Enplaned Passengers by Airline

|  | Jun-23 | Jun-22 | Difference 23 vs 22 | Percent (\%) Change | $\begin{aligned} & \text { Fiscal YTD } \\ & 2023 \end{aligned}$ | $\begin{aligned} & \text { Fiscal YTD } \\ & 2022 \end{aligned}$ | Difference <br> 23 vs 22 | Percent (\%) Change |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| American Airlines | 37,690 | 34,204 | 3,486 | 10\% | 409,711 | 389,436 | 20,275 | 5\% |
| Delta Airlines | 41,924 | 33,668 | 8,256 | 25\% | 420,771 | 399,977 | 20,794 | 5\% |
| Southwest Airlines | 41,912 | 36,583 | 5,329 | 15\% | 443,672 | 362,080 | 81,592 | 23\% |
| United Airlines | 15,453 | 12,045 | 3,408 | 28\% | 160,526 | 137,803 | 22,723 | 16\% |
| Other | - | - | - |  | - | - | - |  |
| Total Enplaned | 136,979 | 116,500 | 20,479 | 18\% | 1,434,680 | 1,289,296 | 145,384 | 11\% |

Deplaned Passengers by Airline

|  | Jun-23 | Jun-22 | Difference 23 vs 22 | Percent (\%) Change | $\begin{aligned} & \text { Fiscal YTD } \\ & 2023 \end{aligned}$ | $\begin{gathered} \text { Fiscal YTD } \\ 2022 \end{gathered}$ | Difference 23 vs 22 | Percent (\%) Change |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| American Airlines | 38,233 | 34,517 | 3,716 | 11\% | 412,115 | 393,423 | 18,692 | 5\% |
| Delta Airlines | 44,291 | 33,329 | 10,962 | 33\% | 424,085 | 392,326 | 31,759 | 8\% |
| Southwest Airlines | 42,036 | 36,511 | 5,525 | 15\% | 441,929 | 364,162 | 77,767 | 21\% |
| United Airlines | 15,564 | 12,172 | 3,392 | 28\% | 161,459 | 138,483 | 22,976 | 17\% |
| Other | - | - |  |  | - | - |  |  |
| Total Deplaned | 140,124 | 116,529 | 23,595 | 20\% | 1,439,588 | 1,288,394 | 151,194 | 12\% |

Total Passengers by Airline

|  | Jun-23 | Jun-22 | Difference <br> 23 vs 22 | Percent <br> (\%) <br> Change |
| :--- | ---: | ---: | ---: | ---: |
| American Airlines | 75,923 | 68,721 | 7,202 | $10 \%$ |
| Delta Airlines | 86,215 | 66,997 | 19,218 | $29 \%$ |
| Southwest Airlines | 83,948 | 73,094 | 10,854 | $15 \%$ |
| United Airlines | 31,017 | 24,217 | 6,800 | $28 \%$ |
| Other | - | - | - |  |
| Total Passengers <br> by Airline | $\mathbf{2 7 7 , 1 0 3}$ | $\mathbf{2 3 3 , 0 2 9}$ | $\mathbf{4 4 , 0 7 4}$ | $\mathbf{1 9 \%}$ |


| 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 |
| :---: | ---: | ---: | ---: |
| 821,826 | 782,859 | 38,967 | $5 \%$ |
| 844,856 | 792,303 | 52,553 | $7 \%$ |
| 885,601 | 726,242 | 159,359 | $22 \%$ |
| 321,985 | 276,286 | 45,699 | $17 \%$ |
| - | - | - |  |
| $\mathbf{2 , 8 7 4 , 2 6 8}$ | $\mathbf{2 , 5 7 7 , 6 9 0}$ | $\mathbf{2 9 6 , 5 7 8}$ | $\mathbf{1 2 \%}$ |

Passenger Market Share : June 2023


## bhm



| FY Year | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Total YTD | \% 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 | 138,317 | 136,979 | 1,434,680 | 11\% |

Passenger Aircraft Landed Weight (Thousand Pounds)


| FY Year | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Total YTD | \% 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 | 122,199 | 118,680 | 146,308 | 144,475 | 152,117 | 159,984 | 1,629,185 | 9\% |

## 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 | 270,904 | 237,210 | 33,694 | $14 \%$ |
| June | 277,103 | 233,029 | 44,074 | $19 \%$ |
| July |  | 243,415 |  |  |
| August |  | 226,977 |  |  |
| September |  | 240,419 |  |  |
| October |  | 257,302 |  |  |
| November |  | 239,890 |  |  |
| December |  | 216,984 |  |  |
| YTD Total <br> Passengers | $\mathbf{1 , 4 4 8 , 3 3 7}$ | $\mathbf{1 , 2 6 4 , 6 9 2}$ | $\mathbf{1 8 3 , 6 4 5}$ | $\mathbf{1 5 \%}$ |


| Enplaned Passengers |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: |
|  | 2023 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 | 138,317 | 120,729 | 17,588 | 15\% |
| June | 136,979 | 116,500 | 20,479 | 18\% |
| July |  | 120,673 |  |  |
| August |  | 112,554 |  |  |
| September |  | 120,529 |  |  |
| October |  | 127,984 |  |  |
| November |  | 120,160 |  |  |
| December |  | 109,315 |  |  |
| YTD Total Enplanements | 722,521 | 632,741 | 89,780 | 14\% |


| Passenger Aircraft Operations |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: |
|  | 2023 <br> Operations | 2022 <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 | 2,936 | 2,606 | 330 | $13 \%$ |
| June | 3,062 | 2,554 | 508 | $20 \%$ |
| July |  | 2,662 |  |  |
| August |  | 2,532 |  |  |
| September |  | 2,644 |  |  |
| October |  | 2,712 |  |  |
| November |  | 2,606 |  |  |
| December |  | 2,360 |  |  |
| YTD Total <br> Operations | $\mathbf{1 6 , 3 5 0}$ | $\mathbf{1 4 , 7 0 2}$ | $\mathbf{1 , 6 4 8}$ | $\mathbf{1 1 \%}$ |

Total Passengers, Operations


## bhm

| Total Domestic Cargo Operations |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: |
|  | 2023 Cargo Operations | 2022 Cargo Operations | Difference $23 \text { vs } 22$ | Percent (\%) Change 23 vs 22 |
| January | 112 | 120 | (8) | -7\% |
| February | 116 | 120 | (4) | -3\% |
| March | 134 | 138 | (4) | -3\% |
| April | 122 | 132 | (10) | -8\% |
| May | 124 | 122 | 2 | 2\% |
| June | 152 | 136 | 16 | 12\% |
| July |  | 128 |  |  |
| August |  | 132 |  |  |
| September |  | 132 |  |  |
| October |  | 126 |  |  |
| November |  | 128 |  |  |
| December |  | 150 |  |  |
| Total Cargo Operations | 760 | 768 | (8) | -1\% |


| Total Domestic Cargo Landed Weight |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: |
|  | 2023 <br> Cargo <br> Landed <br> Weight | 2022 <br> Cargo <br> Landed <br> Weight | Percent <br> (\%) <br> 23 vs 22 | 23 vs 22 <br> Change |
| 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 | 13,153 | 12,666 | 487 | $4 \%$ |
| June | 20,231 | 14,018 | 6,213 | $44 \%$ |
| July |  | 13,652 |  |  |
| August |  | 13,598 |  |  |
| September |  | 13,675 |  |  |
| October |  | 13,286 |  |  |
| November |  | 13,963 |  |  |
| December |  | 18,691 |  |  |
| Total Cargo <br> Landed <br> Weight | $\mathbf{8 5 , 7 4 0}$ | $\mathbf{7 9 , 9 1 1}$ | $\mathbf{5 , 8 2 9}$ | $\mathbf{7 \%}$ |


| Total Freight (metric tons) |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: |
|  | 2023 Cargo <br> Freight | 2022 Cargo <br> Freight | Pifference <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 | 2,275 | 1,745 | 530 | $30 \%$ |
| May | 2,386 | 1,644 | 742 | $45 \%$ |
| June | 2,617 | 1,832 | 785 | $43 \%$ |
| July |  | 1,677 |  |  |
| August |  | 1,827 |  |  |
| September |  | 1,838 |  |  |
| October |  | 1,742 |  |  |
| November |  | 1,714 |  |  |
| December |  | 1,847 |  |  |
|  |  |  |  |  |
| Total | $\mathbf{1 1 , 9 6 7}$ | $\mathbf{1 0 , 2 0 6}$ | $\mathbf{1 , 7 6 2}$ | $\mathbf{1 7 \%}$ |

Total Cargo Operations \& Landed Weight


