Enplaned Passengers by Airline

|  | Apr-23 | Apr-22 | Difference 23 vs 22 | Percent (\%) Change | $\begin{aligned} & \text { Fiscal YTD } \\ & 2023 \end{aligned}$ | $\begin{aligned} & \text { Fiscal YTD } \\ & 2022 \end{aligned}$ | Difference 23 vs 22 | Percent (\%) Change |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| American Airlines | 35,287 | 34,995 | 292 | 1\% | 333,809 | 316,461 | 17,348 | 5\% |
| Delta Airlines | 36,305 | 33,032 | 3,273 | 10\% | 337,658 | 331,433 | 6,225 | 2\% |
| Southwest Airlines | 35,032 | 28,884 | 6,148 | 21\% | 360,523 | 291,455 | 69,068 | 24\% |
| United Airlines | 14,926 | 10,524 | 4,402 | 42\% | 127,394 | 112,718 | 14,676 | 13\% |
| Other | - | - | - |  | - | - | - |  |
| Total Enplaned | 121,550 | 107,435 | 14,115 | 13\% | 1,159,384 | 1,052,067 | 107,317 | 10\% |

Deplaned Passengers by Airline

|  | Apr-23 | Apr-22 | Difference 23 vs 22 | Percent (\%) Change | $\begin{aligned} & \text { Fiscal YTD } \\ & 2023 \end{aligned}$ | $\begin{aligned} & \text { Fiscal YTD } \\ & 2022 \end{aligned}$ | Difference 23 vs 22 | Percent (\%) Change |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| American Airlines | 36,357 | 36,561 | (204) | -1\% | 337,018 | 321,896 | 15,122 | 5\% |
| Delta Airlines | 36,601 | 33,311 | 3,290 | 10\% | 340,615 | 325,407 | 15,208 | 5\% |
| Southwest Airlines | 36,214 | 29,790 | 6,424 | 22\% | 360,127 | 294,357 | 65,770 | 22\% |
| United Airlines | 15,498 | 10,879 | 4,619 | 42\% | 129,117 | 113,724 | 15,393 | 14\% |
| Other | - | - |  |  | - | - |  |  |
| Total Deplaned | 124,670 | 110,541 | 14,129 | 13\% | 1,166,877 | 1,055,384 | 111,493 | 11\% |

Total Passengers by Airline

|  | Apr-23 | Apr-22 | Difference <br> 23 vs 22 | Percent <br> (\%) <br> Change |
| :--- | ---: | ---: | ---: | ---: |
| American Airlines | 71,644 | 71,556 | 88 | $0 \%$ |
| Delta Airlines | 72,906 | 66,343 | 6,563 | $10 \%$ |
| Southwest Airlines | 71,246 | 58,674 | 12,572 | $21 \%$ |
| United Airlines | 30,424 | 21,403 | 9,021 | $42 \%$ |
| Other | - | - | - |  |
| Total Passengers <br> by Airline | $\mathbf{2 4 6 , 2 2 0}$ | $\mathbf{2 1 7 , 9 7 6}$ | $\mathbf{2 8 , 2 4 4}$ | $\mathbf{1 3 \%}$ |


| Fiscal YTD <br> $\mathbf{2 0 2 3}$ | Fiscal YTD <br> $\mathbf{2 0 2 2}$ | Difference <br> $\mathbf{2 3}$ vs 22 | Percent <br> (\%) Change |
| :---: | ---: | ---: | ---: |
| 670,827 | 638,357 | 32,470 | $5 \%$ |
| 678,273 | 656,840 | 21,433 | $3 \%$ |
| 720,650 | 585,812 | 134,838 | $23 \%$ |
| 256,511 | 226,442 | 30,069 | $13 \%$ |
| - | - | - |  |
| $\mathbf{2 , 3 2 6 , 2 6 1}$ | $\mathbf{2 , 1 0 7 , 4 5 1}$ | $\mathbf{2 1 8 , 8 1 0}$ | $\mathbf{1 0 \%}$ |

Passenger Market Share : April 2023


## bhm



| FY Year | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Total | \% Change |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 2019 | 131,659 | 125,771 | 119,062 | 138,070 | 136,221 | 126,975 | 108,999 | 107,449 | 133,132 | 124,172 | 144,144 | 138,170 | 1,533,824 | 9\% |
| 2020 | 136,164 | 127,629 | 123,161 | 141,448 | 130,575 | 130,265 | 106,233 | 109,094 | 62,040 | 6,288 | 16,900 | 29,658 | 1,119,455 | -27\% |
| 2021 | 40,685 | 47,530 | 47,744 | 56,956 | 57,708 | 57,987 | 45,390 | 44,271 | 69,598 | 74,923 | 97,620 | 106,860 | 747,272 | -33\% |
| 2022 | 113,872 | 98,244 | 101,030 | 117,399 | 115,738 | 110,272 | 83,500 | 89,641 | 114,936 | 107,435 | 120,729 | 116,500 | 1,289,296 | 73\% |
| 2023 | 120,673 | 112,554 | 120,529 | 127,984 | 120,160 | 110,259 | 97,854 | 100,486 | 127,335 | 121,550 | - | - | 1,159,384 | -10\% |



## bhm

|  |  |  |  | Percent <br> (\%) |
| :--- | ---: | ---: | ---: | ---: |
|  | 2023 Total <br> Passengers | 2022 Total <br> Passengers | Difference <br> 23 vs 22 | 22 vs 21 |
| January | 199,112 | 170,188 | 28,924 | $17 \%$ |
| February | 201,583 | 179,099 | 22,484 | $13 \%$ |
| March | 253,415 | 227,190 | 26,225 | $12 \%$ |
| April | 246,220 | 217,976 | 28,244 | $13 \%$ |
| May |  | 237,210 |  |  |
| June |  | 233,029 |  |  |
| July |  | 243,415 |  |  |
| August |  | 226,977 |  |  |
| September |  | 240,419 |  |  |
| October |  | 257,302 |  |  |
| November |  | 239,890 |  |  |
| December |  | 216,984 |  |  |
| YTD Total <br> Passengers | $\mathbf{9 0 0 , 3 3 0}$ | $\mathbf{7 9 4 , 4 5 3}$ | $\mathbf{1 0 5 , 8 7 7}$ | $\mathbf{1 3 \%}$ |


| Enplaned Passengers |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: |
|  | $2023$ <br> Enplanements | $2022$ <br> Enplanements | $\begin{gathered} \text { Difference } \\ 23 \text { vs } 22 \end{gathered}$ | $\begin{gathered} \hline \text { Percent } \\ \text { (\%) } \\ \text { Change } \\ 23 \text { vs } 22 \\ \hline \end{gathered}$ |
| January | 97,854 | 83,500 | 14,354 | 17\% |
| February | 100,486 | 89,641 | 10,845 | 12\% |
| March | 127,335 | 114,936 | 12,399 | 11\% |
| April | 121,550 | 107,435 | 14,115 | 13\% |
| May |  | 120,729 |  |  |
| June |  | 116,500 |  |  |
| July |  | 120,673 |  |  |
| August |  | 112,554 |  |  |
| September |  | 120,529 |  |  |
| October |  | 127,984 |  |  |
| November |  | 120,160 |  |  |
| December |  | 109,315 |  |  |
| YTD Total Enplanements | 447,225 | 395,512 | 51,713 | 13\% |


| Passenger Aircraft Operations |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: |
|  | $\mathbf{2 0 2 3}$ <br> Operations | $\mathbf{2 0 2 2}$ <br> Operations | Difference <br> 23 vs 22 | Percent <br> (\%) <br> 23 vs 22 |
| January | 2,420 | 2,306 | 114 | $5 \%$ |
| February | 2,362 | 2,230 | 132 | $6 \%$ |
| March | 2,806 | 2,542 | 264 | $10 \%$ |
| April | 2,764 | 2,464 | 300 | $12 \%$ |
| May |  | 2,606 |  |  |
| June |  | 2,554 |  |  |
| July |  | 2,662 |  |  |
| August |  | 2,532 |  |  |
| September |  | 2,644 |  |  |
| October |  | 2,712 |  |  |
| November |  | 2,606 |  |  |
| December |  | 2,360 |  |  |
| YTD Total <br> Operations | $\mathbf{1 0 , 3 5 2}$ | $\mathbf{9 , 5 4 2}$ | $\mathbf{8 1 0}$ | $\mathbf{8 \%}$ |

Total Passengers, Operations


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|  | Total Domestic Cargo Operations |  |  |  |
| :--- | ---: | ---: | ---: | ---: |
|  | 2023 Cargo <br> Operations | 2022 Cargo <br> Operations | Percent <br> (\%) <br> 23 vs 22 | Change <br> 23 vs 22 |
| January | 112 | 120 | $(8)$ | $-7 \%$ |
| February | 116 | 120 | $(4)$ | $-3 \%$ |
| March | 134 | 138 | $(4)$ | $-3 \%$ |
| April | 122 | 132 | $(10)$ | $-8 \%$ |
| May |  | 122 |  |  |
| June |  | 136 |  |  |
| July |  | 128 |  |  |
| August |  | 132 |  |  |
| September |  | 132 |  |  |
| October |  | 126 |  |  |
| November |  | 128 |  |  |
| December |  | 150 |  |  |
| Total Cargo <br> Operations | $\mathbf{4 8 4}$ | $\mathbf{5 1 0}$ | $\mathbf{( 2 6 )}$ | $\mathbf{- 5 \%}$ |


|  | 2023 <br> Cargo <br> Landed <br> Weight | 2022 <br> Cargo <br> Landed <br> Weight | Difference 23 vs 22 | $\begin{gathered} \text { Percent } \\ \text { (\%) } \\ \text { Change } \\ 23 \text { vs } 22 \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: |
| January | 12,001 | 12,497 | (496) | -4\% |
| February | 12,653 | 12,643 | 10 | 0\% |
| March | 14,510 | 14,200 | 310 | 2\% |
| April | 13,192 | 13,887 | (695) | -5\% |
| May |  | 12,666 |  |  |
| June |  | 14,018 |  |  |
| July |  | 13,652 |  |  |
| August |  | 13,598 |  |  |
| September |  | 13,675 |  |  |
| October |  | 13,286 |  |  |
| November |  | 13,963 |  |  |
| December |  | 18,691 |  |  |
| Total Cargo <br> Landed <br> Weight | 52,356 | 53,227 | (871) | -2\% |


|  | Total Domestic Freight (metric tons) <br> 2023 Cargo <br> Freight | 2022 Cargo <br> Freight | Difference <br> 23 vs 22 | (\%) <br> Change <br> 23 vs 22 |
| :--- | ---: | ---: | ---: | ---: |
| January | 1,462 | 1,549 | $(87)$ | $-6 \%$ |
| February | 1,479 | 1,581 | $(102)$ | $-6 \%$ |
| March | 1,748 | 1,854 | $(106)$ | $-6 \%$ |
| April | 1,524 | 1,745 | $(221)$ | $-13 \%$ |
| May |  | 1,644 |  |  |
| June |  | 1,832 |  |  |
| July |  | 1,677 |  |  |
| August |  | 1,827 |  |  |
| September |  | 1,838 |  |  |
| October |  | 1,742 |  |  |
| November |  | 1,714 |  |  |
| December |  | 1,847 |  |  |
|  |  |  |  |  |
| Total | $\mathbf{6 , 2 1 3}$ | $\mathbf{6 , 7 3 0}$ | $\mathbf{( 5 1 6 )}$ | $\mathbf{- 8 \%}$ |

Total Cargo Operations \& Landed Weight


Cargo Freight International 2023
20,000
18,000
16,000
14,000
12,000
10,000
8,000
6,000
4,000
2,000

| Cargo Freight International 2023 |  |  |  |
| :--- | ---: | ---: | ---: |
| January | Cargo <br> Operations | Cargo <br> Landed <br> Weight | Cargo <br> Freight |
| February |  |  |  |
| March |  |  |  |
| April | 18 | 6,529 | 714 |
| May |  |  |  |
| June |  |  |  |
| July |  |  |  |
| August |  |  |  |
| September |  |  |  |
| October |  |  |  |
| November |  |  |  |
| December |  |  |  |
| Total |  | $\mathbf{1 8}$ | $\mathbf{6 , 5 2 9}$ |

