## BILL AND MILLART

## CLINTON NATIONAL AIRPORT

|  | $\begin{gathered} \text { February } \\ \underline{2021} \end{gathered}$ | $\begin{gathered} \text { February } \\ \underline{2022} \end{gathered}$ | Difference $21 \text { vs } 22$ | Percent <br> (\%) Change | $\begin{gathered} \hline \text { Year to } \\ \text { Date } \\ 2021 \\ \hline \end{gathered}$ | $\begin{gathered} \text { Year to } \\ \text { Date } \\ 2022 \\ \hline \end{gathered}$ | Difference $21 \text { vs } 22$ | Percent (\%) change |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Total Enplaned | 31,509 | 58,810 | 27,301 | 86.65\% | 66,848 | 117,614 | 50,766 | 75.94\% |
| Total Deplaned | 30,761 | 58,695 | 27,934 | 90.81\% | 67,994 | 120,024 | 52,030 | 76.52\% |
| Total Passengers | 62,270 | 117,505 | 55,235 | 88.70\% | 134,842 | 237,638 | 102,796 | 76.23\% |


| Enplaned Passengers by Airline |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\begin{gathered} \text { February } \\ \underline{2021} \end{gathered}$ | $\begin{gathered} \text { February } \\ \underline{2022} \end{gathered}$ | Difference $21 \text { vs } 22$ | Percent <br> (\%) Change | $\begin{gathered} \hline \text { Year to } \\ \text { Date } \\ \underline{2021} \\ \hline \end{gathered}$ | $\begin{gathered} \text { Year to } \\ \text { Date } \\ \underline{2022} \\ \hline \end{gathered}$ | Difference $21 \text { vs } 22$ | Percent (\%) change |
| American Airlines | 12,130 | 20,839 | 8,709 | 71.80\% | 25,081 | 41,393 | 16,312 | 65.04\% |
| Delta Airlines | 6,178 | 14,732 | 8,554 | 138.46\% | 12,865 | 28,325 | 15,460 | 120.17\% |
| Southwest Airlines | 6,855 | 11,521 | 4,666 | 68.07\% | 15,122 | 24,529 | 9,407 | 62.21\% |
| United Airlines | 5,239 | 8,335 | 3,096 | 59.10\% | 11,344 | 16,398 | 5,054 | 44.55\% |
| Charters | 0 | 147 | 147 | 100.00\% | 61 | 147 | 86 | 140.98\% |
| Allegiant Air | 0 | 991 | 991 | 100.00\% | 182 | 2,326 | 2,144 | 1178.02\% |
| Frontier Airlines | 1,107 | 2,245 | 1,138 | 102.80\% | 2,193 | 4,496 | 2,303 | 105.02\% |
|  |  |  |  |  |  |  |  |  |
| Total | 31,509 | 58,810 | 27,301 | 86.65\% | 66,848 | 117,614 | 50,766 | 75.94\% |


| Deplaned Passengers by Airline |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\begin{gathered} \text { February } \\ \underline{2021} \end{gathered}$ | $\begin{gathered} \text { February } \\ \underline{2022} \end{gathered}$ | Difference $21 \text { vs } 22$ | Percent (\%) 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 vs 22 | Percent <br> (\%) change |
| American Airlines | 11,791 | 20,612 | 8,821 | 74.81\% | 25,358 | 41,633 | 16,275 | 64.18\% |
| Delta Airlines | 6,124 | 14,581 | 8,457 | 138.10\% | 12,967 | 28,803 | 15,836 | 122.13\% |
| Southwest Airlines | 6,595 | 11,628 | 5,033 | 76.32\% | 15,288 | 24,983 | 9,695 | 63.42\% |
| United Airlines | 5,108 | 8,539 | 3,431 | 67.17\% | 11,743 | 17,196 | 5,453 | 46.44\% |
| Charters | 0 | 148 | 148 | 100.00\% | 59 | 148 | 89 | 150.85\% |
| Allegiant Air | 0 | 980 | 980 | 100.00\% | 241 | 2,507 | 2,266 | 940.25\% |
| Frontier Airlines | 1,143 | 2,207 | 1,064 | 93.09\% | 2,338 | 4,754 | 2,416 | 103.34\% |
|  |  |  |  |  |  |  |  |  |
| Total | 30,761 | 58,695 | 27,934 | 90.81\% | 67,994 | 120,024 | 52,030 | 76.52\% |


| Total Passengers by Airline |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\begin{gathered} \text { February } \\ \underline{2021} \end{gathered}$ | $\begin{gathered} \text { February } \\ \underline{2022} \end{gathered}$ | Difference $21 \text { vs } 22$ | Percent <br> (\%) Change | $\begin{gathered} \hline \text { Year to } \\ \text { Date } \\ \underline{2021} \\ \hline \end{gathered}$ | $\begin{gathered} \text { Year to } \\ \text { Date } \\ \underline{2022} \\ \hline \end{gathered}$ | Difference $21 \text { vs } 22$ | Percent (\%) change |
| American Airlines | 23,921 | 41,451 | 17,530 | 73.28\% | 50,439 | 83,026 | 32,587 | 64.61\% |
| Delta Airlines | 12,302 | 29,313 | 17,011 | 138.28\% | 25,832 | 57,128 | 31,296 | 121.15\% |
| Southwest Airlines | 13,450 | 23,149 | 9,699 | 72.11\% | 30,410 | 49,512 | 19,102 | 62.81\% |
| United Airlines | 10,347 | 16,874 | 6,527 | 63.08\% | 23,087 | 33,594 | 10,507 | 45.51\% |
| Charters | 0 | 295 | 295 | 100.00\% | 120 | 295 | 175 | 145.83\% |
| Allegiant Air | 0 | 1,971 | 1,971 | 100.00\% | 423 | 4,833 | 4,410 | 1042.55\% |
| Frontier Airlines | 2,250 | 4,452 | 2,202 | 97.87\% | 4,531 | 9,250 | 4,719 | 104.15\% |
|  |  |  |  |  |  |  |  |  |
| Total | 62,270 | 117,505 | 55,235 | 88.70\% | 134,842 | 237,638 | 102,796 | 76.23\% |

