

LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT
For the Period Ending October 31, 2017

Enplaned Passengers by Airline

| | Month Oct-17 | Month Oct-16 | % Change | Year-to-Date 2017 | Year-to-Date 2016 | % Change | Market Share | |
|----------------------------------|-----------------|-----------------|--------------|----------------------|----------------------|--------------|--------------|--------------|
| | | | | | | | 2017 | 2016 |
| Domestic Scheduled | | | | | | | | |
| Alaska Airlines | 4,633 | 4,794 | -3.4% | 46,898 | 45,332 | 3.5% | 0.9% | 1.0% |
| Virgin America | 3,200 | 0 | 100.0% | 4,003 | 0 | 100.0% | 0.1% | 0.0% |
| Alaska System Total | 7,833 | 4,794 | 63.4% | 50,901 | 45,332 | 12.3% | 1.0% | 1.0% |
| Allegiant Air | 7,491 | 6,242 | 20.0% | 72,404 | 53,607 | 35.1% | 1.5% | 1.2% |
| American Airlines | 74,742 | 56,366 | 32.6% | 660,870 | 535,752 | 23.4% | 13.4% | 11.6% |
| American Express Carriers | 9,454 | 26,333 | -64.1% | 135,155 | 229,686 | -41.2% | 2.7% | 5.0% |
| American System Total | 84,196 | 82,699 | 1.8% | 796,025 | 765,438 | 4.0% | 16.1% | 16.6% |
| Branson AirExpress | 0 | 0 | 0.0% | 0 | 663 | -100.0% | 0.0% | 0.0% |
| Delta Air Lines | 81,398 | 81,350 | 0.1% | 812,356 | 780,080 | 4.1% | 16.5% | 16.9% |
| Delta Express Carriers | 9,178 | 11,755 | -21.9% | 62,180 | 86,675 | -28.3% | 1.3% | 1.9% |
| Delta System Total | 90,576 | 93,105 | -2.7% | 874,536 | 866,755 | 0.9% | 17.7% | 18.8% |
| Frontier | 17,534 | 6,715 | 161.1% | 97,825 | 61,576 | 58.9% | 2.0% | 1.3% |
| GLO Airlines | 0 | 1,878 | -100.0% | 8,638 | 12,693 | -31.9% | 0.2% | 0.3% |
| JetBlue | 14,183 | 17,854 | -20.6% | 158,799 | 127,180 | 24.9% | 3.2% | 2.8% |
| Southwest | 192,141 | 176,694 | 8.7% | 1,810,719 | 1,715,190 | 5.6% | 36.7% | 37.1% |
| Spirit | 40,615 | 30,138 | 34.8% | 331,347 | 267,973 | 23.6% | 6.7% | 5.8% |
| United Airlines | 57,415 | 71,551 | -19.8% | 549,966 | 531,355 | 3.5% | 11.1% | 11.5% |
| United Express Carriers | 12,022 | 6,585 | 82.6% | 106,319 | 127,372 | -16.5% | 2.2% | 2.8% |
| United System Total | 69,437 | 78,136 | -11.1% | 656,285 | 658,727 | -0.4% | 13.3% | 14.3% |
| Total Domestic Scheduled | 524,006 | 498,255 | 5.2% | 4,857,479 | 4,575,134 | 6.2% | 98.4% | 99.0% |
| International Scheduled | | | | | | | | |
| Air Canada | 1,926 | 2,249 | -14.4% | 24,800 | 19,678 | 26.0% | 0.5% | 0.4% |
| British Airways | 3,022 | 0 | 100.0% | 20,536 | 0 | 100.0% | 0.4% | 0.0% |
| Choice Aire | 0 | 0 | 0.0% | 467 | 0 | 100.0% | 0.0% | 0.0% |
| Condor | 200 | 0 | 100.0% | 7,894 | 0 | 100.0% | 0.2% | 0.0% |
| COPA | 1,192 | 1,200 | -0.7% | 13,524 | 13,586 | -0.5% | 0.3% | 0.3% |
| Delta Air Lines | 0 | 0 | 0.0% | 3,256 | 2,559 | 27.2% | 0.1% | 0.1% |
| Southwest | 0 | 0 | 0.0% | 0 | 30 | -100.0% | 0.0% | 0.0% |
| Sunwing Airlines | 0 | 0 | 0.0% | 3,550 | 3,359 | 5.7% | 0.1% | 0.1% |
| Total Int'l Scheduled | 6,340 | 3,449 | 83.8% | 74,027 | 39,212 | 88.8% | 1.5% | 0.8% |
| Charter | | | | | | | | |
| Domestic | 861 | 834 | 3.2% | 4,121 | 3,629 | 13.6% | 0.1% | 0.1% |
| International | 150 | 213 | -29.6% | 1,602 | 1,184 | 35.3% | 0.0% | 0.0% |
| Total Charter | 1,011 | 1,047 | -3.4% | 5,723 | 4,813 | 18.9% | 0.1% | 0.1% |
| Total Enplaned Passengers | 531,357 | 502,751 | 5.7% | 4,937,229 | 4,619,159 | 6.9% | | |

LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT
For the Period Ending October 31, 2017

Deplaned Passengers by Airline

| | Month Oct-17 | Month Oct-16 | % Change | Year-to-Date 2017 | Year-to-Date 2016 | % Change | Market Share | |
|----------------------------------|-----------------|-----------------|---------------|----------------------|----------------------|---------------|--------------|--------------|
| | | | | | | | 2017 | 2016 |
| Domestic Scheduled | | | | | | | | |
| Alaska Airlines | 5,029 | 5,344 | -5.9% | 49,095 | 49,790 | -1.4% | 1.0% | 1.1% |
| Virgin America | 3,205 | 0 | 100.0% | 4,244 | 0 | 100.0% | 0.1% | 0.0% |
| Alaska System Total | 8,234 | 5,344 | 54.1% | 53,339 | 49,790 | 7.1% | 1.1% | 1.1% |
| Allegiant Air | 7,562 | 5,984 | 26.4% | 72,379 | 53,702 | 34.8% | 1.5% | 1.2% |
| American Airlines | 77,315 | 57,146 | 35.3% | 653,135 | 524,809 | 24.5% | 13.2% | 11.4% |
| American Express Carriers | 9,993 | 26,625 | -62.5% | 135,676 | 231,268 | -41.3% | 2.7% | 5.0% |
| American System Total | 87,308 | 83,771 | 4.2% | 788,811 | 756,077 | 4.3% | 15.9% | 16.4% |
| Branson AirExpress | 0 | 0 | 0.0% | 0 | 654 | -100.0% | 0.0% | 0.0% |
| Delta Air Lines | 84,851 | 84,272 | 0.7% | 820,383 | 774,953 | 5.9% | 16.6% | 16.8% |
| Delta Express Carriers | 9,859 | 12,003 | -17.9% | 66,103 | 90,863 | -27.2% | 1.3% | 2.0% |
| Delta System Total | 94,710 | 96,275 | -1.6% | 886,486 | 865,816 | 2.4% | 17.9% | 18.7% |
| Frontier | 18,110 | 6,477 | 179.6% | 98,195 | 61,610 | 59.4% | 2.0% | 1.3% |
| GLO Airlines | 0 | 1,859 | -100.0% | 8,852 | 12,917 | -31.5% | 0.2% | 0.3% |
| JetBlue | 17,550 | 17,404 | 0.8% | 159,514 | 124,452 | 28.2% | 3.2% | 2.7% |
| Southwest | 193,928 | 179,962 | 7.8% | 1,808,430 | 1,714,409 | 5.5% | 36.5% | 37.1% |
| Spirit | 42,109 | 30,644 | 37.4% | 332,749 | 267,932 | 24.2% | 6.7% | 5.8% |
| United Airlines | 60,798 | 75,568 | -19.5% | 554,518 | 545,659 | 1.6% | 11.2% | 11.8% |
| United Express Carriers | 11,885 | 6,577 | 80.7% | 107,198 | 125,969 | -14.9% | 2.2% | 2.7% |
| United System Total | 72,683 | 82,145 | -11.5% | 661,716 | 671,628 | -1.5% | 13.4% | 14.5% |
| Total Domestic Scheduled | 542,194 | 509,865 | 6.3% | 4,870,471 | 4,578,987 | 6.4% | 98.3% | 99.1% |
| International Scheduled | | | | | | | | |
| Air Canada | 2,020 | 2,019 | 0.0% | 24,448 | 18,090 | 35.1% | 0.5% | 0.4% |
| British Airways | 3,480 | 0 | 100.0% | 21,322 | 0 | 100.0% | 0.4% | 0.0% |
| Choice Aire | 0 | 0 | 0.0% | 790 | 0 | 100.0% | 0.0% | 0.0% |
| Condor | 416 | 0 | 100.0% | 8,221 | 0 | 100.0% | 0.2% | 0.0% |
| COPA | 1,281 | 1,230 | 4.1% | 13,590 | 13,119 | 3.6% | 0.3% | 0.3% |
| Delta Air Lines | 0 | 0 | 0.0% | 3,594 | 2,752 | 30.6% | 0.1% | 0.1% |
| Southwest | 0 | 0 | 0.0% | 0 | 32 | -100.0% | 0.0% | 0.0% |
| Sunwing Airlines | 0 | 0 | 0.0% | 3,501 | 3,197 | 9.5% | 0.1% | 0.1% |
| Total Int'l Scheduled | 7,197 | 3,249 | 121.5% | 75,466 | 37,190 | 102.9% | 1.5% | 0.8% |
| Charter | | | | | | | | |
| Domestic | 909 | 793 | 14.6% | 3,957 | 3,098 | 27.7% | 0.1% | 0.1% |
| International | 374 | 218 | 71.6% | 2,436 | 1,254 | 94.3% | 0.0% | 0.0% |
| Total Charter | 1,283 | 1,011 | 26.9% | 6,393 | 4,352 | 46.9% | 0.1% | 0.1% |
| Total Deplaned Passengers | 550,674 | 514,125 | 7.1% | 4,952,330 | 4,620,529 | 7.2% | | |

LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT
For the Period Ending October 31, 2017

Freight and Mail Activity (Enplaned & Deplaned Combined)

| | Month Oct-17 | Month Oct-16 | % Change | Year-to-Date 2017 | Year-to-Date 2016 | % Change | Market Share | |
|---|------------------|------------------|-----------------|----------------------|----------------------|----------------|--------------|--------------|
| | | | | | | | 2017 | 2016 |
| Domestic Freight & Mail | | | | | | | | |
| Alaska Airlines | 14,004 | 21,370 | -34.5% | 220,288 | 113,054 | 94.9% | 0.2% | 0.1% |
| American Airlines | 33,970 | 31,674 | 7.2% | 302,438 | 340,732 | -11.2% | 0.3% | 0.4% |
| American Express Carriers | 0 | 87 | -100.0% | 38,374 | 2,746 | 1297.5% | 0.0% | 0.0% |
| Delta Air Lines | 162,826 | 177,618 | -8.3% | 1,835,469 | 1,582,516 | 16.0% | 2.0% | 1.8% |
| Delta Express Carriers | 2,762 | 2,842 | -2.8% | 26,446 | 30,964 | -14.6% | 0.0% | 0.0% |
| Frontier | 0 | 0 | 0.0% | 90 | 0 | 100.0% | 0.0% | 0.0% |
| Southwest Airlines | 448,918 | 504,101 | -10.9% | 5,646,979 | 6,024,349 | -6.3% | 6.0% | 6.8% |
| United Airlines | 246,286 | 291,610 | -15.5% | 2,087,220 | 2,355,920 | -11.4% | 2.2% | 2.6% |
| Atlantic Aviation | 0 | 0 | 0.0% | 30,000 | 40,800 | -26.5% | 0.0% | 0.0% |
| DHL | 591,628 | 195,280 | 203.0% | 2,287,499 | 1,600,978 | 42.9% | 2.4% | 1.8% |
| Federal Express | 6,577,591 | 6,626,707 | -0.7% | 64,440,511 | 62,747,046 | 2.7% | 68.5% | 70.5% |
| UPS | 1,599,899 | 1,429,214 | 11.9% | 15,086,120 | 14,070,427 | 7.2% | 16.0% | 15.8% |
| Total Domestic | 9,677,884 | 9,280,503 | 4.3% | 92,001,434 | 88,909,532 | 3.5% | 97.9% | 99.9% |
| International Freight & Mail | | | | | | | | |
| British Airways | 317,471 | 0 | 100.0% | 1,934,271 | 0 | 100.0% | 2.1% | 0.0% |
| Choice Aire | 0 | 0 | 0.0% | 0 | 0 | 0.0% | 0.0% | 0.0% |
| Condor | 0 | 0 | 0.0% | 0 | 0 | 0.0% | 0.0% | 0.0% |
| COPA | 0 | 663 | -100.0% | 0 | 6,070 | -100.0% | 0.0% | 0.0% |
| Atlantic | 0 | 0 | 0.0% | 7,200 | 0 | 100.0% | 0.0% | 0.0% |
| Federal Express | 0 | 0 | 0.0% | 34,270 | 19,226 | 78.2% | 0.0% | 0.0% |
| UPS | 2,160 | 725 | 197.9% | 43,641 | 28,136 | 55.1% | 0.0% | 0.0% |
| Total International | 319,631 | 1,388 | 22928.2% | 2,019,382 | 53,432 | 3679.3% | 2.1% | 0.1% |
| Total Freight and Mail | 9,997,515 | 9,281,891 | 7.7% | 94,020,816 | 88,962,964 | 5.7% | | |
| Total in Metric Tones | 4,533.87 | 4,209.34 | | 42,638.44 | 40,344.70 | | | |

Summary of Air Freight and Mail (lbs.)

| Domestic Enplaned | 3,637,475 | 3,546,857 | 2.6% | 36,546,634 | 36,212,193 | 0.9% | 38.9% | 40.7% |
|------------------------|------------------|------------------|-------------|-------------------|-------------------|-------------|-------|-------|
| Domestic Deplaned | 6,040,409 | 5,733,646 | 5.4% | 55,454,800 | 52,697,339 | 5.2% | 59.0% | 59.2% |
| International Enplaned | 2,160 | 971 | 122.5% | 90,722 | 37,291 | 143.3% | 0.1% | 0.0% |
| International Deplaned | 317,471 | 417 | 76032.1% | 1,928,660 | 16,141 | 11848.8% | 2.1% | 0.0% |
| Total | 9,997,515 | 9,281,891 | 7.7% | 94,020,816 | 88,962,964 | 5.7% | | |

Note: All freight and express on international waybills is reported as International even if on domestic flights.

LOUIS ARMSTRONG NEW ORLEANS INTERNATIONAL AIRPORT
For the Period Ending October 31, 2017

Summary of Passenger Statistics

| | Month Oct-17 | Month Oct-16 | % Change | Year-to-Date 2017 | Year-to-Date 2016 | % Change | Market Share | |
|----------------------------|------------------|------------------|-------------|----------------------|----------------------|-------------|--------------|-------|
| | | | | | | | 2017 | 2016 |
| Enplaned Passengers | | | | | | | | |
| Domestic Scheduled | 524,006 | 498,255 | 5.2% | 4,857,479 | 4,575,134 | 6.2% | 49.1% | 49.5% |
| Domestic Charter | 861 | 834 | 3.2% | 4,121 | 3,629 | 13.6% | 0.0% | 0.0% |
| International Scheduled | 6,340 | 3,449 | 83.8% | 74,027 | 39,212 | 88.8% | 0.7% | 0.4% |
| International Charter | 150 | 213 | -29.6% | 1,602 | 1,184 | 35.3% | 0.0% | 0.0% |
| Deplaned Passengers | | | | | | | | |
| Domestic Scheduled | 542,194 | 509,865 | 6.3% | 4,870,471 | 4,578,987 | 6.4% | 49.2% | 49.6% |
| Domestic Charter | 909 | 793 | 14.6% | 3,957 | 3,098 | 27.7% | 0.0% | 0.0% |
| International Scheduled | 7,197 | 3,249 | 121.5% | 75,466 | 37,190 | 102.9% | 0.8% | 0.4% |
| International Charter | 374 | 218 | 71.6% | 2,436 | 1,254 | 94.3% | 0.0% | 0.0% |
| Total Passengers | | | | | | | | |
| Domestic Scheduled | 1,066,200 | 1,008,120 | 5.8% | 9,727,950 | 9,154,121 | 6.3% | 98.4% | 99.1% |
| Domestic Charter | 1,770 | 1,627 | 8.8% | 8,078 | 6,727 | 20.1% | 0.1% | 0.1% |
| International Scheduled | 13,537 | 6,698 | 102.1% | 149,493 | 76,402 | 95.7% | 1.5% | 0.8% |
| International Charter | 524 | 431 | 21.6% | 4,038 | 2,438 | 65.6% | 0.0% | 0.0% |
| Total | 1,082,031 | 1,016,876 | 6.4% | 9,889,559 | 9,239,688 | 7.0% | | |

| | Month Oct-17 | Month Oct-16 | % Change | Year-to-Date 2017 | Year-to-Date 2016 | % Change | % of Total Passengers | |
|---------------------------|-----------------|-----------------|-------------|----------------------|----------------------|-------------|-----------------------|-------|
| | | | | | | | 2017 | 2016 |
| Total Enplaned Passengers | 531,357 | 502,751 | 5.7% | 4,937,229 | 4,619,159 | 6.9% | 49.9% | 50.0% |
| Total Deplaned Passengers | 550,674 | 514,125 | 7.1% | 4,952,330 | 4,620,529 | 7.2% | 50.1% | 50.0% |

Aircraft Operations

| | Month Oct-17 | Month Oct-16 | % Change | Year-to-Date 2017 | Year-to-Date 2016 | % Change | Market Share | |
|-----------------------------|-----------------|-----------------|-------------|----------------------|----------------------|-------------|--------------|-------|
| | | | | | | | 2017 | 2016 |
| Arrival Operations | | | | | | | | |
| Domestic Scheduled | 4,603 | 4,580 | 0.5% | 44,441 | 44,503 | -0.1% | 95.5% | 96.3% |
| Int'l Scheduled | 69 | 50 | 38.0% | 816 | 549 | 48.6% | 1.8% | 1.2% |
| Domestic Charter | 17 | 21 | -19.0% | 111 | 107 | 3.7% | 0.2% | 0.2% |
| Int'l Charter | 4 | 6 | -33.3% | 27 | 27 | 0.0% | 0.1% | 0.1% |
| All Cargo | 125 | 107 | 16.8% | 1,160 | 1,005 | 15.4% | 2.5% | 2.2% |
| Total | 4,818 | 4,764 | 1.1% | 46,555 | 46,191 | 0.8% | | |
| Departure Operations | | | | | | | | |
| Domestic Scheduled | 4,605 | 4,584 | 0.5% | 44,449 | 44,520 | -0.2% | 95.5% | 96.4% |
| Int'l Scheduled | 68 | 50 | 36.0% | 816 | 552 | 47.8% | 1.8% | 1.2% |
| Domestic Charter | 14 | 17 | -17.6% | 97 | 100 | -3.0% | 0.2% | 0.2% |
| Int'l Charter | 4 | 6 | -33.3% | 29 | 25 | 16.0% | 0.1% | 0.1% |
| All Cargo | 125 | 107 | 16.8% | 1,160 | 1,005 | 15.4% | 2.5% | 2.2% |
| Total | 4,816 | 4,764 | 1.1% | 46,551 | 46,202 | 0.8% | | |

