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Enplaned Passengers by Airline

|  | Nov-23 | Nov-22 | Difference 24 vs 23 | Percent (\%) Change | $\begin{gathered} \text { Fiscal YTD } \\ 2024 \end{gathered}$ | $\begin{gathered} \text { Fiscal YTD } \\ 2023 \end{gathered}$ | Difference 23 vs 22 | Percent (\%) Change |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| American Airlines | 38,799 | 33,461 | 5,338 | 16\% | 184,176 | 173,163 | 11,013 | 6\% |
| Delta Airlines | 38,491 | 34,359 | 4,132 | 12\% | 201,462 | 171,471 | 29,991 | 17\% |
| Southwest Airlines | 43,783 | 39,242 | 4,541 | 12\% | 203,038 | 195,845 | 7,193 | 4\% |
| United Airlines | 14,826 | 13,098 | 1,728 | 13\% | 81,941 | 61,421 | 20,520 | 33\% |
| Other | - | - | - |  | - | - | - |  |
| Total Enplaned | 135,899 | 120,160 | 15,739 | 13\% | 670,617 | 601,900 | 68,717 | 11\% |


|  | Nov-23 | Nov-22 | Difference <br> $\mathbf{2 4} \mathbf{v s} \mathbf{2 3}$ | Percent <br> (\%) <br> Change |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |

Total Passengers by Airline

|  | Nov-23 | Nov-22 | Difference <br> 24 vs 23 | Percent (\%) Change | $\begin{gathered} \text { Fiscal YTD } \\ 2024 \end{gathered}$ | $\begin{gathered} \text { Fiscal YTD } \\ 2023 \end{gathered}$ | Difference <br> 23 vs 22 | Percent (\%) Change |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| American Airlines | 78,024 | 67,184 | 10,840 | 16\% | 372,859 | 348,726 | 24,133 | 7\% |
| Delta Airlines | 76,217 | 68,381 | 7,836 | 11\% | 407,391 | 344,009 | 63,382 | 18\% |
| Southwest Airlines | 87,126 | 78,129 | 8,997 | 12\% | 406,883 | 390,837 | 16,046 | 4\% |
| United Airlines | 29,769 | 26,196 | 3,573 | 14\% | 166,708 | 124,431 | 42,277 | 34\% |
| Other | - | - | - |  | - | - | - |  |
| Total Passengers by Airline | 271,136 | 239,890 | 31,246 | 13\% | 1,353,841 | 1,208,003 | 145,838 | 12\% |

Passenger Market Share : November 2023


## bhm

## Enplaned Passengers



| FY Year | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Total YTD | \% Change |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 2020 | 136,164 | 127,629 | 123,161 | 141,448 | 130,575 |  |  |  |  |  |  |  | 658,977 | 1\% |
| 2021 | 40,685 | 47,530 | 47,744 | 56,956 | 57,708 |  |  |  |  |  |  |  | 250,623 | -62\% |
| 2022 | 113,872 | 98,244 | 101,030 | 117,399 | 115,738 |  |  |  |  |  |  |  | 546,283 | 118\% |
| 2023 | 120,673 | 112,554 | 120,529 | 127,984 | 120,160 |  |  |  |  |  |  |  | 601,900 | 10\% |
| 2024 | 135,840 | 124,666 | 130,874 | 143,338 | 135,899 | - | - | - | - | - | - | - | 670,617 | 11\% |

Passenger Aircraft Landed Weight (Thousand Pounds)


| FY Year | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Total YTD | \% Change |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 2020 | 161,204 | 162,477 | 152,852 | 163,231 | 153,664 |  |  |  |  |  |  |  | 793,428 | 2\% |
| 2021 | 76,265 | 91,091 | 74,248 | 85,072 | 88,577 |  |  |  |  |  |  |  | 415,253 | -48\% |
| 2022 | 131,045 | 132,277 | 126,400 | 136,626 | 131,923 |  |  |  |  |  |  |  | 658,271 | 59\% |
| 2023 | 131,120 | 130,532 | 132,235 | 137,210 | 133,309 |  |  |  |  |  |  |  | 664,406 | 1\% |
| 2024 | 161,295 | 160,158 | 151,934 | 166,641 | 158,876 |  |  |  |  |  |  |  | 798,904 | 20\% |

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| Total Passengers |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: |
|  | 2023 Total Passengers | 2022 Total Passengers | $\begin{gathered} \text { Difference } \\ 23 \text { vs } 22 \end{gathered}$ | $\begin{gathered} \hline \text { Percent } \\ \text { (\%) } \\ \text { Change } \\ 22 \text { vs } 21 \\ \hline \end{gathered}$ |
| 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 | 277,508 | 243,415 | 34,093 | 14\% |
| August | 253,057 | 226,977 | 26,080 | 11\% |
| September | 262,355 | 240,419 | 21,936 | 9\% |
| October | 289,785 | 257,302 | 32,483 | 13\% |
| November | 271,136 | 239,890 | 31,246 | 13\% |
| December |  | 216,984 |  |  |
| YTD Total Passengers | 2,802,178 | 2,472,695 | 329,483 | 13\% |


|  |  |  |  | Percent <br> (\%) |
| :--- | ---: | ---: | ---: | :---: |
|  | $\mathbf{2 0 2 3}$ <br> Enplanements | $\mathbf{2 0 2 2}$ <br> Enplanements | Difference <br> 23 vs 22 | 23 vs 22 |
| 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 | 135,840 | 120,673 | 15,167 | $13 \%$ |
| August | 124,666 | 112,554 | 12,112 | $11 \%$ |
| September | 130,874 | 120,529 | 10,345 | $9 \%$ |
| October | 143,338 | 127,984 | 15,354 | $12 \%$ |
| November | 135,899 | 120,160 | 15,739 | $13 \%$ |
| December |  | 109,315 |  |  |
| YTD Total | $\mathbf{1 , 3 9 3 , 1 3 8}$ | $\mathbf{1 , 2 3 4}$ |  |  |
| Enplanements |  | $\mathbf{1 5 8 , 4 9 7}$ | $\mathbf{1 3 \%}$ |  |


|  | Passenger Aircraft Operations |  |  |  |
| :--- | ---: | ---: | ---: | ---: |
|  | $\mathbf{2 0 2 3}$ <br> Operations | 2022 <br> Operations | Difference <br> 23 vs 22 | Percent <br> (\%) <br> 23ange <br> 23 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 | 3,126 | 2,662 | 464 | $17 \%$ |
| August | 3,148 | 2,532 | 616 | $24 \%$ |
| September | 3,088 | 2,644 | 444 | $17 \%$ |
| October | 3,296 | 2,712 | 584 | $22 \%$ |
| November | 3,106 | 2,606 | 500 | $19 \%$ |
| December |  | 2,360 |  |  |
| YTD Total <br> Operations | $\mathbf{3 2 , 1 1 4}$ | $\mathbf{2 7 , 8 5 8}$ | $\mathbf{4 , 2 5 6}$ | $\mathbf{1 5 \%}$ |

Total Passengers, Operations


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| Total Cargo Operations |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: |
|  | 2023 Cargo Operations | 2022 Cargo Operations | Difference <br> 23 vs 22 | $\begin{array}{\|c\|} \hline \text { Percent } \\ \text { (\%) } \\ \text { Change } \\ 23 \text { vs } 22 \\ \hline \end{array}$ |
| 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 | 138 | 128 | 10 | 8\% |
| August | 154 | 132 | 22 | 17\% |
| September | 140 | 132 | 8 | 6\% |
| October | 138 | 126 | 12 | 10\% |
| November | 140 | 128 | 12 | 9\% |
| December |  | 150 |  |  |
| Total Cargo Operations | 1,470 | 1,286 | 184 | 14\% |


|  | Total Cargo Landed Weight |  |  |  |
| :--- | ---: | ---: | ---: | ---: |
|  | 2023 <br> Cargo <br> Landed <br> Weight | 2022 <br> Cargo <br> Landed <br> Weight | Percent <br> Difference <br> 23 vs 22 | (\%) <br> Change |
| 23 vs 22 |  |  |  |  |$|$


|  | Total Freight (metric tons) <br> 202 Cargo <br> Freight2022 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 | 2,275 | 1,745 | 530 | $30 \%$ |
| May | 2,386 | 1,644 | 742 | $45 \%$ |
| June | 2,617 | 1,832 | 785 | $43 \%$ |
| July | 2,406 | 1,677 | 729 | $43 \%$ |
| August | 2,708 | 1,827 | 882 | $48 \%$ |
| September | 2,205 | 1,838 | 368 | $20 \%$ |
| October | 2,160 | 1,742 | 418 | $24 \%$ |
| November | 2,252 | 1,714 | 537 | $31 \%$ |
| December |  | 1,847 |  |  |
|  |  |  |  |  |
| Total | $\mathbf{2 3 , 6 9 9}$ | $\mathbf{1 7 , 2 8 9}$ | $\mathbf{6 , 4 0 9}$ | $\mathbf{3 7 \%}$ |

Total Cargo Operations \& Landed Weight


