

Airport Operations

| | May 2020 | May 2021 | Increase/Decrease | CYTD 2020 | CYTD 2021 | Increase/Decrease | FYTD 2020 | FYTD 2021 | Increase/Decrease |
|--------------------|---------------|---------------|-------------------|----------------|----------------|-------------------|----------------|----------------|-------------------|
| Air Carrier | 16,760 | 39,181 | 133.8% | 147,140 | 166,480 | 13.1% | 388,972 | 334,212 | -14.1% |
| Air Taxi | 2,769 | 5,967 | 115.5% | 23,214 | 25,330 | 9.1% | 63,157 | 45,542 | -27.9% |
| General Aviation | 1,111 | 2,557 | 130.2% | 7,035 | 8,901 | 26.5% | 19,311 | 17,824 | -7.7% |
| Military | 61 | 114 | 86.9% | 322 | 536 | 66.5% | 718 | 1,152 | 60.4% |
| Grand Total | 20,701 | 47,819 | 131.0% | 177,711 | 201,247 | 13.2% | 472,158 | 398,730 | -15.6% |

Passenger Enplanements

| Signatory | Mainline | Affiliates | Total | Mainline | Affiliates | Total | Mainline | Affiliates | Total | Mainline | Affiliates | Total |
|--------------------|----------------|------------------|----------------|------------------|------------------|---------------|-------------------|-------------------|---------------|----------|------------|-------|
| Signatory | 301,284 | 1,333,812 | 342.7% | 3,941,279 | 4,786,339 | 21.4% | 12,661,353 | 9,052,353 | -28.5% | | | |
| | 197,615 | 734,620 | 271.7% | 1,900,801 | 2,905,578 | 52.9% | 5,877,241 | 5,557,820 | -5.4% | | | |
| | 498,899 | 2,068,432 | 314.6% | 5,842,080 | 7,691,917 | 31.7% | 18,538,594 | 14,610,173 | -21.2% | | | |
| Non Signatory | 136 | 2,059 | 1414.0% | 15,922 | 6,363 | -60.0% | 70,443 | 14,892 | -78.9% | | | |
| | 0 | 0 | | 4,374 | 0 | -100.0% | 14,771 | 0 | -100.0% | | | |
| | 136 | 2,059 | 1414.0% | 20,296 | 6,363 | -68.6% | 85,214 | 14,892 | -82.5% | | | |
| Grand Total | 499,035 | 2,070,491 | 314.9% | 5,862,376 | 7,698,280 | 31.3% | 18,623,808 | 14,625,065 | -21.5% | | | |

Passenger Deplanements

| Signatory | Mainline | Affiliates | Total | Mainline | Affiliates | Total | Mainline | Affiliates | Total | Mainline | Affiliates | Total |
|--------------------|----------------|------------------|----------------|------------------|------------------|---------------|-------------------|-------------------|---------------|----------|------------|-------|
| Signatory | 306,224 | 1,312,291 | 328.5% | 4,038,995 | 4,787,621 | 18.5% | 12,797,814 | 9,036,785 | -29.4% | | | |
| | 195,103 | 731,152 | 274.8% | 1,858,917 | 2,875,114 | 54.7% | 5,856,747 | 5,542,150 | -5.4% | | | |
| | 501,327 | 2,043,443 | 307.6% | 5,897,912 | 7,662,735 | 29.9% | 18,654,561 | 14,578,935 | -21.8% | | | |
| Non Signatory | 160 | 2,487 | 1454.4% | 18,601 | 7,960 | -57.2% | 77,549 | 18,117 | -76.6% | | | |
| | 0 | 0 | | 4,625 | 0 | -100.0% | 15,011 | 0 | -100.0% | | | |
| | 160 | 2,487 | 1454.4% | 23,226 | 7,960 | -65.7% | 92,560 | 18,117 | -80.4% | | | |
| Grand Total | 501,487 | 2,045,930 | 308.0% | 5,921,138 | 7,670,695 | 29.5% | 18,747,121 | 14,597,052 | -22.1% | | | |

Total Enplanements

| | May 2020 | May 2021 | Increase/Decrease | CYTD 2020 | CYTD 2021 | Increase/Decrease | FYTD 2020 | FYTD 2021 | Increase/Decrease |
|--------------------|----------------|------------------|-------------------|------------------|------------------|-------------------|-------------------|-------------------|-------------------|
| Domestic | 495,022 | 1,969,137 | 297.8% | 5,522,081 | 7,343,164 | 33.0% | 17,433,514 | 14,084,357 | -19.2% |
| International | 4,013 | 101,354 | 2425.6% | 340,295 | 355,116 | 4.4% | 1,190,294 | 540,708 | -54.6% |
| Grand Total | 499,035 | 2,070,491 | 314.9% | 5,862,376 | 7,698,280 | 31.3% | 18,623,808 | 14,625,065 | -21.5% |

Load Factor

| Signatory | Mainline | Affiliates | Total | Mainline | Affiliates | Total | Mainline | Affiliates | Total | Mainline | Affiliates | Total |
|--------------------|--------------|--------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|----------|------------|-------|
| Signatory | 52.6% | 87.3% | 66.0% | 65.9% | 75.3% | 14.2% | 79.2% | 73.2% | -7.6% | | | |
| | 51.7% | 86.3% | 67.0% | 63.6% | 78.7% | 23.7% | 75.6% | 76.0% | 0.5% | | | |
| | 52.3% | 87.0% | 66.4% | 65.2% | 76.5% | 17.5% | 78.0% | 74.2% | -4.8% | | | |
| Non Signatory | 18.2% | 80.3% | 340.5% | 57.9% | 70.1% | 21.0% | 72.2% | 66.2% | -8.2% | | | |
| | | | | 49.9% | | | 58.4% | | | | | |
| | 18.2% | 80.3% | 340.5% | 57.6% | 70.1% | 21.7% | 71.4% | 66.2% | -7.2% | | | |
| Grand Total | 52.2% | 86.9% | 66.6% | 65.1% | 76.5% | 17.6% | 77.9% | 74.2% | -4.8% | | | |

Cargo Totals (Tons)

| | May 2020 | May 2021 | Increase/Decrease | CYTD 2020 | CYTD 2021 | Increase/Decrease | FYTD 2020 | FYTD 2021 | Increase/Decrease | |
|--------------------|---------------|---------------|-------------------|----------------|---------------|-------------------|----------------|----------------|-------------------|---------------|
| Domestic | Air Express | 2,086 | 2,186 | 4.8% | 8,963 | 10,441 | 16.5% | 21,369 | 24,807 | 16.1% |
| | Air Freight | 10,101 | 6,914 | -31.5% | 50,485 | 41,028 | -18.7% | 104,808 | 103,264 | -1.5% |
| | Air Mail | 1,335 | 2,407 | 80.3% | 7,020 | 11,568 | 64.8% | 14,870 | 22,509 | 51.4% |
| | Total | 13,521 | 11,507 | -14.9% | 66,468 | 63,038 | -5.2% | 141,047 | 150,579 | 6.8% |
| International | Air Express | 0 | 0 | | 22 | 0 | -99.6% | 164 | 0 | -99.9% |
| | Air Freight | 37 | 1,214 | 3208.2% | 5,145 | 4,416 | -14.2% | 19,889 | 6,418 | -67.7% |
| | Air Mail | 9 | 17 | 82.6% | 13 | 56 | 330.1% | 26 | 79 | 210.2% |
| | Total | 46 | 1,231 | 2573.2% | 5,180 | 4,472 | -13.7% | 20,078 | 6,497 | -67.6% |
| Grand Total | 13,567 | 12,737 | -6.1% | 71,648 | 67,510 | -5.8% | 161,125 | 157,076 | -2.5% | |

Flight Activity

| Oper Type | May 2020 | Avg Daily Flights | May 2021 | Avg Daily Flights | Increase/Decrease |
|-------------|----------|-------------------|----------|-------------------|-------------------|
| Air Carrier | 16,760 | 270 | 39,181 | 632 | 133.8% |
| Air Taxi | 2,769 | 45 | 5,967 | 96 | 115.5% |
| Grand Total | 19,529 | 315 | 45,148 | 728 | 131.2% |

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**Due to the impact of Global Health Pandemic, COVID-19, Airline activity was severely impacted beginning March 2020, and is now trending back toward pre-COVID-19 numbers. This explains the large year over year increases in airport operations, enplanements, and other activity levels.

**Southwest domestic cargo totals updated with submitted activity data