|  | July <br> $\underline{\mathbf{2 0 2 1}}$ | July <br> $\mathbf{2 0 2 2}$ | Difference <br> $\underline{\mathbf{2 1} \mathbf{v s 2 2}}$ | Percent <br> (\%) Change | Year to <br> Date <br> $\mathbf{2 0 2 1}$ | Year to <br> Date <br> $\mathbf{2 0 2 2}$ | Difference <br> $\underline{\mathbf{2 1}} \mathbf{\text { vs 22 }}$ | Percent <br> $(\%)$ change |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Total Enplaned | 94,689 | 96,632 | 1,943 | $2.05 \%$ | 445,204 | 562,320 | 117,116 | $26.31 \%$ |
| Total Deplaned | 92,688 | 96,149 | 3,461 | $3.73 \%$ | 440,333 | 558,959 | 118,626 | $26.94 \%$ |
| Total Passengers | 187,377 | 192,781 | 5,404 | $2.88 \%$ | 885,537 | $1,121,279$ | 235,742 | $26.62 \%$ |


| Enplaned Passengers by Airline |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\begin{array}{r} \text { July } \\ \underline{2021} \\ \hline \end{array}$ | $\begin{aligned} & \text { July } \\ & \underline{2022} \\ & \hline \end{aligned}$ | $\begin{aligned} & \text { Difference } \\ & \underline{21} \text { vs } 22 \\ & \hline \end{aligned}$ | Percent <br> (\%) Change | $\begin{gathered} \hline \text { Year to } \\ \text { Date } \\ 2021 \end{gathered}$ | $\begin{aligned} & \hline \text { Year to } \\ & \text { Date } \\ & 2022 \\ & \hline \end{aligned}$ | Difference $21 \text { vs } 22$ | Percent <br> (\%) change |
| American Airlines | 32,163 | 29,971 | $(2,192)$ | -6.82\% | 164,428 | 184,540 | 20,112 | 12.23\% |
| Delta Airlines | 22,012 | 20,668 | $(1,344)$ | -6.11\% | 91,221 | 127,962 | 36,741 | 40.28\% |
| Southwest Airlines | 20,653 | 25,688 | 5,035 | 24.38\% | 102,259 | 135,547 | 33,288 | 32.55\% |
| United Airlines | 10,824 | 11,685 | 861 | 7.95\% | 56,556 | 75,392 | 18,836 | 33.31\% |
| Charters | 105 | 64 | (41) | -39.05\% | 587 | 1,107 | 520 | 88.59\% |
| Allegiant Air | 5,574 | 5,600 | 26 | 0.47\% | 13,574 | 18,871 | 5,297 | 39.02\% |
| Frontier Airlines | 3,358 | 2,956 | (402) | -11.97\% | 16,579 | 18,901 | 2,322 | 14.01\% |
|  |  |  |  |  |  |  |  |  |
| Total | 94,689 | 96,632 | 1,943 | 2.05\% | 445,204 | 562,320 | 117,116 | 26.31\% |


| Deplaned Passengers by Airline |  |  |  |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | July <br> $\mathbf{2 0 2 1}$ | July <br> $\mathbf{2 0 2 2}$ | Difference <br> $\underline{\mathbf{2 1} \mathbf{~ v s ~ 2 2 ~}}$ | Percent <br> $\mathbf{( \% )}$ Change | Year to <br> Date <br> $\mathbf{2 0 2 1}$ | Year to <br> Date <br> $\mathbf{2 0 2 2}$ | Difference <br> $\underline{\mathbf{2 1} \mathbf{~ v s ~ 2 2 ~}}$ | Percent <br> $(\%)$ change |
| American Airlines | 32,015 | 30,018 | $(1,997)$ | $-6.24 \%$ | 162,484 | 183,048 | 20,564 | $12.66 \%$ |
| Delta Airlines | 21,252 | 20,491 | $(761)$ | $-3.58 \%$ | 90,137 | 128,056 | 37,919 | $42.07 \%$ |
| Southwest Airlines | 19,860 | 25,183 | 5,323 | $26.80 \%$ | 101,047 | 133,762 | 32,715 | $32.38 \%$ |
| United Airlines | 10,789 | 11,971 | 1,182 | $10.96 \%$ | 56,381 | 75,256 | 18,875 | $33.48 \%$ |
| Charters | 106 | 171 | 65 | $61.32 \%$ | 584 | 1,183 | 599 | $102.57 \%$ |
| Allegiant Air | 5,278 | 5,507 | 229 | $4.34 \%$ | 13,039 | 18,563 | 5,524 | $42.37 \%$ |
| Frontier Airlines | 3,388 | 2,808 | $(580)$ | $-17.12 \%$ | 16,661 | 19,091 | 2,430 | $14.58 \%$ |
|  |  |  |  |  |  |  |  |  |
| Total | 92,688 | 96,149 | 3,461 | $3.73 \%$ | 440,333 | 558,959 | 118,626 | $26.94 \%$ |


| Total Passengers by Airline |  |  |  |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | July <br> $\mathbf{2 0 2 1}$ | July <br> $\mathbf{2 0 2 2}$ | Difference <br> $\underline{\mathbf{2 1 ~ v s ~ 2 2 ~}}$ | Percent <br> $\mathbf{( \% )}$ Change | Year to <br> Date <br> $\mathbf{2 0 2 1}$ | Year to <br> Date <br> 2022 | Difference <br> $\underline{\mathbf{2 1} \mathbf{~ v s ~ 2 2 ~}}$ | Percent <br> $(\%)$ change |
| American Airlines | 64,178 | 59,989 | $(4,189)$ | $-6.53 \%$ | 326,912 | 367,588 | 40,676 | $12.44 \%$ |
| Delta Airlines | 43,264 | 41,159 | $(2,105)$ | $-4.87 \%$ | 181,358 | 256,018 | 74,660 | $41.17 \%$ |
| Southwest Airlines | 40,513 | 50,871 | 10,358 | $25.57 \%$ | 203,306 | 269,309 | 66,003 | $32.46 \%$ |
| United Airlines | 21,613 | 23,656 | 2,043 | $9.45 \%$ | 112,937 | 150,648 | 37,711 | $33.39 \%$ |
| Charters | 211 | 235 | 24 | $11.37 \%$ | 1,171 | 2,290 | 1,119 | $95.56 \%$ |
| Allegiant Air | 10,852 | 11,107 | 255 | $2.35 \%$ | 26,613 | 37,434 | 10,821 | $40.66 \%$ |
| Frontier Airlines | 6,746 | 5,764 | $(982)$ | $-14.56 \%$ | 33,240 | 37,992 | 4,752 | $14.30 \%$ |
|  |  |  |  |  |  |  |  |  |
| Total | 187,377 | 192,781 | 5,404 | $2.88 \%$ | 885,537 | $1,121,279$ | 235,742 | $26.62 \%$ |

