

**Austin-Bergstrom International Airport  
Aviation Activity Report  
Calendar Year 2022 vs 2021**

**Combined Terminals**

|  | 1/2022           | 1/2021         | Percent Change  | 1/2022 - 1/2022  | 1/2021 - 1/2021 | Percent Change  |
|--|------------------|----------------|-----------------|------------------|-----------------|-----------------|
| <b>ABIA</b>                                  |                  |                |                 |                  |                 |                 |
| <b>Total Passenger Activity</b>              |                  |                |                 |                  |                 |                 |
| Domestic Enplaned Revenue                    | 493,227          | 186,572        | 164.36%         | 493,227          | 186,572         | 164.36%         |
| Domestic Deplaned Revenue                    | 508,625          | 196,606        | 158.70%         | 508,625          | 196,606         | 158.70%         |
| International Enplaned Revenue               | 14,147           | 589            | 2,301.87%       | 14,147           | 589             | 2,301.87%       |
| International Deplaned Revenue               | 20,247           | 961            | 2,006.87%       | 20,247           | 961             | 2,006.87%       |
| Domestic Enplaned Non-Revenue                | 14,431           | 7,009          | 105.89%         | 14,431           | 7,009           | 105.89%         |
| Domestic Deplaned Non-Revenue                | 13,320           | 6,858          | 94.23%          | 13,320           | 6,858           | 94.23%          |
| International Enplaned Non-Revenue           | 129              | 12             | 975.00%         | 129              | 12              | 975.00%         |
| International Deplaned Non-Revenue           | 176              | 9              | 1,855.56%       | 176              | 9               | 1,855.56%       |
| Intl Enplaned Pre-Cleared Revenue            | 576              | 0              | 0.00%           | 576              | 0               | 0.00%           |
| Intl Deplaned Pre-Cleared Revenue            | 1,583            | 0              | 0.00%           | 1,583            | 0               | 0.00%           |
| Intl Enplaned Pre-Cleared Non-Revenue        | 32               | 0              | 0.00%           | 32               | 0               | 0.00%           |
| Intl Deplaned Pre-Cleared Non-Revenue        | 34               | 0              | 0.00%           | 34               | 0               | 0.00%           |
| South Terminal Domestic Enplaned Revenue     | 14,857           | 7,569          | 96.29%          | 14,857           | 7,569           | 96.29%          |
| South Terminal Domestic Deplaned Revenue     | 15,981           | 7,849          | 103.61%         | 15,981           | 7,849           | 103.61%         |
| South Terminal Domestic Enplaned Non-Revenue | 40               | 43             | -6.98%          | 40               | 43              | -6.98%          |
| South Terminal Domestic Deplaned Non-Revenue | 37               | 40             | -7.50%          | 37               | 40              | -7.50%          |
| <b>ABIA Passenger Totals</b>                 | <b>1,097,442</b> | <b>414,117</b> | <b>165.01%</b>  | <b>1,097,442</b> | <b>414,117</b>  | <b>165.01%</b>  |
| <i>ABIA Enplaned Passenger Totals</i>        | <i>537,439</i>   | <i>201,794</i> | <i>166.33%</i>  | <i>537,439</i>   | <i>201,794</i>  | <i>166.33%</i>  |
| <i>ABIA Deplaned Passenger Totals</i>        | <i>560,003</i>   | <i>212,323</i> | <i>163.75%</i>  | <i>560,003</i>   | <i>212,323</i>  | <i>163.75%</i>  |
| <i>ABIA Domestic Passenger Totals</i>        | <i>1,060,518</i> | <i>412,546</i> | <i>157.07%</i>  | <i>1,060,518</i> | <i>412,546</i>  | <i>157.07%</i>  |
| <i>ABIA International Passenger Totals</i>   | <i>36,924</i>    | <i>1,571</i>   | <i>2250.35%</i> | <i>36,924</i>    | <i>1,571</i>    | <i>2250.35%</i> |

**CURRENT PASSENGER RECORD = 1,643,016 RECORD SET = JULY 2019**

**Total Aircraft Operations**

|                         |               |               |               |               |               |               |
|-------------------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Air Carrier             | 14,150        | 5,482         | 158.12%       | 14,150        | 5,482         | 158.12%       |
| Commuter & Air Taxi     | 1,644         | 1,391         | 18.19%        | 1,644         | 1,391         | 18.19%        |
| Military                | 386           | 405           | -4.69%        | 386           | 405           | -4.69%        |
| General Aviation        |               |               |               |               |               |               |
| Itinerant               | 3,769         | 3,108         | 21.27%        | 3,769         | 3,108         | 21.27%        |
| Local                   | 4             | 14            | -71.43%       | 4             | 14            | -71.43%       |
| <b>Total G.A.</b>       | <b>3,773</b>  | <b>3,122</b>  | <b>20.85%</b> | <b>3,773</b>  | <b>3,122</b>  | <b>20.85%</b> |
| <b>Total Operations</b> | <b>19,953</b> | <b>10,400</b> | <b>91.86%</b> | <b>19,953</b> | <b>10,400</b> | <b>91.86%</b> |

**Austin-Bergstrom International Airport  
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Calendar Year 2022 vs 2021**

**By Terminal**

|   | 1/2022           | 1/2021         | Percent Change  | 1/2022 - 1/2022  | 1/2021 - 1/2021 | Percent Change  |
|---|------------------|----------------|-----------------|------------------|-----------------|-----------------|
| <b><u>Barbara Jordan Terminal (BJT)</u></b>     |                  |                |                 |                  |                 |                 |
| <b>Passenger Activity</b>                       |                  |                |                 |                  |                 |                 |
| Domestic Enplaned Revenue                       | 493,227          | 186,572        | 164.36%         | 493,227          | 186,572         | 164.36%         |
| Domestic Deplaned Revenue                       | 508,625          | 196,606        | 158.70%         | 508,625          | 196,606         | 2301.87%        |
| International Enplaned Revenue                  | 14,147           | 589            | 2301.87%        | 14,147           | 589             | 2006.87%        |
| International Deplaned Revenue                  | 20,247           | 961            | 2006.87%        | 20,247           | 961             | 2006.87%        |
| Domestic Enplaned Non-Revenue                   | 14,431           | 7,009          | 105.89%         | 14,431           | 7,009           | 105.89%         |
| Domestic Deplaned Non-Revenue                   | 13,320           | 6,858          | 94.23%          | 13,320           | 6,858           | 94.23%          |
| International Enplaned Non-Revenue              | 129              | 12             | 975.00%         | 129              | 12              | 975.00%         |
| International Deplaned Non-Revenue              | 176              | 9              | 1855.56%        | 176              | 9               | 1855.56%        |
| Intl Enplaned Pre-Cleared Revenue               | 576              | 0              | 0.00%           | 576              | 0               | 0.00%           |
| Intl Deplaned Pre-Cleared Revenue               | 1,583            | 0              | 0.00%           | 1,583            | 0               | 0.00%           |
| Intl Enplaned Pre-Cleared Non-Revenue           | 32               | 0              | 0.00%           | 32               | 0               | 0.00%           |
| Intl Deplaned Pre-Cleared Non-Revenue           | 34               | 0              | 0.00%           | 34               | 0               | 0.00%           |
| <b>Barbara Jordan Terminal Passenger Totals</b> | <b>1,066,527</b> | <b>398,616</b> | <b>167.56%</b>  | <b>1,066,527</b> | <b>398,616</b>  | <b>167.56%</b>  |
| <i>BJT Enplaned Passenger Totals</i>            | <i>522,542</i>   | <i>194,182</i> | <i>169.10%</i>  | <i>522,542</i>   | <i>194,182</i>  | <i>169.10%</i>  |
| <i>BJT Deplaned Passenger Totals</i>            | <i>543,985</i>   | <i>204,434</i> | <i>166.09%</i>  | <i>543,985</i>   | <i>204,434</i>  | <i>166.09%</i>  |
| <i>BJT Domestic Passenger Totals</i>            | <i>1,029,603</i> | <i>397,045</i> | <i>159.32%</i>  | <i>1,029,603</i> | <i>397,045</i>  | <i>159.32%</i>  |
| <i>BJT International Passenger Totals</i>       | <i>36,924</i>    | <i>1,571</i>   | <i>2250.35%</i> | <i>36,924</i>    | <i>1,571</i>    | <i>2250.35%</i> |
| <br>  |                  |                |                 |                  |                 |                 |
| <b><u>South Terminal (ST)</u></b>               |                  |                |                 |                  |                 |                 |
| <b>Passenger Activity</b>                       |                  |                |                 |                  |                 |                 |
| South Terminal Domestic Enplaned Revenue        | 14,857           | 7,569          | 96.29%          | 14,857           | 7,569           | 96.29%          |
| South Terminal Domestic Deplaned Revenue        | 15,981           | 7,849          | 103.61%         | 15,981           | 7,849           | 103.61%         |
| South Terminal Domestic Enplaned Non-Revenue    | 40               | 43             | -6.98%          | 40               | 43              | -6.98%          |
| South Terminal Domestic Deplaned Non-Revenue    | 37               | 40             | -7.50%          | 37               | 40              | -7.50%          |
| <b>South Terminal Passenger Totals</b>          | <b>30,915</b>    | <b>15,501</b>  | <b>99.44%</b>   | <b>30,915</b>    | <b>15,501</b>   | <b>99.44%</b>   |
| <i>ST Enplaned Passenger Totals</i>             | <i>14,897</i>    | <i>7,612</i>   | <i>95.70%</i>   | <i>14,897</i>    | <i>7,612</i>    | <i>95.70%</i>   |
| <i>ST Deplaned Passenger Totals</i>             | <i>16,018</i>    | <i>7,889</i>   | <i>103.04%</i>  | <i>16,018</i>    | <i>7,889</i>    | <i>103.04%</i>  |

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|  | 1/2022            | 1/2021            | Percent<br>Change | 1/2022 -<br>1/2022 | 1/2021 -<br>1/2021 | Percent<br>Change |
|--|-------------------|-------------------|-------------------|--------------------|--------------------|-------------------|
| <b><u>Total Cargo Activity</u></b>               |                   |                   |                   |                    |                    |                   |
| <b>Mail</b>                                      |                   |                   |                   |                    |                    |                   |
| Domestic Enplaned Mail                           | 71,654            | 156,339           | -54.17%           | 71,654             | 156,339            | -54.17%           |
| Domestic Deplaned Mail                           | 610,721           | 480,148           | 27.19%            | 610,721            | 480,148            | 27.19%            |
| International Enplaned Mail                      | 0                 | 0                 | 0.00%             | 0                  | 0                  | 0.00%             |
| International Deplaned Mail                      | 0                 | 0                 | 0.00%             | 0                  | 0                  | 0.00%             |
| South Terminal-Domestic Enplaned Mail            | 0                 | 0                 | 0.00%             | 0                  | 0                  | 0.00%             |
| South Terminal-Domestic Deplaned Mail            | 0                 | 0                 | 0.00%             | 0                  | 0                  | 0.00%             |
| <b>Mail Totals</b>                               | <b>682,375</b>    | <b>636,487</b>    | <b>7.21%</b>      | <b>682,375</b>     | <b>636,487</b>     | <b>7.21%</b>      |
| <b>Cargo</b>                                     |                   |                   |                   |                    |                    |                   |
| Domestic Enplaned Cargo                          | 10,102,651        | 8,768,152         | 15.22%            | 10,102,651         | 8,768,152          | 15.22%            |
| Domestic Deplaned Cargo                          | 11,328,818        | 10,042,476        | 12.81%            | 11,328,818         | 10,042,476         | 12.81%            |
| International Enplaned Cargo                     | 5,186             | 22,102            | -76.54%           | 5,186              | 22,102             | -76.54%           |
| International Deplaned Cargo                     | 920               | 4,076             | -77.43%           | 920                | 4,076              | -77.43%           |
| South Terminal-Domestic Enplaned Cargo           | 0                 | 0                 | 0.00%             | 0                  | 0                  | 0.00%             |
| South Terminal-Domestic Deplaned Cargo           | 0                 | 0                 | 0.00%             | 0                  | 0                  | 0.00%             |
| <b>Cargo Totals</b>                              | <b>21,437,575</b> | <b>18,836,806</b> | <b>13.81%</b>     | <b>21,437,575</b>  | <b>18,836,806</b>  | <b>13.81%</b>     |
| <b>Belly Freight</b>                             |                   |                   |                   |                    |                    |                   |
| Domestic Enplaned Belly Freight                  | 515,558           | 115,544           | 346.20%           | 515,558            | 115,544            | 346.20%           |
| Domestic Deplaned Belly Freight                  | 851,125           | 266,410           | 219.48%           | 851,125            | 266,410            | 219.48%           |
| International Enplaned Belly Freight             | 17,078            | 0                 | 0.00%             | 17,078             | 0                  | 0.00%             |
| International Deplaned Belly Freight             | 259,699           | 0                 | 0.00%             | 259,699            | 0                  | 0.00%             |
| South Terminal-Domestic Enplaned Belly Frght     | 0                 | 0                 | 0.00%             | 0                  | 0                  | 0.00%             |
| South Terminal-Domestic Deplaned Belly Frght     | 0                 | 0                 | 0.00%             | 0                  | 0                  | 0.00%             |
| <b>Belly Freight Totals</b>                      | <b>1,643,460</b>  | <b>381,954</b>    | <b>330.28%</b>    | <b>1,643,460</b>   | <b>381,954</b>     | <b>330.28%</b>    |
| <b>Cargo Totals (Mail, Cargo, Belly Freight)</b> | <b>23,763,410</b> | <b>19,855,247</b> | <b>19.68%</b>     | <b>23,763,410</b>  | <b>19,855,247</b>  | <b>19.68%</b>     |
| <i>Enplaned Cargo Totals</i>                     | <i>10,712,127</i> | <i>9,062,137</i>  | <i>18.21%</i>     | <i>10,712,127</i>  | <i>9,062,137</i>   | <i>18.21%</i>     |
| <i>Deplaned Cargo Totals</i>                     | <i>13,051,283</i> | <i>10,793,110</i> | <i>20.92%</i>     | <i>13,051,283</i>  | <i>10,793,110</i>  | <i>20.92%</i>     |
| <i>Domestic Cargo Totals</i>                     | <i>23,480,527</i> | <i>19,829,069</i> | <i>18.41%</i>     | <i>23,480,527</i>  | <i>19,829,069</i>  | <i>18.41%</i>     |
| <i>International Cargo Totals</i>                | <i>282,883</i>    | <i>26,178</i>     | <i>980.61%</i>    | <i>282,883</i>     | <i>26,178</i>      | <i>980.61%</i>    |

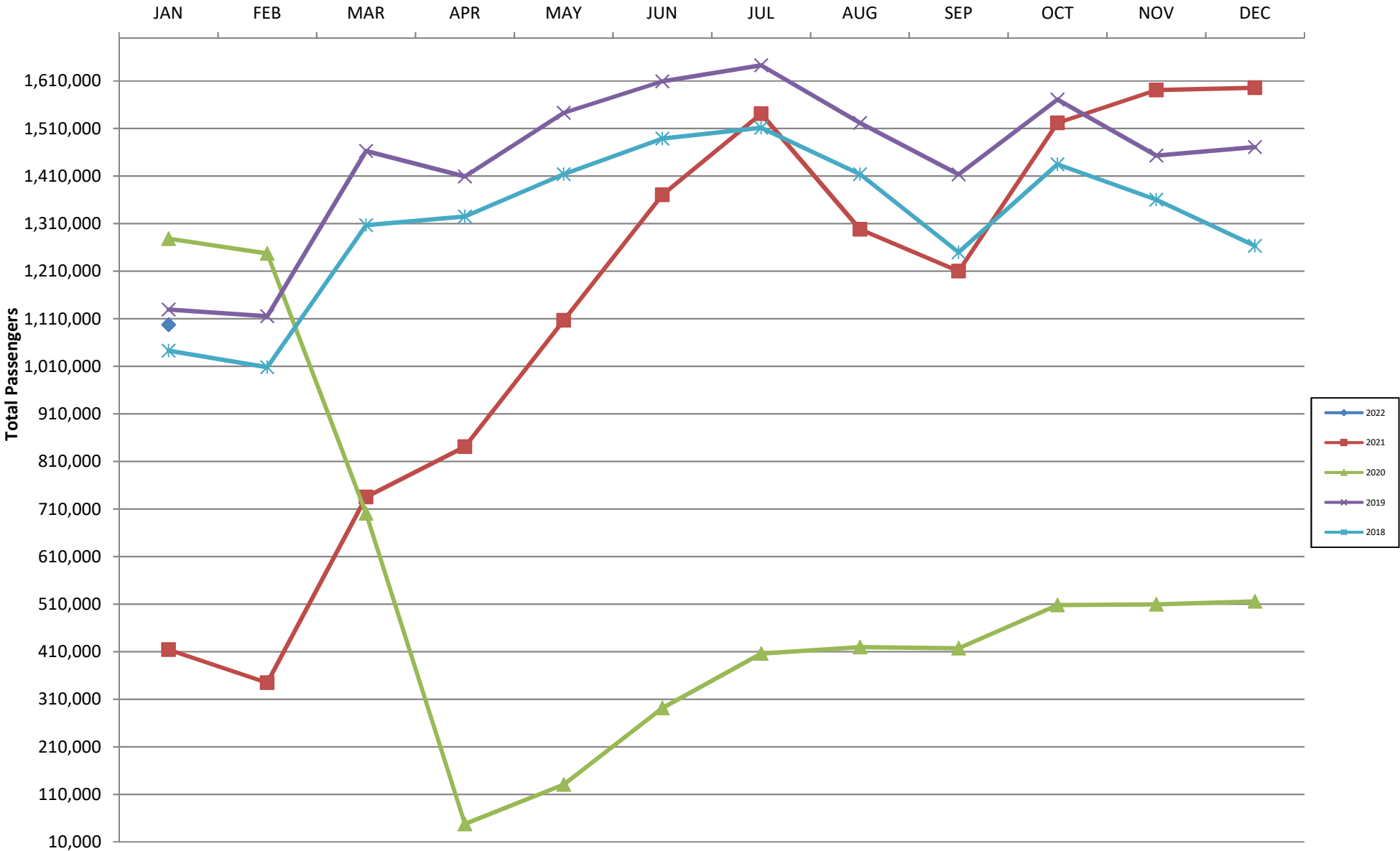
CURRENT CARGO RECORD = 40,215,518

RECORD SET = MARCH 2001

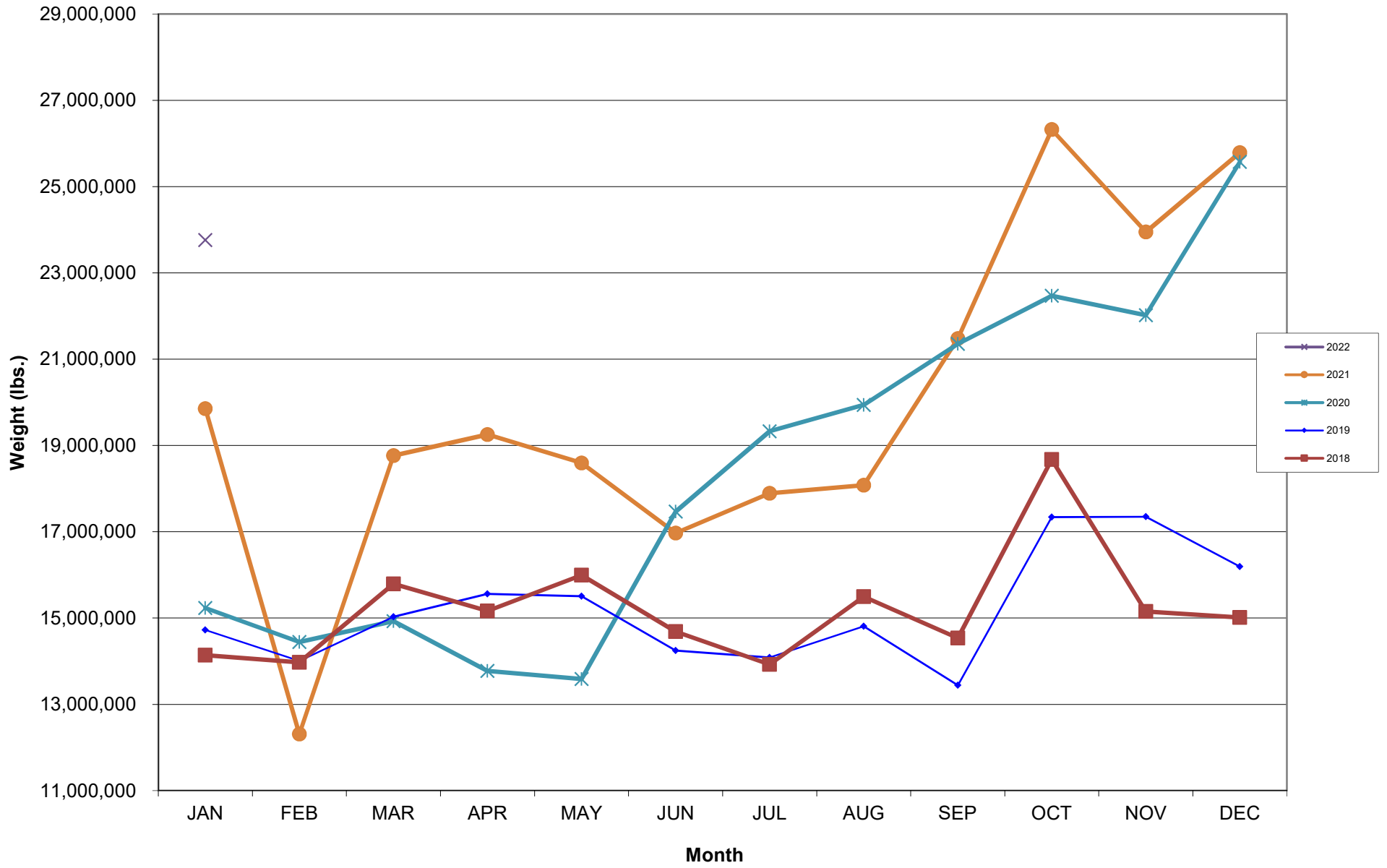
**AUS – Airline Codes**  
January 2022

| <b><u>Code</u></b> | <b><u>Carrier</u></b>                          |
|--------------------|--|
| AM                 | Aerovias de Mexico S.A. de C.V. dba Aeromexico |
| AC                 | Air Canada                                     |
| AS                 | Alaska Airlines, Inc.                          |
| G4                 | Allegiant Air, LLC                             |
| AA                 | American Airlines, Inc.                        |
| BA                 | British Airways                                |
| DL                 | Delta Air Lines                                |
| F9                 | Frontier Airlines, Inc.                        |
| HA                 | Hawaiian Airlines, Inc.                        |
| B6                 | JetBlue Airways Corp.                          |
| QR                 | Qatar Airways                                  |
| WN                 | Southwest Airlines                             |
| NK                 | Spirit Airlines, Inc.                          |
| SY                 | Sun Country Airlines                           |
| UA                 | United Airlines, Inc.                          |

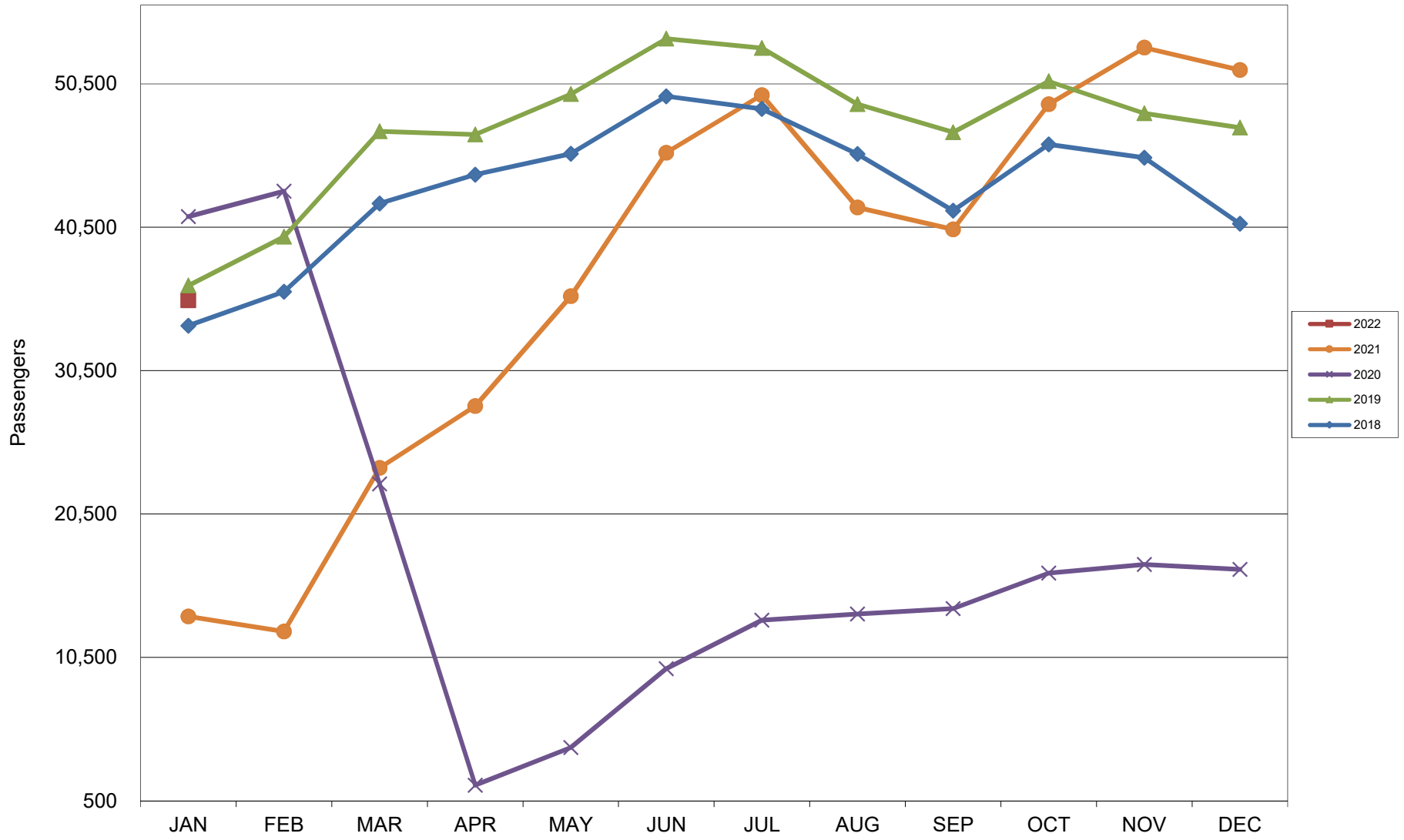
# AUS PASSENGER TRAFFIC 5 Year Trend



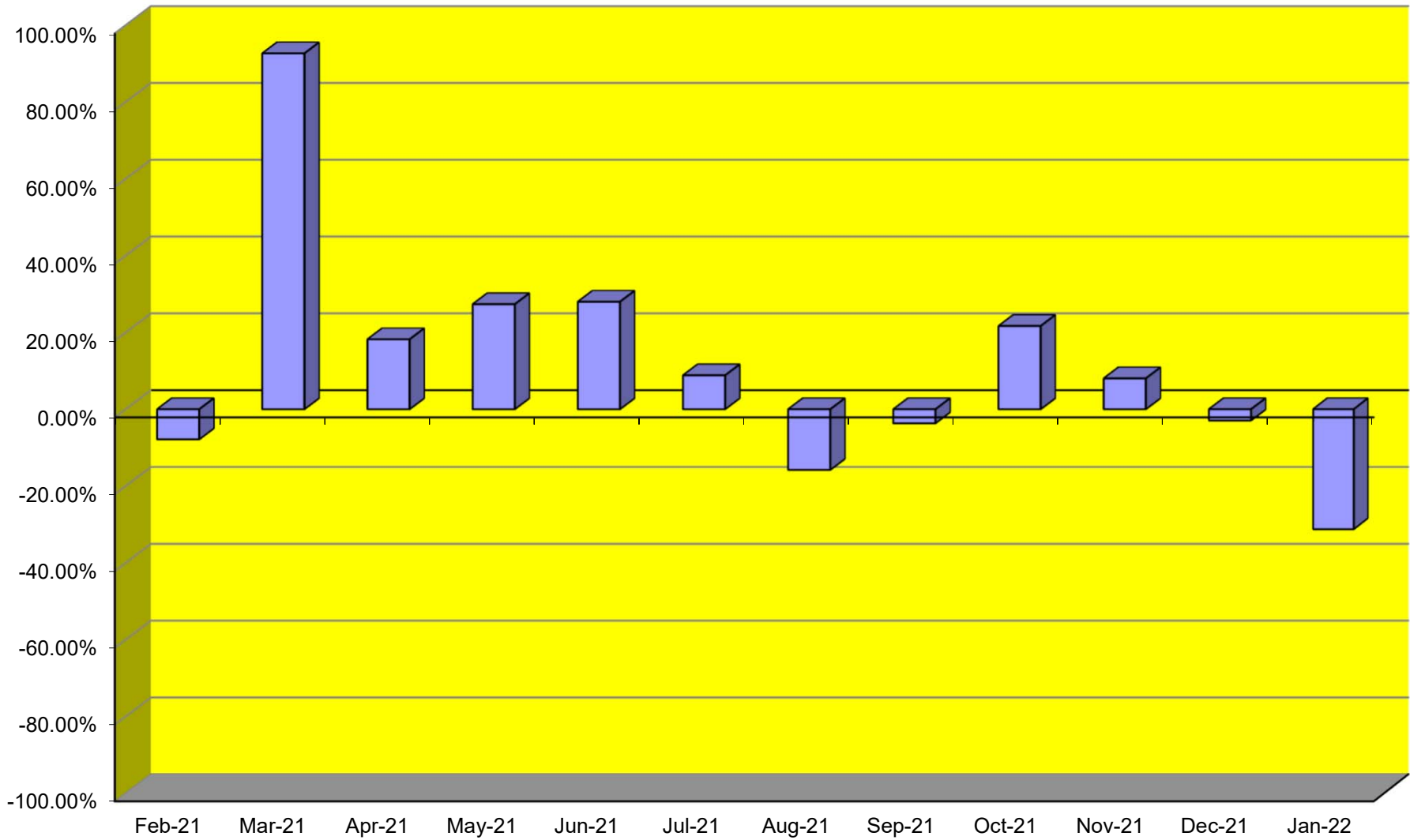
# TOTAL CARGO POUNDAGE - AUS



Average Daily Passengers

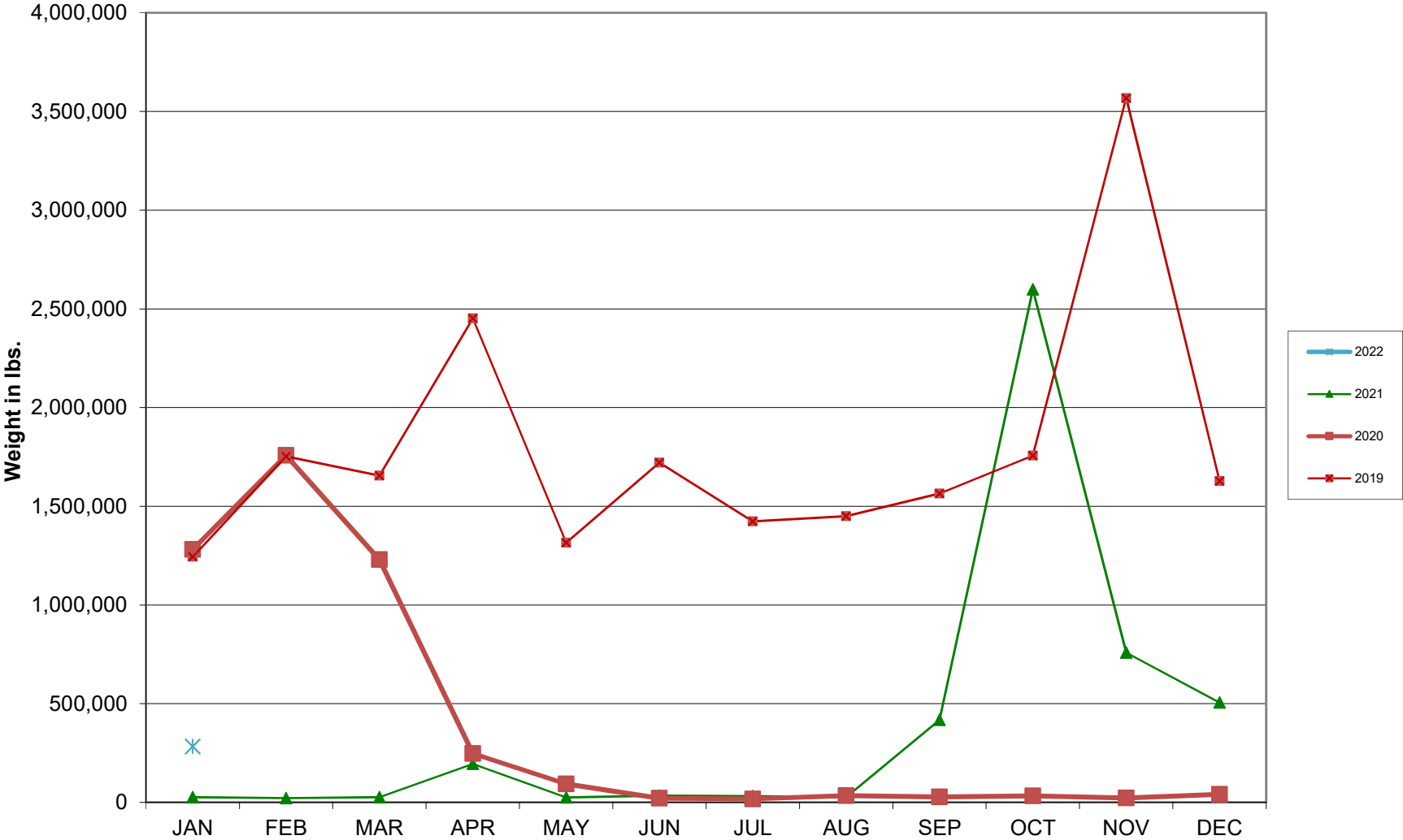


**Monthly % Change in Average Daily Passengers**

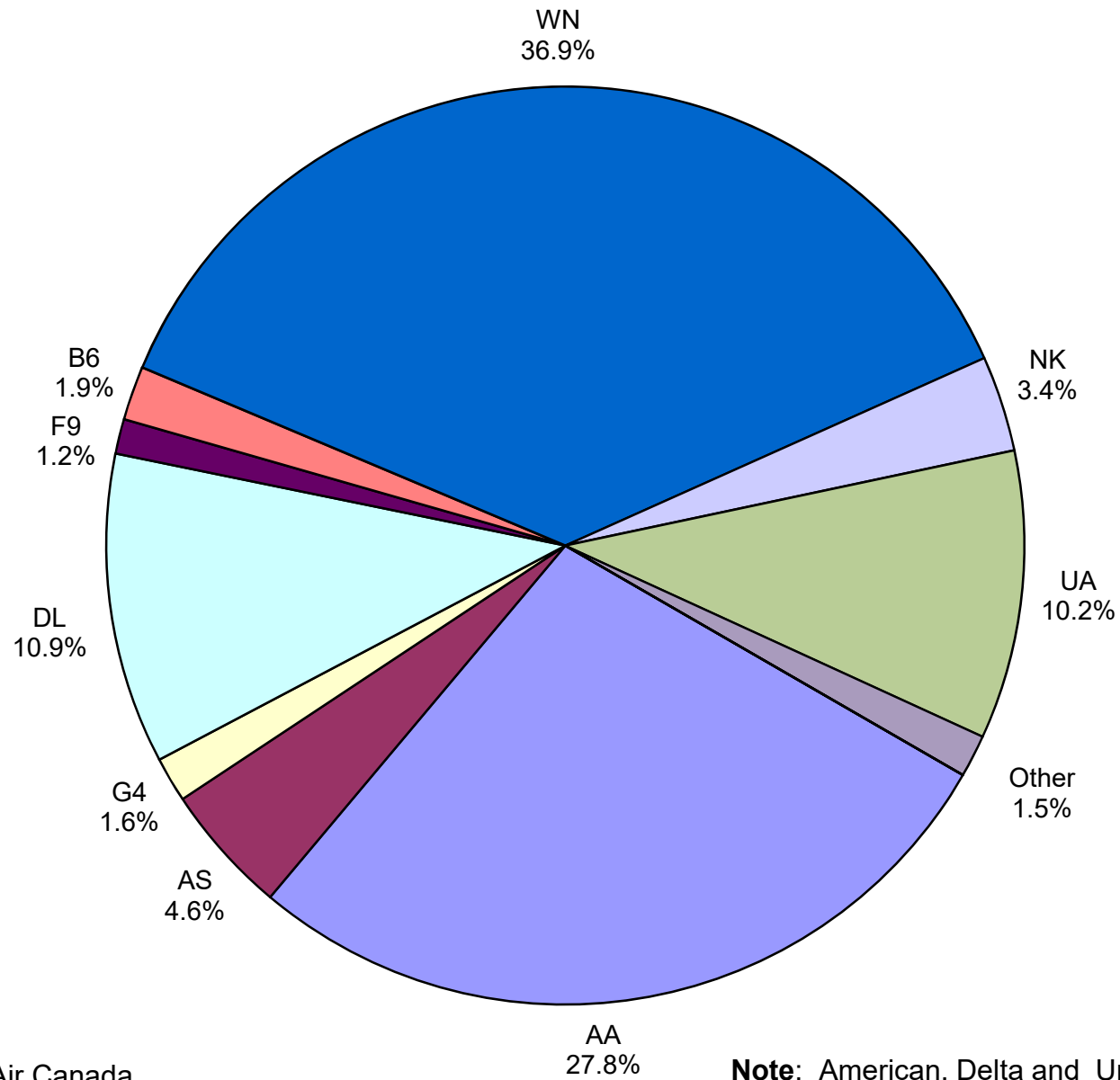




# HISTORY OF INTERNATIONAL AIR CARGO



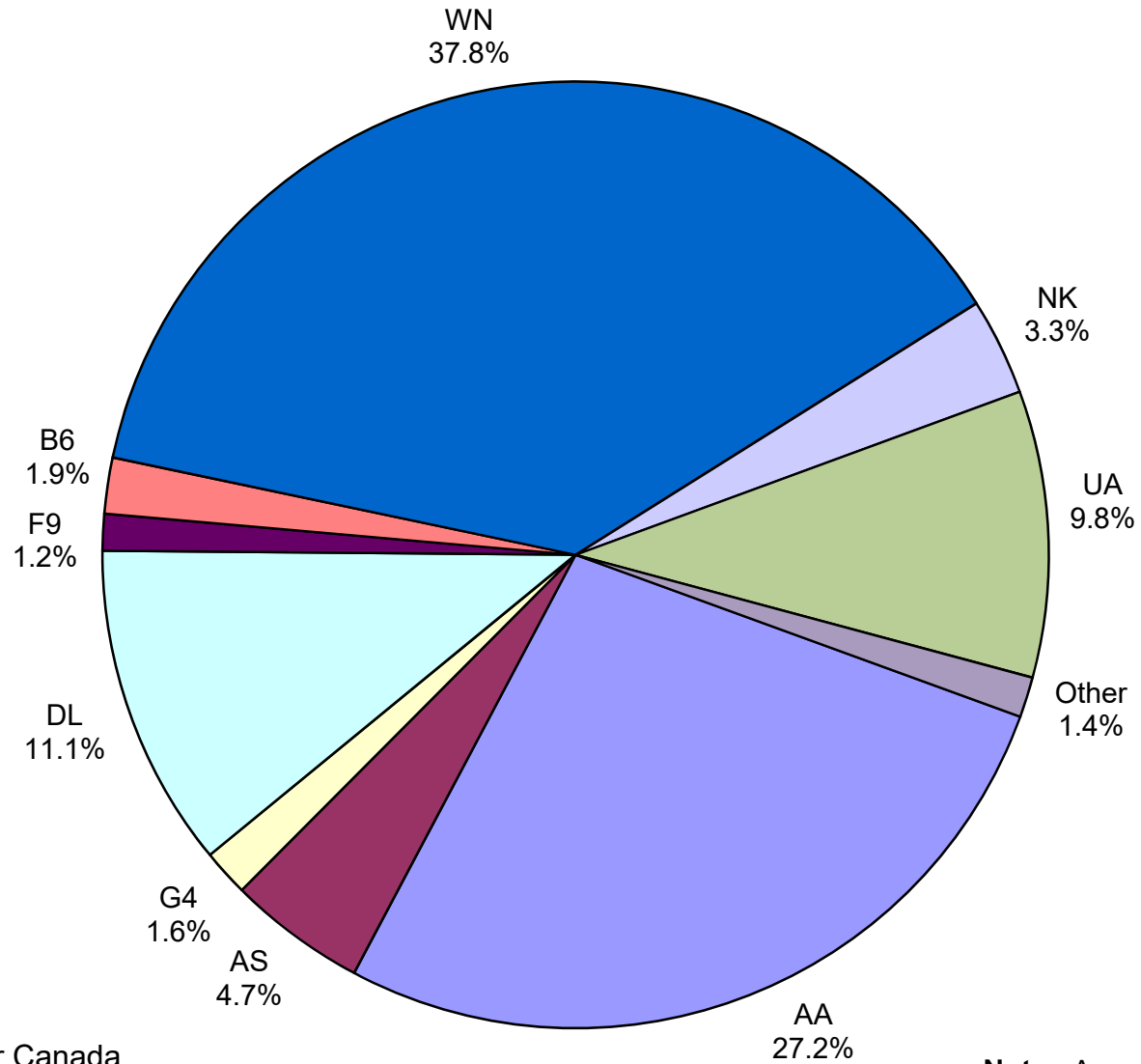
# Total Passengers January 2022



**Other:** Aeromexico, Air Canada, British Airways, Hawaiian Airlines, Inc., Qatar Airways and Sun Country Airlines

**Note:** American, Delta and United Airlines percentages include Affiliates.

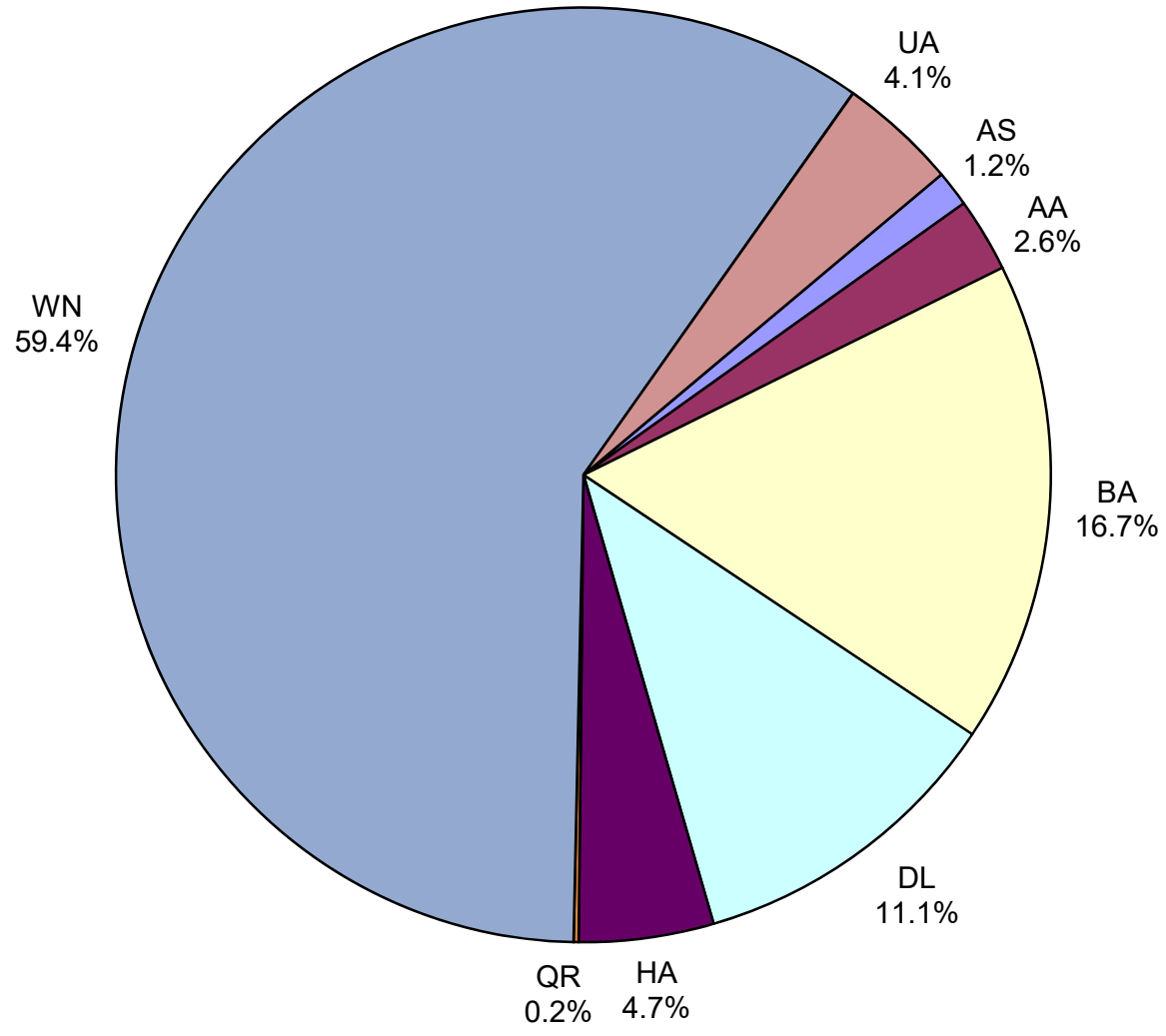
**All Passenger Carriers  
Enplaned Revenue Passengers  
January 2022**



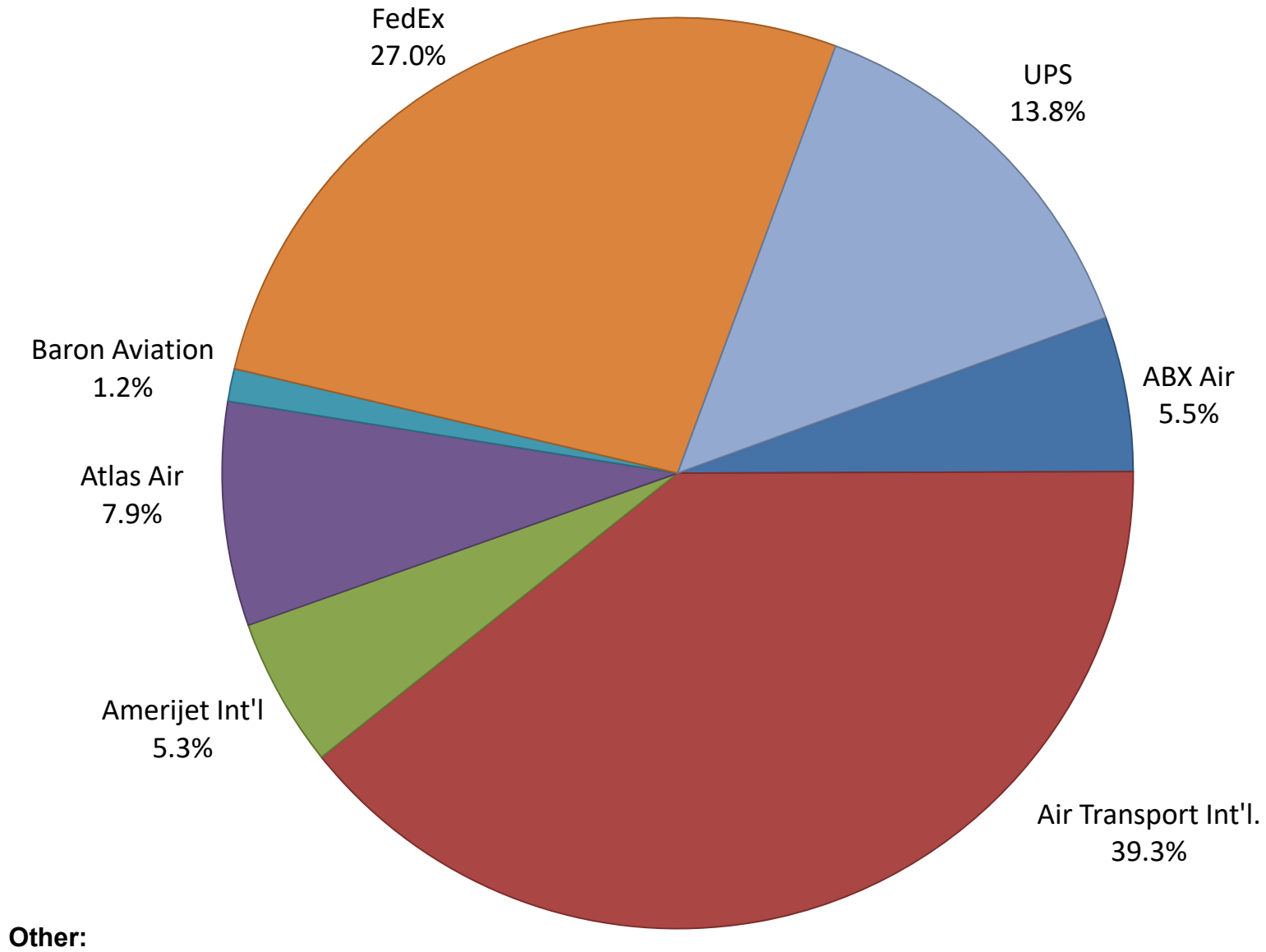
**Other:** Aeromexico, Air Canada, British Airways, Hawaiian Airlines, Inc. and Sun Country Airlines

**Note:** American, Delta and United Airlines percentages include Affiliates.

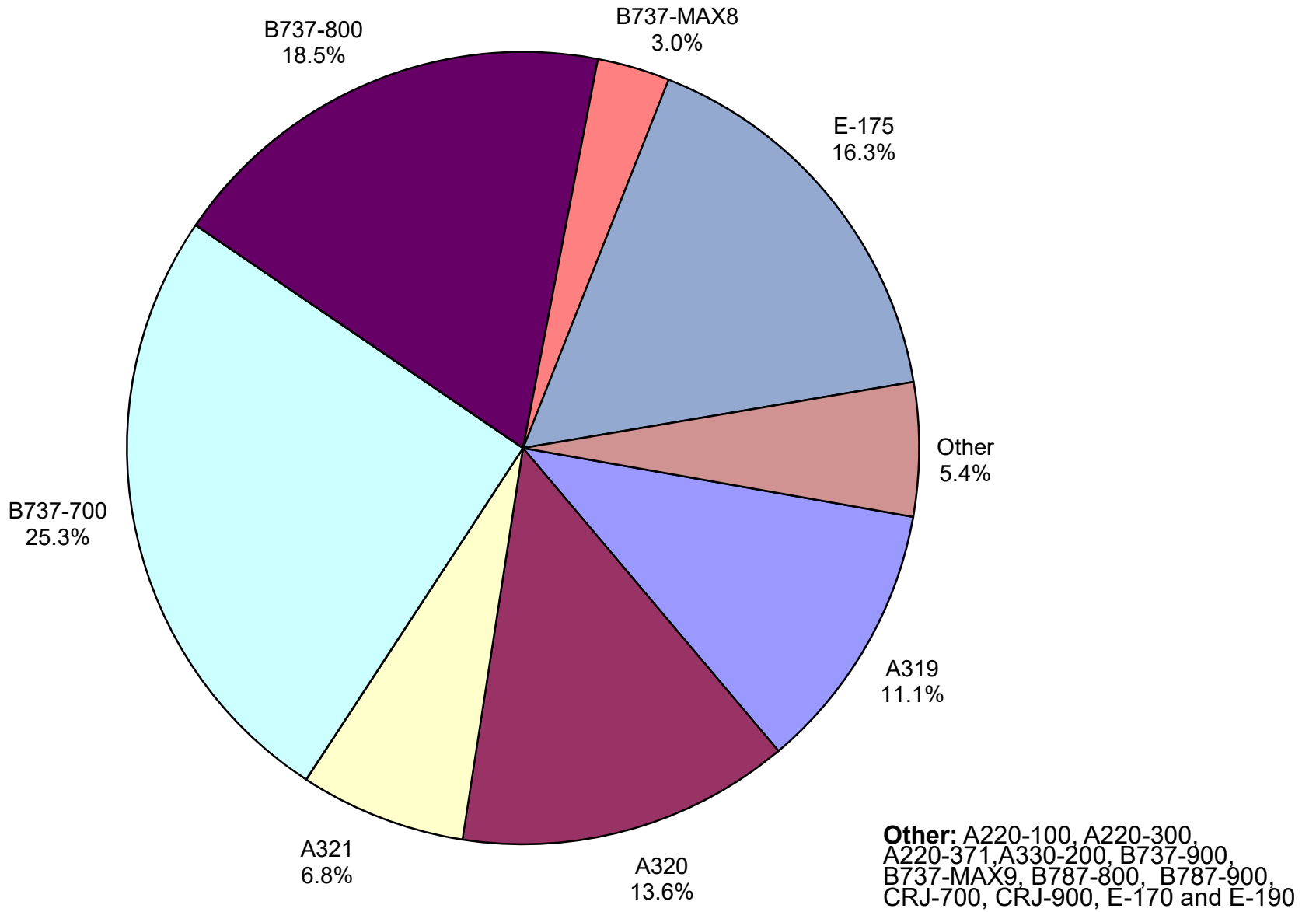
**AUS Belly Freight Market Shares  
January 2022**



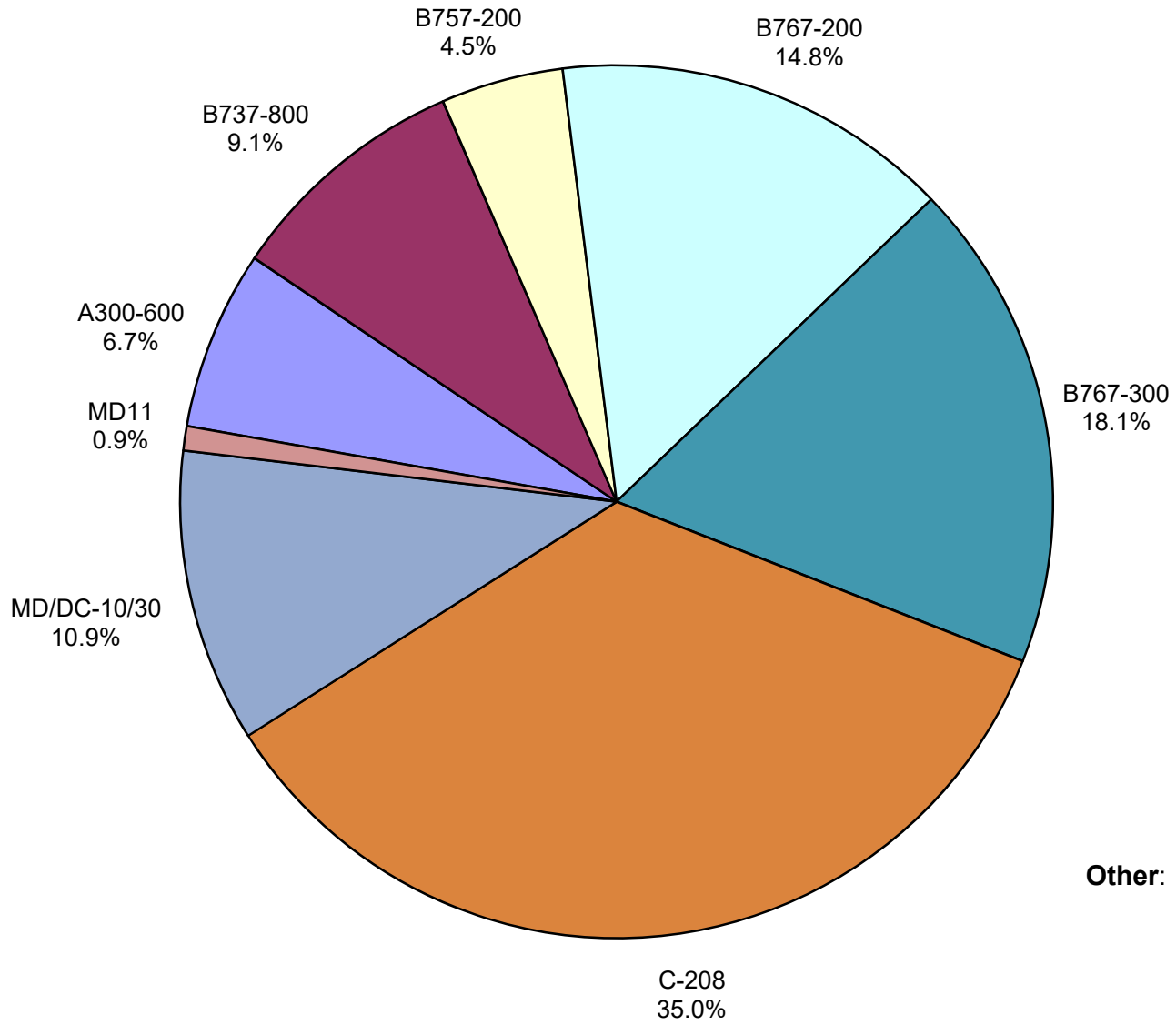
# Air Cargo Market Share January 2022



### AUS Scheduled Passenger Aircraft Fleet Mix January 2022



**AUS Scheduled Cargo Aircraft Fleet Mix  
January 2022**



# Austin-Bergstrom International Airport

## Passenger Detail Report - January, 2022

| Company                         | Period           |                |                |               | YTD              |                |                |               | 2022<br>Share | 2021<br>Share | Share Diff |
|---------------------------------|------------------|----------------|----------------|---------------|------------------|----------------|----------------|---------------|---------------|---------------|------------|
|                                 | 1/2022           | 1/2021         | Difference     | Change        | YTD 2022         | YTD 2021       | Difference     | Change        |               |               |            |
| Aerovias de Mexico S.A. de C.V. | 4,776            | 0              | 4,776          | 0.0           | 4,776            | 0              | 4,776          | 0.0           | 0.4           | 0.0           | 0.4        |
| Air Canada                      | 2,225            | 0              | 2,225          | 0.0           | 2,225            | 0              | 2,225          | 0.0           | 0.2           | 0.0           | 0.2        |
| Alaska Airlines                 | 50,193           | 14,300         | 35,893         | 251.0         | 50,193           | 14,300         | 35,893         | 251.0         | 4.6           | 3.5           | 1.1        |
| Allegiant Air                   | 17,456           | 2,140          | 15,316         | 715.7         | 17,456           | 2,140          | 15,316         | 715.7         | 1.6           | 0.5           | 1.1        |
| American Airlines               | 304,854          | 84,498         | 220,356        | 260.8         | 304,854          | 84,498         | 220,356        | 260.8         | 27.8          | 20.4          | 7.4        |
| British Airways                 | 5,214            | 0              | 5,214          | 0.0           | 5,214            | 0              | 5,214          | 0.0           | 0.5           | 0.0           | 0.5        |
| Delta Air Lines                 | 120,049          | 54,329         | 65,720         | 121.0         | 120,049          | 54,329         | 65,720         | 121.0         | 10.9          | 13.1          | -2.2       |
| Frontier Airlines               | 13,459           | 13,361         | 98             | 0.7           | 13,459           | 13,361         | 98             | 0.7           | 1.2           | 3.2           | -2.0       |
| Hawaiian Airlines Inc           | 3,549            | 0              | 3,549          | 0.0           | 3,549            | 0              | 3,549          | 0.0           | 0.3           | 0.0           | 0.3        |
| JetBlue Airways                 | 20,908           | 17,228         | 3,680          | 21.4          | 20,908           | 17,228         | 3,680          | 21.4          | 1.9           | 4.2           | -2.3       |
| Qatar Airways                   | 285              | 0              | 285            | 0.0           | 285              | 0              | 285            | 0.0           | 0.0           | 0.0           | 0.0        |
| Southwest Airlines              | 405,525          | 136,646        | 268,879        | 196.8         | 405,525          | 136,646        | 268,879        | 196.8         | 37.0          | 33.0          | 4.0        |
| Spirit Airlines                 | 37,041           | 25,214         | 11,827         | 46.9          | 37,041           | 25,214         | 11,827         | 46.9          | 3.4           | 6.1           | -2.7       |
| Sun Country Airlines            | 364              | 0              | 364            | 0.0           | 364              | 0              | 364            | 0.0           | 0.0           | 0.0           | 0.0        |
| Swift Air                       | 0                | 297            | -297           | -100.0        | 0                | 297            | -297           | -100.0        | 0.0           | 0.1           | -0.1       |
| United Airlines                 | 111,544          | 66,104         | 45,440         | 68.7          | 111,544          | 66,104         | 45,440         | 68.7          | 10.2          | 16.0          | -5.8       |
| <b>Report Totals</b>            | <b>1,097,442</b> | <b>414,117</b> | <b>683,325</b> | <b>165.0%</b> | <b>1,097,442</b> | <b>414,117</b> | <b>683,325</b> | <b>165.0%</b> | <b>100.0%</b> | <b>100.1%</b> |            |

### Statistics Included in Report

Domestic Passengers: Enplaned Revenue, Deplaned Revenue, Enplaned Non-Revenue, Deplaned Non-Revenue

International Passengers: Enplaned Revenue, Deplaned Revenue, Enplaned Non-Revenue, Deplaned Non-Revenue

International Pre-Cleared Passengers: Enplaned Revenue, Deplaned Revenue, Enplaned Non-Revenue, Deplaned Non-Revenue

South Terminal Domestic Passengers: Enplaned Revenue, Deplaned Revenue, Enplaned Non-Revenue, Deplaned Non-Revenue



# Austin-Bergstrom International Airport

## Summary Landings Report

### Landing Type: Total

| Month                             | 2022  |             | 2021   |               | 2020   |               | % Change 2022- 2021 |          | % Change 2021- 2020 |         |
|-----------------------------------|-------|-------------|--------|---------------|--------|---------------|---------------------|----------|---------------------|---------|
|                                   | Count | Weight      | Count  | Weight        | Count  | Weight        | Count               | Weight   | Count               | Weight  |
| January                           | 7,165 | 954,121,312 | 2,839  | 399,216,719   | 5,762  | 812,175,948   | 152.38%             | 139.00%  | -50.73%             | -50.85% |
| February                          | 0     | 0           | 2,194  | 303,710,832   | 5,382  | 764,833,023   | -100.00%            | -100.00% | -59.23%             | -60.29% |
| March                             | 0     | 0           | 4,076  | 547,982,160   | 5,278  | 742,099,772   | -100.00%            | -100.00% | -22.77%             | -26.16% |
| April                             | 0     | 0           | 4,345  | 589,843,731   | 1,884  | 264,508,162   | -100.00%            | -100.00% | 130.63%             | 123.00% |
| May                               | 0     | 0           | 5,035  | 685,565,245   | 1,608  | 223,266,578   | -100.00%            | -100.00% | 213.12%             | 207.06% |
| June                              | 0     | 0           | 5,854  | 791,280,681   | 2,119  | 293,669,395   | -100.00%            | -100.00% | 176.26%             | 169.45% |
| July                              | 0     | 0           | 6,479  | 867,075,858   | 3,401  | 458,639,882   | -100.00%            | -100.00% | 90.50%              | 89.05%  |
| August                            | 0     | 0           | 6,460  | 863,918,499   | 3,390  | 473,872,571   | -100.00%            | -100.00% | 90.56%              | 82.31%  |
| September                         | 0     | 0           | 6,484  | 867,079,407   | 2,791  | 378,925,681   | -100.00%            | -100.00% | 132.32%             | 128.83% |
| October                           | 0     | 0           | 7,217  | 974,810,356   | 2,972  | 409,225,230   | -100.00%            | -100.00% | 142.83%             | 138.21% |
| November                          | 0     | 0           | 7,458  | 996,858,191   | 3,157  | 438,563,290   | -100.00%            | -100.00% | 136.24%             | 127.30% |
| December                          | 0     | 0           | 7,505  | 1,006,798,245 | 3,126  | 431,926,302   | -100.00%            | -100.00% | 140.08%             | 133.09% |
| <b>Totals For Selected Period</b> | 7,165 | 954,121,312 | 2,839  | 399,216,719   | 5,762  | 812,175,948   | 152.38%             | 139.00%  | -50.73%             | -50.85% |
| <b>Yearly Totals</b>              | 7,165 | 954,121,312 | 65,946 | 8,894,139,924 | 40,870 | 5,691,705,834 | -89.14%             | -89.27%  | 61.36%              | 56.26%  |