

# WALLA WALLA REGIONAL AIRPORT

## Commercial Air Load Factor Report

### Year 2025: Outbound (Walla Walla to Seattle)

| Flight #       | Jan 2025 | 2025 Year End | Jan 2024 | 2024 Year End | 2023 Year End | 2022 Year End | 2021 Year End | 2020 Year End | 2019 Year End |
|----------------|----------|---------------|----------|---------------|---------------|---------------|---------------|---------------|---------------|
| 5:00 AM        | 61.80%   | 61.80%        | 62.28%   | 69.94%        | 70.20%        | 81.15%        | 75.56%        | 44.22%        | 80.47%        |
| Rev Pass.      | 1,315    | 1,315         | 994      | 18,126        | 5,602         | 14,432        | 20,157        | 10,990        | 21,099        |
| No. of Flights | 28       | 28            | 21       | 341           | 105           | 234           | 351           | 327           | 345           |
| 1:45 PM        | 64.47%   | 64.47%        | 65.23%   | 69.43%        | 76.63%        | 71.45%        | 68.40%        | 42.52%        | 80.01%        |
| Rev Pass.      | 1,470    | 1,470         | 1,388    | 18,785        | 21,024        | 19,278        | 17,830        | 7,529         | 21,464        |
| No. of Flights | 30       | 30            | 28       | 356           | 361           | 355           | 343           | 233           | 353           |
| Average        | 63.18%   | 63.18%        | 63.96%   | 69.68%        | 75.18%        | 75.31%        | 70.03%        | 43.26%        | 75.36%        |

| 1/2025 Cancel | Reason | 1/2024 Cancel |
|---------------|--------|---------------|
| 2             | Wthr   | 10            |

|   |      |   |
|---|------|---|
| 1 | Wthr | 3 |
|---|------|---|

|   |  |    |
|---|--|----|
| 3 |  | 13 |
|---|--|----|

### Year 2025: Inbound (Seattle to Walla Walla)

| Flight #       | Jan 2025 | 2025 Year End | Jan 2024 | 2024 Year End | 2023 Year End | 2022 Year End | 2021 Year End | 2020 Year End | 2019 Year End |
|----------------|----------|---------------|----------|---------------|---------------|---------------|---------------|---------------|---------------|
| 1:05 PM        | 70.83%   | 70.83%        | 74.41%   | 76.29%        | 77.30%        | 82.57%        | 74.37%        | 48.54%        | 80.35%        |
| Rev Pass.      | 1,615    | 1,615         | 1,640    | 20,699        | 21,209        | 22,402        | 19,670        | 8,595         | 21,372        |
| No. of Flights | 30       | 30            | 29       | 357           | 361           | 357           | 348           | 233           | 350           |
| 11:50 PM       | 56.81%   | 56.81%        | 51.63%   | 59.88%        | 53.53%        | 61.90%        | 61.48%        | 43.30%        | 66.96%        |
| Rev Pass.      | 1,252    | 1,252         | 824      | 15,428        | 4,231         | 11,056        | 16,260        | 7,601         | 16,945        |
| No. of Flights | 29       | 29            | 21       | 339           | 104           | 235           | 348           | 231           | 333           |
| Average        | 63.94%   | 63.94%        | 64.84%   | 68.30%        | 71.99%        | 74.36%        | 67.84%        | 43.16%        | 74.45%        |

| 1/2025 Cancel | Reason | 1/2024 Cancel |
|---------------|--------|---------------|
| 1             | Wthr   | 2             |

|   |      |    |
|---|------|----|
| 2 | Wthr | 10 |
|---|------|----|

|   |  |    |
|---|--|----|
| 3 |  | 12 |
|---|--|----|

### Combined Inbound/Outbound Average

|                   | Jan 2024 | 2025 Year End | Jan 2024 | 2024 Year End | 2023 Year End | 2022 Year End | 2021 Year End | 2020 Year End | 2019 Year End |
|-------------------|----------|---------------|----------|---------------|---------------|---------------|---------------|---------------|---------------|
| Combined Average: | 63.56%   | 63.56%        | 64.40%   | 68.99%        | 73.58%        | 74.84%        | 68.94%        | 43.21%        | 74.91%        |

Note: Passengers Numbers represented are "Revenue" passengers only.



Monthly Passenger and Flight Report **Jan-25**

|  | 1   | 2   | 3   | 4   | 5    | 6   | 7   | 8   | 9   | 10  | 11  | 12  | 13  | 14   | 15  | 16  | 17  | 18  | 19  | 20  | 21  | 22  | 23  | 24  | 25  | 26  | 27  | 28  | 29  | 30  | 31     |                              |                                  |    |
|--|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|--------|------------------------------|----------------------------------|----|
|  | Wed | Thu | Fri | Sat | Sun  | Mon | Tue | Wed | Thu | Fri | Sat | Sun | Mon | Tue  | Wed | Thu | Fri | Sat | Sun | Mon | Tue | Wed | Thu | Fri | Sat | Sun | Mon | Tue | Wed | Thu | Fri    |                              |                                  |    |
| Flights operated I/B   | 2   | 2   | 2   | 2   | 1    | 2   | 2   | 2   | 2   | 2   | 2   | 2   | 2   | 0    | 2   | 2   | 2   | 2   | 2   | 2   | 2   | 2   | 2   | 2   | 2   | 2   | 2   | 2   | 2   | 2   | 2      | 59                           | Total Flights operated I/B       |    |
| Flights cancelled I/B  | 0   | 0   | 0   | 0   | 1    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 2    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 3      | Total Flights cancelled I/B  |                                  |    |
| Flagstops operated I/B   | 0   | 0   | 0   | 0   | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0      | Total Flagstops operated I/B |                                  |    |
| Flight 2050 R  | 65  | 49  | 65  | 63  | 73   | 74  | 61  | 35  | 33  | 47  | 31  | 46  | 30  |      | 70  | 52  | 60  | 69  | 68  | 71  | 48  | 69  | 28  | 48  | 43  | 64  | 57  | 38  | 33  | 59  | 66     | 73.77%                       | 3389 Load Factor                 | 30 |
| NR   | 0   | 1   | 2   | 2   | 3    | 0   | 1   | 4   | 1   | 1   | 0   | 6   | 1   |      | 1   | 0   | 6   | 5   | 4   | 3   | 3   | 1   | 6   | 3   | 1   | 1   | 3   | 4   | 0   | 1   | 3      |                              |                                  |    |
| Flight 2077 R  | 33  | 34  | 56  | 46  |      | 28  | 33  | 53  | 33  | 40  | 39  | 28  | 39  |      | 41  | 26  | 61  | 71  | 70  | 41  | 36  | 38  | 49  | 36  | 33  | 66  | 35  | 51  | 29  | 56  | 59.21% | 3455 Load Factor             | 29                               |    |
| NR   | 2   | 2   | 2   | 3   |      | 0   | 1   | 4   | 3   | 4   | 0   | 5   | 0   |      | 0   | 3   | 4   | 0   | 5   | 1   | 2   | 2   | 1   | 2   | 1   | 2   | 0   | 1   | 2   | 1   | 0      |                              |                                  |    |
| Daily I/B Revenue Total  | 98  | 83  | 121 | 109 | 73   | 102 | 94  | 88  | 66  | 87  | 70  | 74  | 69  | 0    | 111 | 78  | 121 | 140 | 138 | 112 | 84  | 107 | 77  | 84  | 76  | 130 | 92  | 89  | 84  | 88  | 122    | 2867                         | MTD I/B Revenue Passengers       |    |
| Daily I/B Non-Rev Total  | 2   | 3   | 4   | 5   | 3    | 0   | 2   | 8   | 4   | 5   | 0   | 11  | 1   | 0    | 1   | 3   | 10  | 5   | 9   | 4   | 5   | 3   | 7   | 5   | 2   | 3   | 3   | 5   | 2   | 2   | 3      | 120                          | MTD I/B Non-Rev Passengers       |    |
| Daily I/B Passenger Total  | 100 | 86  | 125 | 114 | 76   | 102 | 96  | 96  | 70  | 92  | 70  | 85  | 70  | 0    | 112 | 81  | 131 | 145 | 147 | 116 | 89  | 110 | 84  | 89  | 78  | 133 | 95  | 94  | 86  | 90  | 125    | 2987                         | MTD I/B All Passenger Total      |    |
| Daily I/B Load Factor  | 66% | 57% | 82% | 75% | 100% | 67% | 63% | 63% | 46% | 61% | 46% | 56% | 46% | #### | 74% | 53% | 86% | 95% | 97% | 76% | 59% | 72% | 55% | 59% | 51% | 88% | 63% | 62% | 57% | 59% | 82%    | 66.61%                       | MTD I/B Load Factor              |    |
|  | 1   | 2   | 3   | 4   | 5    | 6   | 7   | 8   | 9   | 10  | 11  | 12  | 13  | 14   | 15  | 16  | 17  | 18  | 19  | 20  | 21  | 22  | 23  | 24  | 25  | 26  | 27  | 28  | 29  | 30  | 31     |                              |                                  |    |
|  | Wed | Thu | Fri | Sat | Sun  | Mon | Tue | Wed | Thu | Fri | Sat | Sun | Mon | Tue  | Wed | Thu | Fri | Sat | Sun | Mon | Tue | Wed | Thu | Fri | Sat | Sun | Mon | Tue | Wed | Thu | Fri    |                              |                                  |    |
| Flights operated O/B   | 1   | 2   | 2   | 2   | 2    | 1   | 2   | 2   | 2   | 2   | 2   | 2   | 2   | 1    | 1   | 2   | 2   | 2   | 2   | 2   | 2   | 2   | 2   | 2   | 2   | 2   | 2   | 2   | 2   | 2   | 2      | 58                           | Total Flights operated O/B       |    |
| Flights cancelled O/B  | 0   | 0   | 0   | 0   | 0    | 1   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 1    | 1   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 3      | Total Flights cancelled O/B  |                                  |    |
| Flagstops operated O/B   | 0   | 0   | 0   | 0   | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0      | Total Flagstops operated O/B |                                  |    |
| Flight 2026 R  |     | 59  | 48  | 55  | 57   |     | 46  | 59  | 51  | 34  | 21  | 38  | 30  | 53   |     | 49  | 44  | 50  | 50  | 42  | 36  | 59  | 55  | 36  | 39  | 72  | 36  | 44  | 61  | 30  | 61     | 64.47%                       | 3463 Load Factor                 | 28 |
| NR   |     | 2   | 0   | 5   | 0    |     | 1   | 0   | 4   | 0   | 2   | 1   | 0   | 3    |     | 6   | 7   | 8   | 2   | 1   | 1   | 1   | 3   | 1   | 0   | 4   | 4   | 0   | 0   | 1   | 0      |                              |                                  |    |
| Flight 2296 R  | 67  | 59  | 59  | 62  | 66   | 59  | 27  | 30  | 28  | 44  | 61  | 43  | 30  |      | 47  | 51  | 54  | 45  | 54  | 56  | 45  | 42  | 62  | 45  | 38  | 60  | 52  | 48  | 39  | 50  | 47     | 66.84%                       | 3389 Load Factor                 | 30 |
| NR   | 2   | 0   | 4   | 2   | 2    | 1   | 0   | 3   | 1   | 2   | 3   | 3   | 2   |      | 0   | 0   | 4   | 1   | 3   | 3   | 1   | 1   | 1   | 1   | 2   | 4   | 0   | 1   | 1   | 6   | 0      |                              |                                  |    |
| Daily O/B Revenue Total  | 67  | 118 | 107 | 117 | 123  | 59  | 73  | 89  | 79  | 78  | 82  | 81  | 60  | 53   | 47  | 100 | 98  | 95  | 104 | 98  | 81  | 101 | 117 | 81  | 77  | 132 | 88  | 92  | 100 | 80  | 108    | 2785                         | MTD O/B Revenue Passengers       |    |
| Daily O/B Non-Rev Total  | 2   | 2   | 4   | 7   | 2    | 1   | 1   | 3   | 5   | 2   | 5   | 4   | 2   | 3    | 0   | 6   | 11  | 9   | 5   | 4   | 2   | 2   | 4   | 2   | 2   | 8   | 4   | 1   | 1   | 7   | 0      | 111                          | MTD O/B Non-Rev Passengers       |    |
| Daily O/B Passenger Total  | 69  | 120 | 111 | 124 | 125  | 60  | 74  | 92  | 84  | 80  | 87  | 85  | 62  | 56   | 47  | 106 | 109 | 104 | 109 | 102 | 83  | 103 | 121 | 83  | 79  | 140 | 92  | 93  | 101 | 87  | 108    | 2896                         | MTD O/B All Passenger Total      |    |
| Daily O/B Load Factor  | 91% | 79% | 73% | 82% | 82%  | 79% | 49% | 61% | 55% | 53% | 57% | 56% | 41% | 74%  | 62% | 70% | 72% | 68% | 72% | 67% | 55% | 68% | 80% | 55% | 52% | 92% | 61% | 61% | 66% | 57% | 71%    | 65.70%                       | MTD O/B Load Factor              |    |
| STAR Delays-Station  | 0   | 0   | 0   | 0   | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0      | 0                            | MTD STAR Delays-Station          |    |
| STAR Delays-Other  | 0   | 0   | 0   | 0   | 1    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0      | 1                            | MTD STAR Delays-Other            |    |
| Turn Delays-Station  | 1   | 0   | 0   | 0   | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0      | 1                            | MTD Turn Delays-Station          |    |
| Turn Delays-Other  | 0   | 0   | 0   | 0   | 0    | 1   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0    | 1   | 1   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 1   | 0   | 0      | 5                            | MTD Turn Delays-Other            |    |
| <span style="background-color: #cccccc; border: 1px solid black; display: inline-block; width: 15px; height: 10px; vertical-align: middle;"></span> = Flight not scheduled to operate <span style="background-color: #ffff00; border: 1px solid black; display: inline-block; width: 15px; height: 10px; vertical-align: middle;"></span> =Weather Cancel <span style="background-color: #ffcc00; border: 1px solid black; display: inline-block; width: 15px; height: 10px; vertical-align: middle;"></span> =Mechanical Cancel <span style="background-color: #ccccff; border: 1px solid black; display: inline-block; width: 15px; height: 10px; vertical-align: middle;"></span> =Technical Cancel <span style="background-color: #ccffcc; border: 1px solid black; display: inline-block; width: 15px; height: 10px; vertical-align: middle;"></span> =ATC Cancel |     |     |     |     |      |     |     |     |     |     |     |     |     |      |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |        | 96.43%                       | MTD STAR On Time                 |    |
|  |     |     |     |     |      |     |     |     |     |     |     |     |     |      |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |        | 87.93%                       | MTD All Flights On Time          |    |
|  |     |     |     |     |      |     |     |     |     |     |     |     |     |      |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |        | 95.16%                       | MTD I/B schedule completion rate |    |
|  |     |     |     |     |      |     |     |     |     |     |     |     |     |      |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |        | 95.08%                       | MTD O/B schedule completion rate |    |

**Walla Walla Regional Airport**  
**Monthly Passenger Enplanements (Outbound)**

|                           | JAN   |     | FEB     |     | MAR     |     | APR     |     | MAY     |     | JUN     |     | JUL     |       | AUG     |       | SEP     |       | OCT     |       | NOV     |       | DEC     |       |
|---------------------------|-------|-----|---------|-----|---------|-----|---------|-----|---------|-----|---------|-----|---------|-------|---------|-------|---------|-------|---------|-------|---------|-------|---------|-------|
|                           | Rev   | Non | Rev     | Non | Rev     | Non | Rev     | Non | Rev     | Non | Rev     | Non | Rev     | Non   | Rev     | Non   | Rev     | Non   | Rev     | Non   | Rev     | Non   | Rev     | Non   |
| 2014 Enplanements         | 2,450 | 100 | 2,441   | 96  | 3,021   | 97  | 2,874   | 97  | 2,965   | 97  | 3,270   | 95  | 2,958   | 113   | 2,909   | 102   | 3,267   | 85    | 3,338   | 95    | 3,278   | 84    | 3,501   | 73    |
| 2014 Y-T-D                | 2,450 | 100 | 4,891   | 196 | 7,912   | 293 | 10,786  | 390 | 13,751  | 487 | 17,021  | 582 | 19,979  | 695   | 22,888  | 797   | 26,155  | 882   | 29,493  | 977   | 32,771  | 1,061 | 36,272  | 1,134 |
| 2015 Enplanements         | 2,789 | 90  | 2,973   | 88  | 3,444   | 87  | 3,334   | 112 | 3,661   | 98  | 3,528   | 115 | 3,379   | 123   | 3,500   | 113   | 3,520   | 107   | 3,782   | 101   | 3,549   | 112   | 3,800   | 90    |
| 2015 Y-T-D                | 2,789 | 90  | 5,762   | 178 | 9,206   | 265 | 12,540  | 377 | 16,201  | 475 | 19,729  | 590 | 23,108  | 713   | 26,608  | 826   | 30,128  | 933   | 33,910  | 1,034 | 37,459  | 1,146 | 41,259  | 1,236 |
| 2016 Enplanements         | 3,102 | 97  | 3,041   | 94  | 3,890   | 106 | 3,938   | 132 | 4,220   | 142 | 4,567   | 124 | 3,722   | 144   | 3,973   | 150   | 4,063   | 144   | 4,615   | 117   | 4,007   | 116   | 4,284   | 111   |
| 2016 Y-T-D                | 3,102 | 97  | 6,143   | 191 | 10,033  | 297 | 13,971  | 429 | 18,191  | 571 | 22,758  | 695 | 26,480  | 839   | 30,453  | 989   | 34,516  | 1,133 | 39,131  | 1,250 | 43,138  | 1,366 | 47,422  | 1,477 |
| 2017 Enplanements         | 3,881 | 151 | 3,517   | 154 | 4,576   | 155 | 4,123   | 129 | 4,059   | 140 | 4,360   | 158 | 3,541   | 153   | 4,122   | 155   | 3,791   | 142   | 4,452   | 86    | 4,532   | 81    | 4,642   | 88    |
| 2017 Y-T-D                | 3,881 | 151 | 7,398   | 305 | 11,974  | 460 | 16,097  | 589 | 20,156  | 729 | 24,516  | 887 | 28,057  | 1,040 | 32,179  | 1,195 | 35,970  | 1,337 | 40,422  | 1,423 | 44,954  | 1,504 | 49,596  | 1,592 |
| 2018 Enplanements         | 3,940 | 140 | 3,811   | 124 | 4,765   | 100 | 4,338   | 93  | 4,629   | 123 | 4,454   | 116 | 4,249   | 171   | 3,881   | 105   | 3,526   | 80    | 3,735   | 91    | 3,862   | 101   | 4,473   | 94    |
| 2018 Y-T-D                | 3,940 | 140 | 7,751   | 264 | 12,516  | 364 | 16,854  | 457 | 21,483  | 580 | 25,937  | 696 | 30,186  | 867   | 34,067  | 972   | 37,593  | 1,052 | 41,328  | 1,143 | 45,190  | 1,244 | 49,663  | 1,338 |
| 2019 Enplanements         | 3,102 | 113 | 2,601   | 50  | 4,095   | 107 | 3,994   | 136 | 4,595   | 119 | 4,714   | 106 | 4,095   | 146   | 4,202   | 108   | 4,379   | 94    | 4,694   | 95    | 4,152   | 110   | 4,791   | 78    |
| 2019 Y-T-D                | 3,102 | 113 | 5,703   | 163 | 9,798   | 270 | 13,792  | 406 | 18,387  | 525 | 23,101  | 631 | 27,196  | 777   | 31,398  | 885   | 35,777  | 979   | 40,471  | 1,074 | 44,623  | 1,184 | 49,414  | 1,262 |
| 2020 Enplanements         | 3,545 | 74  | 3,435   | 92  | 1,763   | 47  | 116     | 9   | 356     | 14  | 773     | 19  | 938     | 47    | 1,331   | 89    | 1,340   | 53    | 1,854   | 67    | 1,664   | 68    | 1,553   | 57    |
| 2020 Y-T-D                | 3,545 | 74  | 6,980   | 166 | 8,743   | 213 | 8,859   | 222 | 9,215   | 236 | 9,988   | 255 | 10,926  | 302   | 12,257  | 391   | 13,597  | 444   | 15,451  | 511   | 17,115  | 579   | 18,668  | 636   |
| 2021 Enplanements         | 1,557 | 62  | 1,508   | 44  | 2,546   | 68  | 2,971   | 108 | 3,957   | 81  | 4,287   | 79  | 3,867   | 74    | 3,842   | 43    | 3,909   | 67    | 3,447   | 86    | 3,604   | 52    | 3,784   | 44    |
| 2021 Y-T-D                | 1,557 | 62  | 3,065   | 106 | 5,611   | 174 | 8,582   | 282 | 12,539  | 363 | 16,826  | 442 | 20,693  | 516   | 24,535  | 559   | 28,444  | 626   | 31,891  | 712   | 35,495  | 764   | 39,279  | 808   |
| 2022 Enplanements         | 2,593 | 78  | 2,730   | 63  | 3,851   | 95  | 3,275   | 67  | 3,600   | 61  | 3,451   | 63  | 3,140   | 88    | 3,121   | 99    | 2,101   | 44    | 2,006   | 42    | 1,926   | 35    | 1,921   | 29    |
| 2022 Y-T-D                | 2,593 | 78  | 5,323   | 141 | 9,174   | 236 | 12,449  | 303 | 16,049  | 364 | 19,500  | 427 | 22,640  | 515   | 25,761  | 614   | 27,862  | 658   | 29,868  | 700   | 31,794  | 735   | 33,715  | 764   |
| 2023 Enplanements         | 1,807 | 47  | 1,672   | 41  | 1,825   | 29  | 1,713   | 39  | 1,781   | 52  | 1,884   | 45  | 1,754   | 73    | 1,766   | 45    | 2,788   | 83    | 3,410   | 84    | 3,264   | 81    | 2,962   | 74    |
| 2023 Y-T-D                | 1,807 | 47  | 3,479   | 88  | 5,304   | 117 | 7,017   | 156 | 8,798   | 208 | 10,682  | 253 | 12,436  | 326   | 14,202  | 371   | 16,990  | 454   | 20,400  | 538   | 23,664  | 619   | 26,626  | 693   |
| 2024 Enplanements         | 2,382 | 60  | 2,507   | 91  | 3,227   | 127 | 2,833   | 115 | 3,138   | 124 | 3,235   | 122 | 3,029   | 134   | 2,936   | 108   | 3,557   | 86    | 3,570   | 118   | 3,200   | 149   | 3,297   | 97    |
| 2024 Y-T-D                | 2,382 | 60  | 4,889   | 151 | 8,116   | 278 | 10,949  | 393 | 14,087  | 517 | 17,322  | 639 | 20,351  | 773   | 23,287  | 881   | 26,844  | 967   | 30,414  | 1,085 | 33,614  | 1,234 | 36,911  | 1,331 |
| 2025 Enplanements         | 2,785 | 111 |         |     |         |     |         |     |         |     |         |     |         |       |         |       |         |       |         |       |         |       |         |       |
| 2025 Y-T-D                | 2,785 | 111 | 2,785   | 111 | 2,785   | 111 | 2,785   | 111 | 2,785   | 111 | 2,785   | 111 | 2,785   | 111   | 2,785   | 111   | 2,785   | 111   | 2,785   | 111   | 2,785   | 111   | 2,785   | 111   |
| Mthly % Change - 24 to 25 | 16.9% |     | -100.0% |     | -100.0% |     | -100.0% |     | -100.0% |     | -100.0% |     | -100.0% |       | -100.0% |       | -100.0% |       | -100.0% |       | -100.0% |       | -100.0% |       |
| % Change YTD - 24 to 25   | 16.9% |     | -43.0%  |     | -65.7%  |     | -74.6%  |     | -80.2%  |     | -83.9%  |     | -86.3%  |       | -88.0%  |       | -89.6%  |       | -90.8%  |       | -91.7%  |       | -92.5%  |       |

**Walla Walla Regional Airport**  
**Monthly Passenger Deplanements (Inbound)**

|                           | JAN   |     | FEB     |     | MAR     |     | APR     |     | MAY     |     | JUN     |     | JUL     |     | AUG     |       | SEP     |       | OCT     |       | NOV     |       | DEC           |       |
|---------------------------|-------|-----|---------|-----|---------|-----|---------|-----|---------|-----|---------|-----|---------|-----|---------|-------|---------|-------|---------|-------|---------|-------|---------------|-------|
|                           | Rev   | Non | Rev     | Non | Rev     | Non | Rev     | Non | Rev     | Non | Rev     | Non | Rev     | Non | Rev     | Non   | Rev     | Non   | Rev     | Non   | Rev     | Non   | Rev           | Non   |
| 2014 Deplanements         | 2,695 | 96  | 2,393   | 101 | 3,081   | 92  | 2,965   | 97  | 2,845   | 82  | 3,137   | 107 | 3,076   | 103 | 3,217   | 117   | 3,171   | 100   | 3,348   | 90    | 3,133   | 72    | 3,252         | 67    |
| 2014 Y-T-D                | 2,695 | 96  | 5,088   | 197 | 8,169   | 289 | 11,134  | 386 | 13,979  | 468 | 17,116  | 575 | 20,192  | 678 | 23,409  | 795   | 26,580  | 895   | 29,928  | 985   | 33,061  | 1,057 | <b>36,313</b> | 1,124 |
| 2015 Deplanements         | 3,066 | 78  | 2,671   | 78  | 3,534   | 77  | 3,474   | 98  | 3,352   | 107 | 3,520   | 124 | 3,469   | 124 | 4,032   | 109   | 3,423   | 96    | 3,736   | 69    | 3,426   | 73    | 3,574         | 89    |
| 2015 Y-T-D                | 3,066 | 78  | 5,737   | 156 | 9,271   | 233 | 12,745  | 331 | 16,097  | 438 | 19,617  | 562 | 23,086  | 686 | 27,118  | 795   | 30,541  | 891   | 34,277  | 960   | 37,703  | 1,033 | <b>41,277</b> | 1,122 |
| 2016 Deplanements         | 3,212 | 90  | 3,046   | 99  | 3,836   | 81  | 3,921   | 137 | 3,925   | 148 | 4,382   | 152 | 3,750   | 143 | 4,526   | 149   | 4,076   | 144   | 4,474   | 116   | 3,872   | 118   | 4,103         | 105   |
| 2016 Y-T-D                | 3,212 | 90  | 6,258   | 189 | 10,094  | 270 | 14,015  | 407 | 17,940  | 555 | 22,322  | 707 | 26,072  | 850 | 30,598  | 999   | 34,674  | 1,143 | 39,148  | 1,259 | 43,020  | 1,377 | <b>47,123</b> | 1,482 |
| 2017 Deplanements         | 4,123 | 127 | 3,407   | 155 | 4,481   | 138 | 4,333   | 120 | 3,854   | 123 | 4,256   | 160 | 3,635   | 148 | 4,535   | 141   | 3,812   | 132   | 4,476   | 77    | 4,369   | 54    | 4,018         | 90    |
| 2017 Y-T-D                | 4,123 | 127 | 7,530   | 282 | 12,011  | 420 | 16,344  | 540 | 20,198  | 663 | 24,454  | 823 | 28,089  | 971 | 32,624  | 1,112 | 36,436  | 1,244 | 40,912  | 1,321 | 45,281  | 1,375 | <b>49,299</b> | 1,465 |
| 2018 Deplanements         | 4,242 | 119 | 3,862   | 133 | 4,619   | 93  | 4,528   | 92  | 4,562   | 126 | 4,244   | 123 | 4,144   | 155 | 4,108   | 72    | 3,156   | 73    | 3,533   | 89    | 3,573   | 102   | 3,843         | 98    |
| 2018 Y-T-D                | 4,242 | 119 | 8,104   | 252 | 12,723  | 345 | 17,251  | 437 | 21,813  | 563 | 26,057  | 686 | 30,201  | 841 | 34,309  | 913   | 37,465  | 986   | 40,998  | 1,075 | 44,571  | 1,177 | <b>48,414</b> | 1,275 |
| 2019 Deplanements         | 3,309 | 100 | 2,520   | 59  | 3,857   | 102 | 4,227   | 125 | 4,570   | 134 | 4,541   | 126 | 4,113   | 133 | 4,560   | 120   | 4,219   | 109   | 4,800   | 80    | 3,906   | 88    | 4,069         | 88    |
| 2019 Y-T-D                | 3,309 | 100 | 5,829   | 159 | 9,686   | 261 | 13,913  | 386 | 18,483  | 520 | 23,024  | 646 | 27,137  | 779 | 31,697  | 899   | 35,916  | 1,008 | 40,716  | 1,088 | 44,622  | 1,176 | <b>48,691</b> | 1,264 |
| 2020 Deplanements         | 3,733 | 59  | 3,461   | 109 | 1,919   | 46  | 104     | 5   | 372     | 12  | 738     | 23  | 910     | 50  | 1,431   | 72    | 1,274   | 51    | 1,801   | 60    | 1,451   | 62    | 1,486         | 50    |
| 2020 Y-T-D                | 3,733 | 59  | 7,194   | 168 | 9,113   | 214 | 9,217   | 219 | 9,589   | 231 | 10,327  | 254 | 11,237  | 304 | 12,668  | 376   | 13,942  | 427   | 15,743  | 487   | 17,194  | 549   | <b>18,680</b> | 599   |
| 2021 Deplanements         | 1,633 | 73  | 1,423   | 40  | 2,555   | 67  | 2,922   | 88  | 3,702   | 94  | 4,185   | 69  | 3,758   | 68  | 3,921   | 50    | 3,925   | 65    | 3,174   | 55    | 3,364   | 60    | 3,593         | 60    |
| 2021 Y-T-D                | 1,633 | 73  | 3,056   | 113 | 5,611   | 180 | 8,533   | 268 | 12,235  | 362 | 16,420  | 431 | 20,178  | 499 | 24,099  | 549   | 28,024  | 614   | 31,198  | 669   | 34,562  | 729   | <b>38,155</b> | 789   |
| 2022 Deplanements         | 2,485 | 57  | 2,640   | 62  | 3,669   | 109 | 3,354   | 64  | 3,477   | 73  | 3,422   | 77  | 3,174   | 96  | 3,407   | 87    | 2,202   | 27    | 1,951   | 45    | 1,831   | 33    | 1,760         | 38    |
| 2022 Y-T-D                | 2,485 | 57  | 5,125   | 119 | 8,794   | 228 | 12,148  | 292 | 15,625  | 365 | 19,047  | 442 | 22,221  | 538 | 25,628  | 625   | 27,830  | 652   | 29,781  | 697   | 31,612  | 730   | <b>33,372</b> | 768   |
| 2023 Deplanements         | 1,750 | 47  | 1,654   | 40  | 1,765   | 38  | 1,711   | 33  | 1,636   | 45  | 1,778   | 48  | 1,785   | 61  | 1,955   | 51    | 2,566   | 63    | 3,091   | 66    | 3,176   | 69    | 2,572         | 81    |
| 2023 Y-T-D                | 1,750 | 47  | 3,404   | 87  | 5,169   | 125 | 6,880   | 158 | 8,516   | 203 | 10,294  | 251 | 12,079  | 312 | 14,034  | 363   | 16,600  | 426   | 19,691  | 492   | 22,867  | 561   | <b>25,439</b> | 642   |
| 2024 Deplanements         | 2,464 | 66  | 2,401   | 85  | 3,101   | 127 | 2,988   | 114 | 3,055   | 108 | 3,099   | 146 | 2,972   | 141 | 3,235   | 101   | 3,422   | 86    | 3,542   | 109   | 3,030   | 122   | 2,910         | 87    |
| 2024 Y-T-D                | 2,464 | 66  | 4,865   | 151 | 7,966   | 278 | 10,954  | 392 | 14,009  | 500 | 17,108  | 646 | 20,080  | 787 | 23,315  | 888   | 26,737  | 974   | 30,279  | 1,083 | 33,309  | 1,205 | <b>36,219</b> | 1,292 |
| 2025 Deplanements         | 2,867 | 120 |         |     |         |     |         |     |         |     |         |     |         |     |         |       |         |       |         |       |         |       |               |       |
| 2025 Y-T-D                | 2,867 | 120 | 2,867   | 120 | 2,867   | 120 | 2,867   | 120 | 2,867   | 120 | 2,867   | 120 | 2,867   | 120 | 2,867   | 120   | 2,867   | 120   | 2,867   | 120   | 2,867   | 120   | <b>2,867</b>  | 120   |
| Mthly % Change - 24 to 25 | 16.4% |     | -100.0% |     | -100.0% |     | -100.0% |     | -100.0% |     | -100.0% |     | -100.0% |     | -100.0% |       | -100.0% |       | -100.0% |       | -100.0% |       | -100.0%       |       |
| % Change YTD - 24 to 25   | 16.4% |     | -41.1%  |     | -64.0%  |     | -73.8%  |     | -79.5%  |     | -83.2%  |     | -85.7%  |     | -87.7%  |       | -89.3%  |       | -90.5%  |       | -91.4%  |       | -92.1%        |       |



**WALLA WALLA REGIONAL AIRPORT**

**10/1/2024 - 3/18/2025**

| <u>Time</u> | <u>Departing</u> | <u>Time</u> | <u>Arriving</u> | <u>Frequency</u> |
|-------------|------------------|-------------|-----------------|------------------|
| 5:00 AM     | Walla Walla      | 6:09 AM     | Seattle         | Daily            |
| 11:59 AM    | Seattle          | 1:06 PM     | Walla Walla     | Daily            |
| 1:46 PM     | Walla Walla      | 2:55 PM     | Seattle         | Daily            |
| 10:49 PM    | Seattle          | 11:59 PM    | Walla Walla     | Daily            |



**WALLA WALLA REGIONAL AIRPORT**

**3/19/2025 - 4/21/2025**

| <u>Time</u> | <u>Departing</u> | <u>Time</u> | <u>Arriving</u> | <u>Frequency</u> |
|-------------|------------------|-------------|-----------------|------------------|
| 5:00 AM     | Walla Walla      | 6:06 AM     | Seattle         | Daily            |
| 12:45 PM    | Seattle          | 1:45 PM     | Walla Walla     | Daily            |
| 2:25 PM     | Walla Walla      | 3:30 PM     | Seattle         | Daily            |
| 10:56 PM    | Seattle          | 11:59 PM    | Walla Walla     | Daily            |



**WALLA WALLA REGIONAL AIRPORT**

**4/22/2025 - 5/15/2025**

| <u>Time</u> | <u>Departing</u> | <u>Time</u> | <u>Arriving</u> | <u>Frequency</u> |
|-------------|------------------|-------------|-----------------|------------------|
| 6:00 AM     | Walla Walla      | 7:05 AM     | Seattle         | Daily            |
| 12:15 PM    | Seattle          | 1:12 PM     | Walla Walla     | Daily            |
| 1:52 PM     | Walla Walla      | 2:55 PM     | Seattle         | Daily            |
| 10:56 PM    | Seattle          | 11:59 PM    | Walla Walla     | Daily            |



**WALLA WALLA REGIONAL AIRPORT**

**5/16/2025 - TBD**

| <u>Time</u> | <u>Departing</u> | <u>Time</u> | <u>Arriving</u> | <u>Frequency</u> |
|-------------|------------------|-------------|-----------------|------------------|
| 5:10 AM     | Walla Walla      | 6:17 AM     | Seattle         | Daily            |
| 11:59 AM    | Seattle          | 1:09 PM     | Walla Walla     | Daily            |
| 1:49 PM     | Walla Walla      | 2:55 PM     | Seattle         | Daily            |
| 10:56 PM    | Seattle          | 11:59 PM    | Walla Walla     | Daily            |