|  | March <br> $\underline{\mathbf{2 0 2 2}}$ | March <br> $\underline{\mathbf{2 0 2 3}}$ | Difference <br> $\underline{\mathbf{2 2} \mathbf{v s} \mathbf{2 3}}$ | Percent <br> $(\%)$ Change | Year to <br> Date <br> $\underline{\mathbf{2 0 2 2}}$ | Year to <br> Date <br> $\underline{\mathbf{2 0 2 3}}$ | Difference <br> $\underline{\mathbf{2 2} \text { vs } \mathbf{2 3}}$ | Percent <br> $(\%)$ change |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Total Enplaned | 77,045 | 85,537 | 8,492 | $11.02 \%$ | 194,659 | 229,168 | 34,509 | $17.73 \%$ |
| Total Deplaned | 77,130 | 85,873 | 8,743 | $11.34 \%$ | 197,154 | 230,227 | 33,073 | $16.78 \%$ |
| Total Passengers | 154,175 | 171,410 | 17,235 | $11.18 \%$ | 391,813 | 459,395 | 67,582 | $17.25 \%$ |


| Enplaned Passengers by Airline |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\begin{aligned} & \text { March } \\ & \underline{2022} \end{aligned}$ | $\begin{aligned} & \text { March } \\ & \underline{2023} \end{aligned}$ | Difference $\underline{22} \text { vs } 23$ | Percent <br> (\%) Change | $\begin{aligned} & \hline \text { Year to } \\ & \text { Date } \\ & \underline{2022} \\ & \hline \end{aligned}$ | $\begin{aligned} & \hline \text { Year to } \\ & \text { Date } \\ & \underline{2023} \\ & \hline \end{aligned}$ | $\begin{aligned} & \text { Difference } \\ & \underline{22} \text { vs } 23 \end{aligned}$ | Percent <br> (\%) change |
| American Airlines | 23,029 | 27,358 | 4,329 | 18.80\% | 64,422 | 78,648 | 14,226 | 22.08\% |
| Delta Airlines | 19,970 | 19,232 | (738) | -3.70\% | 48,295 | 49,345 | 1,050 | 2.17\% |
| Southwest Airlines | 19,630 | 23,389 | 3,759 | 19.15\% | 44,159 | 59,568 | 15,409 | 34.89\% |
| United Airlines | 10,119 | 12,644 | 2,525 | 24.95\% | 26,517 | 35,514 | 8,997 | 33.93\% |
| Charters | 160 | 339 | 179 | 111.88\% | 307 | 412 | 105 | 34.20\% |
| Allegiant Air | 1,878 | 0 | $(1,878)$ | -100.00\% | 4,204 | 147 | $(4,057)$ | -96.50\% |
| Frontier Airlines | 2,259 | 2,575 | 316 | 13.99\% | 6,755 | 5,534 | $(1,221)$ | -18.08\% |
|  |  |  |  |  |  |  |  |  |
| Total | 77,045 | 85,537 | 8,492 | 11.02\% | 194,659 | 229,168 | 34,509 | 17.73\% |


| Deplaned Passengers by Airline |  |  |  |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | March <br> $\underline{\mathbf{2 0 2 2}}$ | March <br> $\underline{\mathbf{2 0 2 3}}$ | Difference <br> $\underline{\mathbf{2 2} \mathbf{v s} \mathbf{2 3}}$ | Percent <br> $\mathbf{( \% )}$ Change | Year to <br> Date <br> $\mathbf{2 0 2 2}$ | Year to <br> Date <br> $\mathbf{2 0 2 3}$ | Difference <br> $\underline{\mathbf{2 2} \mathbf{v s} \mathbf{2 3}}$ | Percent <br> $(\%)$ change |
| American Airlines | 23,196 | 27,526 | 4,330 | $18.67 \%$ | 64,829 | 78,345 | 13,516 | $20.85 \%$ |
| Delta Airlines | 19,677 | 19,481 | $(196)$ | $-1.00 \%$ | 48,480 | 50,161 | 1,681 | $3.47 \%$ |
| Southwest Airlines | 19,622 | 23,640 | 4,018 | $20.48 \%$ | 44,605 | 60,091 | 15,486 | $34.72 \%$ |
| United Airlines | 10,090 | 12,583 | 2,493 | $24.71 \%$ | 27,286 | 35,771 | 8,485 | $31.10 \%$ |
| Charters | 194 | 99 | $(95)$ | $-48.97 \%$ | 342 | 172 | $(170)$ | $-49.71 \%$ |
| Allegiant Air | 1,883 | 0 | $(1,883)$ | $-100.00 \%$ | 4,390 | 154 | $(4,236)$ | $-96.49 \%$ |
| Frontier Airlines | 2,468 | 2,544 | 76 | $3.08 \%$ | 7,222 | 5,533 | $(1,689)$ | $-23.39 \%$ |
|  |  |  |  |  |  |  |  |  |
| Total | 77,130 | 85,873 | 8,743 | $11.34 \%$ | 197,154 | 230,227 | 33,073 | $16.78 \%$ |


| Total Passengers by Airline |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\begin{aligned} & \text { March } \\ & 2022 \end{aligned}$ | $\begin{gathered} \text { March } \\ \underline{2023} \end{gathered}$ | Difference $\underline{22} \text { vs } 23$ | Percent <br> (\%) Change | Year to Date $\underline{2022}$ | Year to Date $\underline{2023}$ | $\begin{aligned} & \text { Difference } \\ & \underline{22} \text { vs } 23 \end{aligned}$ | Percent <br> (\%) change |
| American Airlines | 46,225 | 54,884 | 8,659 | 18.73\% | 129,251 | 156,993 | 27,742 | 21.46\% |
| Delta Airlines | 39,647 | 38,713 | (934) | -2.36\% | 96,775 | 99,506 | 2,731 | 2.82\% |
| Southwest Airlines | 39,252 | 47,029 | 7,777 | 19.81\% | 88,764 | 119,659 | 30,895 | 34.81\% |
| United Airlines | 20,209 | 25,227 | 5,018 | 24.83\% | 53,803 | 71,285 | 17,482 | 32.49\% |
| Charters | 354 | 438 | 84 | 23.73\% | 649 | 584 | (65) | -10.02\% |
| Allegiant Air | 3,761 | 0 | $(3,761)$ | -100.00\% | 8,594 | 301 | $(8,293)$ | -96.50\% |
| Frontier Airlines | 4,727 | 5,119 | 392 | 8.29\% | 13,977 | 11,067 | $(2,910)$ | -20.82\% |
|  |  |  |  |  |  |  |  |  |
| Total | 154,175 | 171,410 | 17,235 | 11.18\% | 391,813 | 459,395 | 67,582 | 17.25\% |

