214)$ | $-8 \%$ |


|  | Dec-22 | Dec-21 | Difference <br> 22 vs 21 | Percent <br> (\%) <br> Change |
| :--- | ---: | ---: | ---: | ---: |
| American Airlines | 30,243 | 33,089 | $(2,846)$ | $-9 \%$ |
| Delta Airlines | 31,848 | 32,127 | $(279)$ | $-1 \%$ |
| Southwest Airlines | 34,736 | 35,503 | $(767)$ | $-2 \%$ |
| United Airlines | 12,488 | 9,553 | 2,935 | $31 \%$ |
| Other | - | - | - |  |
| Total | $\mathbf{1 0 9 , 3 1 5}$ | $\mathbf{1 1 0 , 2 7 2}$ | $\mathbf{( 9 5 7 )}$ | $\mathbf{- 1 \%}$ |


|  |  |  |  |  |  |  |
| :---: | ---: | ---: | ---: | ---: | ---: | ---: |
| Dec-19 | Difference <br> 22 vs 19 | Percent <br> (\%) <br> Change |  |  |  |  |
| 32,841 | $(2,598)$ | $-8 \%$ |  |  |  |  |
| 40,936 | $(9,088)$ | $-22 \%$ |  |  |  |  |
| 40,046 | $(5,310)$ | $-13 \%$ |  |  |  |  |
| 16,442 | $(3,954)$ | $-24 \%$ |  |  |  |  |
| - | - |  | Fiscal Year <br> to Date 2023 | Fiscal Year <br> to Date <br> $\mathbf{2 0 2 2}$ | Difference <br> $\mathbf{2 3}$ vs 22 | Percent <br> (\%) Change |
| 203,406 | 201,820 | 1,586 | $1 \%$ |  |  |  |
| 203,319 | 204,536 | $(1,217)$ | $-1 \%$ |  |  |  |
| 230,581 | 176,584 | 53,997 | $31 \%$ |  |  |  |
| 73,909 | 73,615 | 294 | $0 \%$ |  |  |  |
| $\mathbf{1 3 0 , 2 6 5}$ | $\mathbf{( 2 0 , 9 5 0}$ | $\mathbf{- 1 6 \%}$ |  |  |  |  |


| Fiscal Year to <br> Date 2019 | Difference <br> 23 vs 19 | Percent <br> (\%) <br> Change |
| ---: | ---: | ---: |
| 178,994 | 24,412 | $14 \%$ |
| 247,356 | $(44,037)$ | $-18 \%$ |
| 239,336 | $(8,755)$ | $-4 \%$ |
| 93,011 | $(19,102)$ | $-21 \%$ |
| 19,061 | $(19,061)$ | $-100 \%$ |
| $\mathbf{7 7 7 , 7 5 8}$ | $\mathbf{( 6 6 , 5 4 3})$ | $\mathbf{- 9 \%}$ |


|  | Dec-22 | Dec-21 | Difference <br> $\mathbf{2 2}$ vs 21 | Percent <br> (\%) <br> Change |
| :--- | ---: | ---: | ---: | ---: |
| American Airlines | 29,840 | 31,083 | $(1,243)$ | $-4 \%$ |
| Delta Airlines | 32,930 | 30,236 | 2,694 | $9 \%$ |
| Southwest Airlines | 33,217 | 33,803 | $(586)$ | $-2 \%$ |
| United Airlines | 11,682 | 9,127 | 2,555 | $28 \%$ |
| Other | - | - |  |  |
| Total | $\mathbf{1 0 7 , 6 6 9}$ | $\mathbf{1 0 4 , 2 4 9}$ | $\mathbf{3 , 4 2 0}$ | $\mathbf{3 \%}$ |


| Dec-19 | Difference <br> 22 vs 19 | Percent <br> (\%) <br> Change |
| ---: | ---: | ---: |
| 31,350 | $(1,510)$ | $-5 \%$ |
| 41,117 | $(8,187)$ | $-20 \%$ |
| 38,354 | $(5,137)$ | $-13 \%$ |
| 15,606 | $(3,924)$ | $-25 \%$ |
| - | - |  |
| $\mathbf{1 2 6 , 4 2 7}$ | $\mathbf{( 1 8 , 7 5 8 )}$ | $\mathbf{- 1 5 \%}$ |


| Fiscal Year <br> to Date 2023 | Fiscal Year <br> to Date <br> $\mathbf{2 0 2 2}$ | Difference <br> 23 vs 22 | Percent <br> (\%) Change |
| ---: | ---: | ---: | ---: |
| 205,403 | 204,346 | 1,057 | $1 \%$ |
| 205,468 | 201,548 | 3,920 | $2 \%$ |
| 228,209 | 176,288 | 51,921 | $29 \%$ |
| 74,692 | 74,261 | 431 | $1 \%$ |
| - | - |  |  |
| $\mathbf{7 1 3 , 7 7 2}$ | $\mathbf{6 5 6 , 4 4 3}$ | $\mathbf{5 7 , 3 2 9}$ | $\mathbf{9 \%}$ |


| Fiscal Year to <br> Date 2019 | Difference <br> 23 vs 19 | Percent <br> (\%) <br> Change |
| ---: | ---: | ---: |
| 180,087 | 25,316 | $14 \%$ |
| 245,217 | $(39,749)$ | $-16 \%$ |
| 238,941 | $(10,732)$ | $-4 \%$ |
| 93,552 | $(18,860)$ | $-20 \%$ |
| 18,646 | $(18,646)$ | $-100 \%$ |
| $\mathbf{7 7 6 , 4 4 3}$ | $\mathbf{( 6 2 , 6 7 1})$ | $\mathbf{- 8 \%}$ |


|  | Dec-22 | Dec-21 | Difference <br> 22 vs 21 | Percent <br> (\%) <br> Change |
| :--- | ---: | ---: | ---: | ---: |
| American Airlines | 60,083 | 64,172 | $(4,089)$ | $-6 \%$ |
| Delta Airlines | 64,778 | 62,363 | 2,415 | $4 \%$ |
| Southwest Airlines | 67,953 | 69,306 | $(1,353)$ | $-2 \%$ |
| United Airlines | 24,170 | 18,680 | 5,490 | $29 \%$ |
| Other | - | - | - |  |
| Total | $\mathbf{2 1 6 , 9 8 4}$ | $\mathbf{2 1 4 , 5 2 1}$ | $\mathbf{2 , 4 6 3}$ | $\mathbf{1 \%}$ |


| Dec-19 | $\begin{gathered} \text { Difference } \\ 22 \text { vs } 19 \end{gathered}$ | Percent (\%) Change | Fiscal Year <br> to Date 2023 | Fiscal Year to Date 2022 | Difference <br> 23 vs 22 | Percent (\%) Change |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 64,191 | $(4,108)$ | -6\% | 408,809 | 406,166 | 2,643 | 1\% |
| 82,053 | $(17,275)$ | -21\% | 408,787 | 406,084 | 2,703 | 1\% |
| 78,400 | $(10,447)$ | -13\% | 458,790 | 352,872 | 105,918 | 30\% |
| 32,048 | $(7,878)$ | -25\% | 148,601 | 147,876 | 725 | 0\% |
| - | - |  | - | - | - |  |
| 256,692 | $(39,708)$ | -15\% | 1,424,987 | 1,312,998 | 111,989 | 9\% |


$\left.$| Fiscal Year to |
| ---: | ---: | ---: |
| Date 2019 | | Difference |
| ---: |
| 23 vs 19 |$\quad$| Percent |
| :---: |
| (\%) |
| Change | \right\rvert\,

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Passenger Aircraft Landed Weight (Thousand Pounds)


| FY Year | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Total | \% Change |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 2019 | 159,477 | 154,841 | 147,095 | 160,118 | 156,355 | 150,219 | 145,104 | 130,004 | 159,249 | 152,757 | 159,367 | 159,034 | 1,833,620 | 5\% |
| 2020 | 161,204 | 162,477 | 152,852 | 163,231 | 153,664 | 150,023 | 147,660 | 139,193 | 124,236 | 48,203 | 37,370 | 47,372 | 1,487,485 | -19\% |
| 2021 | 76,265 | 91,091 | 74,248 | 85,072 | 88,577 | 80,135 | 75,692 | 64,092 | 94,082 | 96,840 | 113,398 | 125,086 | 1,064,578 | -28\% |
| 2022 | 131,045 | 132,278 | 126,400 | 136,626 | 131,923 | 125,055 | 116,193 | 106,805 | 123,556 | 119,060 | 124,637 | 121,141 | 1,494,719 | 40\% |
| 2023 | 131,120 | 130,532 | 132,235 | 137,211 | 133,309 | 121,016 |  |  |  |  |  |  | 785,423 | -47\% |

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## December 2022 <br> Total Passengers Market Share



| Airlines | Total <br> Passengers |
| :--- | ---: |
| American Airlines | $\$ 60,083$ |
| Delta Airlines | $\$ 64,778$ |
| Southwest Airlines | $\$ 67,953$ |
| United Airlines | $\$ 24,170$ |
| Total | $\mathbf{2 1 6 , 9 8 4}$ |

## bhm

|  |  |  |  | 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 | 237,210 | 190,900 | 46,310 | $24 \%$ |  |  |
| June | 233,029 | 213,511 | 19,518 | $9 \%$ |  |  |
| July | 243,415 | 229,467 | 13,948 | $6 \%$ |  |  |
| August | 226,977 | 198,990 | 27,987 | $14 \%$ |  |  |
| September | 240,419 | 202,755 | 37,664 | $19 \%$ |  |  |
| October | 257,302 | 233,727 | 23,575 | $10 \%$ |  |  |
| November | 239,890 | 233,538 | 6,352 | $3 \%$ |  |  |
| December | 216,984 | 214,521 | 2,463 | $1 \%$ |  |  |
| Total | $\mathbf{2 , 6 8 9}, \mathbf{6 7 9}$ | $\mathbf{2 , 1 9 3}, \mathbf{6 0 4}$ | $\mathbf{4 9 6 , 0 7 5}$ | N/A |  |  |


|  | Year-to-Date <br> 2022 | Year-to-Date <br> 2021 | Year-to-Date <br> ifference <br> 22 vs 21 | Year-to-Date <br> Percent (\%) <br> Change <br> 22 vs 21 |
| :--- | :---: | :---: | :---: | :---: |
| Total <br> Passengers | $2,472,695$ | $1,979,083$ | 493,612 | $25 \%$ |


| Year-to-Date <br> 2019 | Year-to-Date <br> Difference <br> 22 | Year-to-Date <br> Percent (\%) <br> Change <br> 22 |
| :---: | :---: | :---: |
| $2,833,912$ | $(361,217)$ | $-13 \%$ |


|  | Passenger Aircraft Operation |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: | :---: |
|  | $\mathbf{2 0 2 2}$ <br> Operations | 2021 <br> Operations | Difference <br> 22 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 | 2,606 | 2,502 | 104 | $4 \%$ |  |
| June | 2,554 | 2,586 | $(32)$ | $-1 \%$ |  |
| July | 2,662 | 2,734 | $(72)$ | $-3 \%$ |  |
| August | 2,532 | 2,696 | $(164)$ | $-6 \%$ |  |
| September | 2,644 | 2,606 | 38 | $1 \%$ |  |
| October | 2,712 | 2,844 | $(132)$ | $-5 \%$ |  |
| November | 2,606 | 2,742 | $(136)$ | $-5 \%$ |  |
| December | 2,360 | 2,540 | $180)$ | $-7 \%$ |  |
| Total | $\mathbf{3 0 , 2 1 8}$ | $\mathbf{2 8 , 9 3 0}$ | $\mathbf{1 , 2 8 8}$ | N/A |  |


|  | Year-to-Date <br> 2022 | Year-to-Date <br> 2021 | Year-to-Date <br> Difference <br> 22 vs 21 | Year-to-Date <br> Percent (\%) <br> Change <br> 22 vs 21 |
| :---: | :---: | :---: | :---: | :---: |
| Total Operati | 27,858 | 26,390 | 1,468 | $6 \%$ |


| Enplaned Passengers |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\begin{array}{\|c} 2022 \\ \text { Enplanements } \\ \hline \end{array}$ | 2021 <br> Enplanements | $\begin{gathered} \text { Difference } \\ 22 \text { vs } 21 \\ \hline \end{gathered}$ | $\begin{array}{\|c\|} \hline \text { Percent (\%) } \\ \text { Change } \\ 22 \text { vs } 21 \\ \hline \end{array}$ | $\begin{array}{\|c\|} 2019 \\ \text { Enplanements } \\ \hline \end{array}$ | Difference $22 \text { vs } 19$ | Percent (\%) <br> Change <br> 22 vs 19 |
| 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 | 120,729 | 97,620 | 23,109 | 24\% | 144,144 | $(23,415)$ | -16\% |
| June | 116,500 | 106,860 | 9,640 | 9\% | 138,170 | $(21,670)$ | -16\% |
| July | 120,673 | 113,872 | 6,801 | 6\% | 136,164 | $(15,491)$ | -11\% |
| August | 112,554 | 98,244 | 14,310 | 15\% | 127,629 | $(15,075)$ | -12\% |
| September | 120,529 | 101,030 | 19,499 | 19\% | 123,161 | $(2,632)$ | -2\% |
| October | 127,984 | 117,399 | 10,585 | 9\% | 141,448 | $(13,464)$ | -10\% |
| November | 120,160 | 115,738 | 4,422 | 4\% | 130,575 | $(10,415)$ | -8\% |
| December | 109,315 | 110,272 | (957) | -1\% | 130,265 | $(20,950)$ | -16\% |
| Total | 1,343,956 | 1,095,217 | 248,739 | N/A | 1,545,308 | $(201,352)$ | N/A |
|  |  |  |  |  |  |  |  |
|  | $\begin{gathered} \text { Year-to-Date } \\ 2022 \\ \hline \end{gathered}$ | $\begin{gathered} \text { Year-to-Date } \\ 2021 \\ \hline \end{gathered}$ | Year-to-Date Difference 22 vs 21 | Year-to-Date <br> Percent (\%) <br> Change <br> 22 vs 21 | $\begin{gathered} \text { Year-to-Date } \\ 2019 \\ \hline \end{gathered}$ | Year-to-Date Difference 22 vs 19 | $\begin{gathered} \text { Year-to-Date } \\ \text { Percent (\%) } \\ \text { Change } \\ 22 \text { vs } 19 \\ \hline \end{gathered}$ |
| Total <br> Enplanements | 1,234,641 | 984,945 | 249,696 | 25\% | 1,415,043 | $(180,402)$ | -13\% |

Total Operation, Passengers


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| Total Cargo Operations |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2022 Cargo Operations | 2021 Cargo Operations | Difference 22 vs 21 | $\begin{gathered} \text { Percent (\%) } \\ \text { Change } \\ 22 \text { vs } 21 \end{gathered}$ | 2019 Cargo Operations | $\begin{aligned} & \text { Difference } \\ & 22 \text { vs } 19 \end{aligned}$ | Percent (\%) <br> Change <br> 22 vs 19 |
| January | 120 | 126 | (6) | -5\% | 119 | 1 | 1\% |
| February | 120 | 102 | 18 | 18\% | 124 | (4) | -3\% |
| March | 138 | 134 | 4 | 3\% | 132 | 6 | 5\% |
| April | 132 | 136 | (4) | -3\% | 124 | 8 | 6\% |
| May | 122 | 124 | (2) | -2\% | 136 | (14) | -10\% |
| June | 136 | 128 | 8 | 6\% | 124 | 12 | 10\% |
| July | 128 | 140 | (12) | -9\% | 126 | 2 | 2\% |
| August | 132 | 126 | 6 | 5\% | 140 | (8) | -6\% |
| September | 132 | 130 | 2 | 2\% | 120 | 12 | 10\% |
| October | 126 | 132 | (6) | -5\% | 142 | (16) | -11\% |
| November | 128 | 124 | 4 | 3\% | 128 | 0 | 0\% |
| December | 150 | 188 | (38) | -20\% | 194 | (44) | -23\% |
| Total | 1,564 | 1,590 | (26) | N/A | 1,609 | (45) | N/A |


|  | $\begin{gathered} \text { Year-to-Date } \\ 2022 \\ \hline \end{gathered}$ | Year-to-Date 2021 | Year-to-Date Difference 22 vs 21 | $\|$Year-to-Date <br> Percent (\%) <br> Change <br> 22 vs 21 | $\begin{array}{\|c} \text { Year-to-Date } \\ 2019 \end{array}$ | Year-to-Date Difference 22 vs 19 | Year-to-Date Percent (\%) Change 22 vs 19 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Total Cargo <br> Operations | 1,564 | 1,590 | (26) | -2\% | 1,609 | (45) | -3\% |


|  | Total Cargo Freight (metric tons) |  |  |  |
| :--- | ---: | ---: | ---: | ---: |
|  | 2022 Cargo <br> Freight | 2021 Cargo <br> Freight | Difference <br> 22 vs 21 | Percent (\%) <br> Change <br> 22 vs 21 |
| January | 1,549 | 1,766 | $(217)$ | $-12 \%$ |
| February | 1,581 | 1,603 | $(22)$ | $-1 \%$ |
| March | 1,854 | 1,979 | $(125)$ | $-6 \%$ |
| April | 1,745 | 2,031 | $(286)$ | $-14 \%$ |
| May | 1,644 | 1,951 | $(307)$ | $-16 \%$ |
| June | 1,832 | 2,010 | $(178)$ | $-9 \%$ |
| July | 1,677 | 2,048 | $(371)$ | $-18 \%$ |
| August | 1,827 | 1,899 | $(73)$ | $-4 \%$ |
| September | 1,838 | 1,896 | $(59)$ | $-3 \%$ |
| October | 1,742 | 1,882 | $(140)$ | $-7 \%$ |
| November | 1,721 | 1,799 | $(78)$ | $-4 \%$ |
| December | 1,853 | 1,172 | 681 | $58 \%$ |
| Total | $\mathbf{2 0 , 8 6 3}$ | $\mathbf{2 2 , 0 3 7}$ | $\mathbf{( 1 , 1 7 4 )}$ | N/A |


$\left.$| s) |
| :--- |
| $\mathbf{2 0 1 9}$ Cargo <br> Freight | | Difference |
| :---: |
| 22 vs 19 |$\quad$| Percent (\%) |
| :---: |
| Change |
| 22 vs 19 | \right\rvert\,


|  | Year-to-Date <br> 2022 | Year-to-Date <br> 2021 | Year-to-Date <br> Difference <br> 22 vs 21 | Year-to-Date <br> Percent (\%) <br> Change <br> 22 vs 21 |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Total Cargo <br> Freight | 20,863 | 22,037 | $(1,174)$ | $-5 \%$ | Year-to-Date <br> 2019 | Year-to-Date <br> Difference <br> 22 vs 19 | Year-to-Date <br> Percent (\%) <br> Change <br> 22 vs 19 |
| 22,289 | $(1,426)$ | $-6 \%$ |  |  |  |  |  |


| Total Cargo Landed Weight |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\begin{aligned} & 2022 \text { Cargo } \\ & \text { Landed } \\ & \text { Weight } \end{aligned}$ | $\begin{gathered} 2021 \text { Cargo } \\ \text { Landed } \\ \text { Weight } \end{gathered}$ | Difference $22 \text { vs } 21$ | $\begin{gathered} \text { Percent (\%) } \\ \text { Change } \\ 22 \text { vs } 21 \end{gathered}$ | $\begin{gathered} 2019 \text { Cargo } \\ \text { Landed } \\ \text { Weight } \end{gathered}$ | Difference $22 \text { vs } 19$ | $\begin{gathered} \text { Percent (\%) } \\ \text { Change } \\ 22 \text { vs } 19 \end{gathered}$ |
| January | 12,497 | 13,337 | (840) | -6\% | 13,669 | $(1,172)$ | -9\% |
| February | 12,643 | 11,459 | 1,184 | 10\% | 12,927 | (284) | -2\% |
| March | 14,200 | 14,116 | 84 | 1\% | 13,685 | 515 | 4\% |
| April | 13,887 | 14,037 | (150) | -1\% | 12,809 | 1,078 | 8\% |
| May | 12,666 | 13,290 | (624) | -5\% | 13,825 | $(1,159)$ | -8\% |
| June | 14,018 | 13,278 | 740 | 6\% | 13,254 | 764 | 6\% |
| July | 13,652 | 14,968 | $(1,316)$ | -9\% | 12,856 | 796 | 6\% |
| August | 13,598 | 13,209 | 389 | 3\% | 14,562 | (964) | -7\% |
| September | 13,675 | 13,594 | 81 | 1\% | 12,811 | 864 | 7\% |
| October | 13,286 | 13,877 | (591) | -4\% | 14,599 | $(1,313)$ | -9\% |
| November | 13,963 | 13,470 | 493 | 4\% | 13,662 | 301 | 2\% |
| December | 18,691 | 24,286 | $(5,595)$ | -23\% | 22,635 | $(3,944)$ | -17\% |
| Total | 166,776 | 172,921 | $(6,145)$ | N/A | 171,294 | $(4,518)$ | N/A |


|  | $\begin{gathered} \text { Year-to-Date } \\ 2022 \end{gathered}$ | $\begin{gathered} \text { Year-to-Date } \\ 2021 \end{gathered}$ | Year-to-Date Difference 22 vs 21 | $\begin{array}{\|c} \text { Year-to-Date } \\ \text { Percent (\%) } \\ \text { Change } \\ 22 \text { vs } 21 \\ \hline \end{array}$ | $\begin{gathered} \text { Year-to-Date } \\ 2019 \end{gathered}$ | Year-to-Date Difference 22 vs 19 | Year-to-Date <br> Percent (\%) <br> Change <br> 22 vs 19 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{aligned} & \hline \text { Total Cargo } \\ & \text { Weight } \\ & \hline \end{aligned}$ | 166,776 | 172,921 | $(6,145)$ | -4\% | 171,294 | $(4,518)$ | -3\% |

