|  | $\begin{gathered} \text { January } \\ \underline{2021} \end{gathered}$ | $\begin{gathered} \text { January } \\ \underline{2022} \end{gathered}$ | Difference $21 \text { vs } 22$ | Percent <br> (\%) Change | $\begin{aligned} & \hline \text { Year to } \\ & \text { Date } \\ & \underline{2021} \\ & \hline \end{aligned}$ | Year to Date $\underline{2022}$ | Difference $21 \text { vs } 22$ | Percent (\%) change |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Total Enplaned | 35,339 | 58,804 | 23,465 | 66.40\% | 35,339 | 58,804 | 23,465 | 66.40\% |
| Total Deplaned | 37,233 | 61,329 | 24,096 | 64.72\% | 37,233 | 61,329 | 24,096 | 64.72\% |
| Total Passengers | 72,572 | 120,133 | 47,561 | 65.54\% | 72,572 | 120,133 | 47,561 | 65.54\% |


| Enplaned Passengers by Airline |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | January $2021$ | $\begin{gathered} \text { January } \\ \underline{2022} \end{gathered}$ | Difference $21 \text { vs } 22$ | Percent <br> (\%) Change | Year to Date $\underline{2021}$ | $\begin{gathered} \hline \text { Year to } \\ \text { Date } \\ \underline{2022} \\ \hline \end{gathered}$ | Difference $21 \text { vs } 22$ | Percent (\%) change |
| American Airlines | 12,951 | 20,554 | 7,603 | 58.71\% | 12,951 | 20,554 | 7,603 | 58.71\% |
| Delta Airlines | 6,687 | 13,593 | 6,906 | 103.28\% | 6,687 | 13,593 | 6,906 | 103.28\% |
| Southwest Airlines | 8,267 | 13,008 | 4,741 | 57.35\% | 8,267 | 13,008 | 4,741 | 57.35\% |
| United Airlines | 6,105 | 8,063 | 1,958 | 32.07\% | 6,105 | 8,063 | 1,958 | 32.07\% |
| Charters | 61 | 0 | (61) | -100.00\% | 61 | 0 | (61) | -100.00\% |
| Allegiant Air | 182 | 1,335 | 1,153 | 633.52\% | 182 | 1,335 | 1,153 | 633.52\% |
| Frontier Airlines | 1,086 | 2,251 | 1,165 | 107.27\% | 1,086 | 2,251 | 1,165 | 107.27\% |
|  |  |  |  |  |  |  |  |  |
| Total | 35,339 | 58,804 | 23,465 | 66.40\% | 35,339 | 58,804 | 23,465 | 66.40\% |


| Deplaned Passengers by Airline |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\begin{gathered} \text { January } \\ \underline{2021} \end{gathered}$ | $\begin{gathered} \text { January } \\ \underline{2022} \end{gathered}$ | Difference $21 \text { vs } 22$ | Percent <br> (\%) Change | $\begin{gathered} \hline \text { Year to } \\ \text { Date } \\ \underline{2021} \\ \hline \end{gathered}$ | $\begin{gathered} \hline \text { Year to } \\ \text { Date } \\ \underline{2022} \\ \hline \end{gathered}$ | Difference $21 \text { vs } 22$ | Percent <br> (\%) change |
| American Airlines | 13,567 | 21,021 | 7,454 | 54.94\% | 13,567 | 21,021 | 7,454 | 54.94\% |
| Delta Airlines | 6,843 | 14,222 | 7,379 | 107.83\% | 6,843 | 14,222 | 7,379 | 107.83\% |
| Southwest Airlines | 8,693 | 13,355 | 4,662 | 53.63\% | 8,693 | 13,355 | 4,662 | 53.63\% |
| United Airlines | 6,635 | 8,657 | 2,022 | 30.47\% | 6,635 | 8,657 | 2,022 | 30.47\% |
| Charters | 59 | 0 | (59) | -100.00\% | 59 | 0 | (59) | -100.00\% |
| Allegiant Air | 241 | 1,527 | 1,286 | 533.61\% | 241 | 1,527 | 1,286 | 533.61\% |
| Frontier Airlines | 1,195 | 2,547 | 1,352 | 113.14\% | 1,195 | 2,547 | 1,352 | 113.14\% |
|  |  |  |  |  |  |  |  |  |
| Total | 37,233 | 61,329 | 24,096 | 64.72\% | 37,233 | 61,329 | 24,096 | 64.72\% |


| Total Passengers by Airline |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\begin{gathered} \text { January } \\ \underline{2021} \end{gathered}$ | January $\underline{2022}$ | Difference $21 \text { vs } 22$ | Percent (\%) Change | $\begin{gathered} \text { Year to } \\ \text { Date } \\ \underline{2021} \\ \hline \end{gathered}$ | $\begin{gathered} \hline \text { Year to } \\ \text { Date } \\ \underline{2022} \\ \hline \end{gathered}$ | Difference $21 \text { vs } 22$ | Percent (\%) change |
| American Airlines | 26,518 | 41,575 | 15,057 | 56.78\% | 26,518 | 41,575 | 15,057 | 56.78\% |
| Delta Airlines | 13,530 | 27,815 | 14,285 | 105.58\% | 13,530 | 27,815 | 14,285 | 105.58\% |
| Southwest Airlines | 16,960 | 26,363 | 9,403 | 55.44\% | 16,960 | 26,363 | 9,403 | 55.44\% |
| United Airlines | 12,740 | 16,720 | 3,980 | 31.24\% | 12,740 | 16,720 | 3,980 | 31.24\% |
| Charters | 120 | 0 | (120) | -100.00\% | 120 | 0 | (120) | -100.00\% |
| Allegiant Air | 423 | 2,862 | 2,439 | 576.60\% | 423 | 2,862 | 2,439 | 576.60\% |
| Frontier Airlines | 2,281 | 4,798 | 2,517 | 110.35\% | 2,281 | 4,798 | 2,517 | 110.35\% |
|  |  |  |  |  |  |  |  |  |
| Total | 72,572 | 120,133 | 47,561 | 65.54\% | 72,572 | 120,133 | 47,561 | 65.54\% |

