

**WALLA WALLA REGIONAL AIRPORT
Alaska Air Load Factor**

Year 2018: Outbound (Walla Walla to Seattle)

| Flight # | Jan | Feb | Mar | Apr | May | June | July | Aug | 2018 YTD | 2017 August | 2017 Year End | 2016 Year End | 2015 Year End | 2014 Year End | 2013 Yr End | 2012 Yr End | 2011 Yr End | 2010 Yr End |
|------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| #2123 - 5:10 AM | 77.94% | 78.76% | 86.04% | 78.64% | 82.34% | 82.59% | 77.67% | 74.61% | 79.82% | 75.13% | 80.83% | 81.99% | 85.75% | 79.95% | 73.43% | 75.17% | 72.91% | 66.95% |
| Pass. (Rev/Non) | 1,777 | 1,676 | 2,027 | 1,793 | 1,940 | 1,883 | 1,830 | 1,701 | 14,627 | 1,770 | | | | | | | | |
| No. of Flights | 30 | 28 | 31 | 30 | 31 | 30 | 31 | 30 | 241 | 31 | | | | | | | | |
| #2197 - 11:50 AM | 72.64% | 70.57% | 83.87% | 81.01% | 84.59% | 84.47% | 77.89% | 75.72% | 78.85% | 76.40% | 79.67% | 68.36% | 75.52% | 68.84% | 65.09% | 60.65% | 57.37% | 0.00% |
| Pass. (Rev/Non) | 1,601 | 1,448 | 1,976 | 1,847 | 1,993 | 1,926 | 1,835 | 1,784 | 14,410 | 1,800 | | | | | | | | |
| No. of Flights | 29 | 27 | 31 | 30 | 31 | 30 | 31 | 31 | 240 | 31 | | | | | | | | |
| #2145 - 6:59 PM | 43.98% | 53.36% | 59.90% | 61.22% | 63.39% | 62.58% | 55.19% | 50.71% | 56.29% | 59.47% | 63.58% | 59.24% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 54.22% |
| Pass. (Rev/Non) | 702 | 811 | 865 | 791 | 819 | 761 | 755 | 501 | 6,005 | 678 | | | | | | | | |
| No. of Flights | 21 | 20 | 19 | 17 | 17 | 16 | 18 | 13 | 141 | 15 | | | | | | | | |
| Average | 64.85% | 67.56% | 76.60% | 73.62% | 76.77% | 76.55% | 70.25% | 67.01% | 71.65% | 70.33% | 74.69% | 71.18% | 80.64% | 74.40% | 69.26% | 67.91% | 65.14% | 60.59% |

| 8/2018 Cancel | 8/2017 Cancel |
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Year 2018: Inbound (Seattle to Walla Walla)

| Flight # | Jan | Feb | Mar | Apr | May | June | July | Aug | 2018 YTD | 2017 August | 2017 Year End | 2016 Year End | 2015 Year End | 2014 Year End | 2013 Year End | 2012 Year End | 2011 Year End | 2010 Year End |
|------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| #2198 - 11:12 AM | 70.19% | 60.62% | 71.26% | 75.92% | 72.33% | 78.29% | 73.05% | 77.21% | 72.36% | 80.18% | 73.33% | 66.00% | 84.66% | 76.97% | 71.60% | 70.19% | 67.24% | 64.11% |
| Pass. (Rev/Non) | 1,547 | 1,290 | 1,679 | 1,731 | 1,704 | 1,785 | 1,610 | 1,643 | 12,989 | 1,889 | | | | | | | | |
| No. of Flights | 29 | 28 | 31 | 30 | 31 | 30 | 29 | 28 | 236 | 31 | | | | | | | | |
| #2054 - 6:21 | 79.30% | 80.64% | 90.49% | 87.75% | 88.26% | 84.29% | 84.43% | 83.50% | 84.83% | 85.03% | 83.83% | 84.31% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| Pass. (Rev/Non) | 1,808 | 1,716 | 2,132 | 1,934 | 1,744 | 1,025 | 1,155 | 825 | 12,339 | 1,874 | | | | | | | | |
| No. of Flights | 30 | 28 | 31 | 29 | 26 | 16 | 18 | 13 | 191 | 29 | | | | | | | | |
| #2186 - 10:20 PM | 69.74% | 65.07% | 62.33% | 69.81% | 74.16% | 70.64% | 65.11% | 77.68% | 69.32% | 71.05% | 68.18% | 67.91% | 75.95% | 72.15% | 68.42% | 63.53% | 63.26% | 56.00% |
| Pass. (Rev/Non) | 1,006 | 989 | 900 | 955 | 1,240 | 1,557 | 1,534 | 1,712 | 9,893 | 918 | | | | | | | | |
| No. of Flights | 21 | 20 | 19 | 18 | 22 | 29 | 31 | 29 | 189 | 17 | | | | | | | | |
| Average | 73.08% | 68.78% | 74.69% | 77.83% | 78.25% | 77.74% | 74.20% | 79.46% | 75.50% | 78.75% | 75.11% | 71.90% | 80.31% | 74.56% | 70.01% | 66.86% | 65.25% | 60.06% |

| 8/2018 Cancel | 8/2017 Cancel |
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| 6 | 1 |
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Combined Inbound/Outbound Average

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|--------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Combined Average: | 68.97% | 68.17% | 75.65% | 75.73% | 77.51% | 77.14% | 72.22% | 73.24% | 73.58% | 74.54% | 74.90% | 71.54% | 80.47% | 74.48% | 69.64% | 67.39% | 65.20% | 60.32% |
|--------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|

**Note: 12/4/2017: Resume Wednesday for 6:30 PM Inbound Flight and 7:00 PM Outbound Flight
No Tuesday & Saturday for 7:00 PM Outbound Flight and 10:30 PM Inbound Flight

3/11/2018: No Tuesday/Wednesday/Saturday 7:00 PM Outbound Flight (6:30 Inbound Flight) Last In

5/20/2018: Resume 7 Days/Week 10:30 PM Inbound Flight
No Tuesday/Wednesday/Saturday for 6:30 PM Inbound Flight and 7:00 PM Outbound Flight

8/26/2018: 2 Roundtrips/Day for 7 days/week
No 6:30 PM Inbound and 7:00 PM Outbound



Monthly Passenger and Flight Report August 2018

| | | 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 | 3 | 3 | 2 | 2 | 3 | 2 | 2 | 3 | 2 | 2 | 2 | 2 | 3 | 2 | 3 | 3 | 2 | 2 | 3 | 3 | 2 | 2 | 2 | 2 | 2 | 1 | 2 | 70 | Total Flights operated I/B | | |
| Flights cancelled I/B | | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 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 2096 | R | 48 | 58 | | 50 | 42 | 50 | 50 | 58 | 66 | 60 | 73 | 58 | 55 | 76 | 74 | | 62 | 42 | 57 | 70 | 58 | 71 | 70 | 53 | 53 | 60 | 51 | 36 | 38 | | 67 | 77.21% | 2096 Load Factor | 28 | |
| | NR | 4 | 3 | | 2 | 0 | 0 | 3 | 3 | 1 | 1 | 1 | 2 | 1 | 0 | 0 | | | 1 | 3 | 2 | 0 | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 1 | 2 | | 2 | | | |
| Flight 2020 | R | | | 69 | | 50 | 47 | | | 62 | 75 | | 73 | 58 | | | 74 | 61 | | 52 | 68 | | | 60 | 61 | | | | | | | | 83.50% | 2020 Load Factor | 13 | |
| | NR | | | 0 | | 1 | 0 | | | 3 | 1 | | 1 | 0 | | | 0 | 1 | | 0 | 4 | | | 4 | 0 | | | | | | | | | | | |
| Flight 2086 | R | 53 | 74 | 52 | 47 | 46 | 58 | 66 | 58 | 58 | | 68 | 55 | | 66 | 54 | 61 | 48 | 51 | 40 | 46 | 58 | 74 | 53 | 63 | 54 | 64 | 65 | 64 | 59 | 72 | 65 | 77.68% | 2086 Load Factor | 29 | |
| | NR | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 1 | | | 0 | 0 | | 0 | 2 | 3 | 0 | 2 | 1 | 1 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | | | | |
| Daily I/B Revenue Total | | 101 | 132 | 121 | 97 | 138 | 155 | 116 | 116 | 186 | 135 | 141 | 186 | 113 | 142 | 128 | 135 | 171 | 93 | 149 | 184 | 116 | 145 | 183 | 177 | 107 | 124 | 116 | 100 | 97 | 72 | 132 | 4108 | MTD I/B Revenue Passengers | | |
| Daily I/B Non-Rev Total | | 4 | 3 | 3 | 2 | 2 | 0 | 3 | 3 | 5 | 2 | 2 | 3 | 1 | 0 | 0 | 2 | 5 | 3 | 4 | 5 | 2 | 0 | 7 | 1 | 2 | 2 | 0 | 1 | 2 | 0 | 3 | 72 | MTD I/B Non-Rev Passengers | | |
| Daily I/B Passenger Total | | 105 | 135 | 124 | 99 | 140 | 155 | 119 | 119 | 191 | 137 | 143 | 189 | 114 | 142 | 128 | 137 | 176 | 96 | 153 | 189 | 118 | 145 | 190 | 178 | 109 | 126 | 116 | 101 | 99 | 72 | 135 | 4180 | MTD I/B All Passenger Total | | |
| Daily I/B Load Factor | | 69% | 89% | 82% | 65% | 61% | 68% | 78% | 78% | 84% | 90% | 94% | 83% | 75% | 93% | 84% | 90% | 77% | 63% | 67% | 83% | 78% | 95% | 83% | 78% | 72% | 83% | 76% | 66% | 65% | 95% | 89% | 78.57% | 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 | | 2 | 2 | 3 | 2 | 3 | 3 | 2 | 2 | 3 | 3 | 1 | 3 | 3 | 2 | 2 | 3 | 3 | 2 | 3 | 3 | 2 | 2 | 3 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 74 | Total Flights operated O/B | | |
| Flights cancelled O/B | | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 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 2087 | R | 62 | 62 | 65 | 48 | 59 | 73 | 52 | 62 | 61 | 52 | | 64 | 51 | 33 | 63 | 56 | 66 | 41 | 47 | 51 | 50 | 49 | 43 | 59 | 49 | 67 | 57 | 54 | 47 | 64 | 63 | 74.61% | 2087 Load Factor | 30 | |
| | NR | 4 | 0 | 2 | 0 | 2 | 0 | 1 | 1 | 3 | 0 | | 0 | 0 | 0 | 2 | 0 | 4 | 1 | 2 | 0 | 1 | 1 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | | | | |
| Flight 2079 | R | 59 | 71 | 50 | 40 | 68 | 67 | 62 | 42 | 58 | 53 | 52 | 73 | 63 | 53 | 51 | 63 | 63 | 52 | 46 | 60 | 49 | 44 | 47 | 42 | 63 | 76 | 66 | 64 | 37 | 45 | 54 | 75.72% | 2079 Load Factor | 31 | |
| | NR | 1 | 3 | 0 | 0 | 2 | 1 | 1 | 1 | 6 | 4 | 1 | 0 | 0 | 3 | 0 | 4 | 3 | 1 | 0 | 3 | 0 | 3 | 4 | 0 | 1 | 0 | 1 | 2 | 1 | 1 | 4 | | | | |
| Flight 2021 | R | | | 16 | | 56 | 31 | | | 24 | 40 | | 58 | 32 | | | 31 | 29 | | 48 | 31 | | | 33 | 49 | | | | | | | | 50.71% | 2021 Load Factor | 13 | |
| | NR | | | 2 | | 8 | 1 | | | 2 | 2 | | 4 | 0 | | | 0 | 2 | | 1 | 0 | | | 1 | 0 | | | | | | | | | | | |
| Daily O/B Revenue Total | | 121 | 133 | 131 | 88 | 183 | 171 | 114 | 104 | 143 | 145 | 52 | 195 | 146 | 86 | 114 | 150 | 158 | 93 | 141 | 142 | 99 | 93 | 123 | 150 | 112 | 143 | 123 | 118 | 84 | 109 | 117 | 3881 | MTD O/B Revenue Passengers | | |
| Daily O/B Non-Rev Total | | 5 | 3 | 4 | 0 | 12 | 2 | 2 | 2 | 11 | 6 | 1 | 4 | 0 | 3 | 2 | 4 | 9 | 2 | 3 | 3 | 1 | 4 | 7 | 2 | 1 | 0 | 2 | 2 | 1 | 2 | 5 | 105 | MTD O/B Non-Rev Passengers | | |
| Daily O/B Passenger Total | | 126 | 136 | 135 | 88 | 195 | 173 | 116 | 106 | 154 | 151 | 53 | 199 | 146 | 89 | 116 | 154 | 167 | 95 | 144 | 145 | 100 | 97 | 130 | 152 | 113 | 143 | 125 | 120 | 85 | 111 | 122 | 3986 | MTD O/B All Passenger Total | | |
| Daily O/B Load Factor | | 83% | 89% | 59% | 58% | 86% | 76% | 76% | 70% | 68% | 66% | 70% | 87% | 64% | 59% | 76% | 68% | 73% | 63% | 63% | 64% | 66% | 64% | 57% | 67% | 74% | 94% | 82% | 79% | 56% | 73% | 80% | 70.87% | MTD O/B Load Factor | | |
| STAR Delays-Station | | 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 | 0 | 1 | MTD STAR Delays-Station | | |
| STAR Delays-Other | | 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 | 0 | 1 | MTD STAR Delays-Other | | |
| Turn 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 Turn Delays-Station | | |
| Turn Delays-Other | | 1 | 1 | 2 | 1 | 0 | 1 | 1 | 1 | 2 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 0 | 1 | 35 | MTD Turn Delays-Other | | |
| | | = Flight not scheduled to operate = Flight cancelled | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 93.33% MTD STAR On Time 50.00% MTD All Flights On Time 92.11% MTD I/B schedule completion rate 97.37% 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 |
| 2003 Enplanements | 2,019 | 0 | 1,983 | 0 | 2,367 | 0 | 2,202 | 0 | 2,427 | 0 | 2,481 | 0 | 2,070 | 0 | 1,973 | 0 | 1,928 | 0 | 2,360 | 0 | 2,250 | 90 | 2,210 | 80 |
| 2003 Y-T-D | 2,019 | 0 | 4,002 | 0 | 6,369 | 0 | 8,571 | 0 | 10,998 | 0 | 13,479 | 0 | 15,549 | 0 | 17,522 | 0 | 19,450 | 0 | 21,810 | 0 | 24,060 | 90 | 26,270 | 170 |
| 2004 Enplanements | 1,543 | 80 | 2,008 | 108 | 2,162 | 97 | 2,010 | 138 | 2,359 | 132 | 2,379 | 165 | 1,796 | 142 | 2,060 | 131 | 2,173 | 124 | 2,377 | 123 | 2,099 | 111 | 2,269 | 119 |
| 2004 Y-T-D | 1,543 | 80 | 3,551 | 188 | 5,713 | 285 | 7,723 | 423 | 10,082 | 555 | 12,461 | 720 | 14,257 | 862 | 16,317 | 993 | 18,490 | 1,117 | 20,867 | 1,240 | 22,966 | 1,351 | 25,235 | 1,470 |
| 2005 Enplanements | 1,627 | 114 | 1,646 | 98 | 2,152 | 98 | 2,148 | 134 | 2,260 | 107 | 2,082 | 138 | 1,824 | 114 | 1,952 | 119 | 1,933 | 131 | 2,230 | 116 | 2,439 | 89 | 2,407 | 86 |
| 2005 Y-T-D | 1,627 | 114 | 3,273 | 212 | 5,425 | 310 | 7,573 | 444 | 9,833 | 551 | 11,915 | 689 | 13,739 | 803 | 15,691 | 922 | 17,624 | 1,053 | 19,854 | 1,169 | 22,293 | 1,258 | 24,700 | 1,344 |
| 2006 Hor.Enplanements | 2,054 | 118 | 2,134 | 99 | 2,526 | 121 | 2,297 | 75 | 2,317 | 122 | 2,400 | 106 | 1,976 | 154 | 2,029 | 109 | 2,317 | 86 | 2,485 | 133 | 2,287 | 67 | 2,205 | 58 |
| 2006 BS Enplanements | 0 | 0 | 71 | 2 | 94 | 2 | 113 | 0 | 93 | 1 | 112 | 14 | 125 | 1 | 134 | 1 | 146 | 0 | 91 | 0 | 100 | 0 | 154 | 1 |
| 2006 Y-T-D | 2,054 | 118 | 4,259 | 219 | 6,879 | 342 | 9,289 | 417 | 11,699 | 540 | 14,211 | 660 | 16,312 | 815 | 18,475 | 925 | 20,938 | 1,011 | 23,514 | 1,144 | 25,901 | 1,211 | 28,260 | 1,270 |
| 2007 Hor. Enplanements | 1,944 | 110 | 1,833 | 95 | 2,286 | 118 | 2,241 | 139 | 2,583 | 118 | 2,414 | 119 | 2,224 | 122 | 2,422 | 115 | 2,408 | 82 | 2,750 | 72 | 2,490 | 51 | 2,757 | 74 |
| 2007 BS Enplanements | 99 | 0 | 112 | 0 | 95 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2007 Y-T-D | 2,043 | 110 | 3,988 | 205 | 6,369 | 323 | 8,610 | 462 | 11,193 | 580 | 13,607 | 699 | 15,831 | 821 | 18,253 | 936 | 20,661 | 1,018 | 23,411 | 1,090 | 25,901 | 1,141 | 28,658 | 1,215 |
| 2008 Enplanements | 2,436 | 114 | 2,530 | 119 | 2,492 | 92 | 2,360 | 81 | 2,507 | 76 | 2,438 | 114 | 2,281 | 116 | 2,216 | 97 | 2,354 | 87 | 2,513 | 116 | 2,306 | 117 | 3,149 | 120 |
| 2008 Y-T-D | 2,436 | 114 | 4,966 | 233 | 7,458 | 325 | 9,818 | 406 | 12,325 | 482 | 14,763 | 596 | 17,044 | 712 | 19,260 | 809 | 21,614 | 896 | 24,127 | 1,012 | 26,433 | 1,129 | 29,582 | 1,249 |
| 2009 Enplanements | 2,545 | 140 | 2,329 | 102 | 2,969 | 128 | 2,683 | 109 | 2,867 | 120 | 2,798 | 143 | 2,383 | 172 | 2,501 | 118 | 2,687 | 112 | 3,092 | 124 | 3,110 | 133 | 3,466 | 137 |
| 2009 Y-T-D | 2,545 | 140 | 4,874 | 242 | 7,843 | 370 | 10,526 | 479 | 13,393 | 599 | 16,191 | 742 | 18,574 | 914 | 21,075 | 1,032 | 23,762 | 1,144 | 26,854 | 1,268 | 29,964 | 1,401 | 33,430 | 1,538 |
| 2010 Enplanements | 2,179 | 137 | 1,970 | 106 | 2,575 | 91 | 2,431 | 98 | 2,649 | 102 | 2,494 | 106 | 2,090 | 102 | 2,242 | 119 | 2,379 | 113 | 2,619 | 122 | 2,642 | 104 | 2,780 | 92 |
| 2010 Y-T-D | 2,179 | 137 | 4,149 | 243 | 6,724 | 334 | 9,155 | 432 | 11,804 | 534 | 14,298 | 640 | 16,388 | 742 | 18,630 | 861 | 21,009 | 974 | 23,628 | 1,096 | 26,270 | 1,200 | 29,050 | 1,292 |
| 2011 Enplanements | 2,268 | 113 | 2,167 | 103 | 2,585 | 72 | 2,743 | 98 | 2,795 | 118 | 2,837 | 129 | 2,524 | 121 | 2,568 | 105 | 2,574 | 100 | 2,947 | 113 | 3,058 | 119 | 3,061 | 99 |
| 2011 Y-T-D | 2,268 | 113 | 4,435 | 216 | 7,020 | 288 | 9,763 | 386 | 12,558 | 504 | 15,395 | 633 | 17,919 | 754 | 20,487 | 859 | 23,061 | 959 | 26,008 | 1,072 | 29,066 | 1,191 | 32,127 | 1,290 |
| 2012 Enplanements | 2,210 | 111 | 2,189 | 88 | 2,899 | 108 | 2,690 | 95 | 2,778 | 103 | 2,625 | 109 | 2,295 | 95 | 2,328 | 125 | 2,695 | 101 | 3,049 | 83 | 2,915 | 96 | 3,152 | 96 |
| 2012 Y-T-D | 2,210 | 111 | 4,399 | 199 | 7,298 | 307 | 9,988 | 402 | 12,766 | 505 | 15,391 | 614 | 17,686 | 709 | 20,014 | 834 | 22,709 | 935 | 25,758 | 1,018 | 28,673 | 1,114 | 31,825 | 1,210 |
| 2013 Enplanements | 2,279 | 95 | 2,334 | 90 | 2,849 | 96 | 2,630 | 85 | 2,885 | 95 | 2,824 | 77 | 2,634 | 120 | 2,470 | 111 | 2,851 | 90 | 3,055 | 106 | 2,839 | 113 | 3,400 | 71 |
| 2013 Y-T-D | 2,279 | 95 | 4,613 | 185 | 7,462 | 281 | 10,092 | 366 | 12,977 | 461 | 15,801 | 538 | 18,435 | 658 | 20,905 | 769 | 23,756 | 859 | 26,811 | 965 | 29,650 | 1,078 | 33,050 | 1,149 |
| 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 | | | | | | | | |
| 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 | 34,067 | 972 | 34,067 | 972 | 34,067 | 972 | 34,067 | 972 |
| Mthly % Change - 17 to 18 | 1.5% | | 8.4% | | 4.1% | | 5.2% | | 14.0% | | 2.2% | | 20.0% | | -5.8% | | -100.0% | | -100.0% | | -100.0% | | -100.0% | |
| % Change YTD - 17 to 18 | 1.5% | | 4.8% | | 4.5% | | 4.7% | | 6.6% | | 5.8% | | 7.6% | | 5.9% | | -5.3% | | -15.7% | | -24.2% | | -31.3% | |

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 |
| 2003 Deplanements | 2,191 | 0 | 2,000 | 0 | 2,332 | 0 | 2,237 | 0 | 2,269 | 0 | 2,462 | 0 | 2,209 | 0 | 2,162 | 0 | 1,825 | 0 | 2,342 | 0 | 2,162 | 87 | 1,966 | 82 |
| 2003 Y-T-D | 2,191 | 0 | 4,191 | 0 | 6,523 | 0 | 8,760 | 0 | 11,029 | 0 | 13,491 | 0 | 15,700 | 0 | 17,862 | 0 | 19,687 | 0 | 22,029 | 0 | 24,191 | 87 | 26,157 | 169 |
| 2004 Deplanements | 1,628 | 62 | 1,978 | 109 | 2,186 | 102 | 2,060 | 132 | 2,201 | 141 | 2,186 | 176 | 1,891 | 134 | 2,141 | 152 | 2,070 | 105 | 2,339 | 125 | 2,093 | 95 | 2,084 | 127 |
| 2004 Y-T-D | 1,628 | 62 | 3,606 | 171 | 5,792 | 273 | 7,852 | 405 | 10,053 | 546 | 12,239 | 722 | 14,130 | 856 | 16,271 | 1,008 | 18,341 | 1,113 | 20,680 | 1,238 | 22,773 | 1,333 | 24,857 | 1,460 |
| 2005 Deplanements | 1,688 | 98 | 1,635 | 108 | 2,106 | 78 | 2,179 | 133 | 2,074 | 112 | 1,960 | 142 | 1,823 | 115 | 2,207 | 121 | 1,889 | 130 | 2,223 | 120 | 2,378 | 90 | 2,295 | 63 |
| 2005 Y-T-D | 1,688 | 98 | 3,323 | 206 | 5,429 | 284 | 7,608 | 417 | 9,682 | 529 | 11,642 | 671 | 13,465 | 786 | 15,672 | 907 | 17,561 | 1,037 | 19,784 | 1,157 | 22,162 | 1,247 | 24,457 | 1,310 |
| 2006 Hor.Deplanements | 2,119 | 110 | 2,063 | 93 | 2,489 | 119 | 2,370 | 94 | 2,351 | 116 | 2,234 | 123 | 1,988 | 147 | 2,270 | 114 | 2,055 | 88 | 2,407 | 129 | 2,283 | 74 | 2,050 | 83 |
| 2006 BS Deplanements | 0 | 0 | 69 | 1 | 101 | 1 | 99 | 1 | 82 | 2 | 112 | 18 | 139 | 1 | 133 | 0 | 90 | 0 | 93 | 0 | 106 | 1 | 82 | 1 |
| 2006 Y-T-D | 2,119 | 110 | 4,251 | 204 | 6,841 | 324 | 9,310 | 419 | 11,743 | 537 | 14,089 | 678 | 16,216 | 826 | 18,619 | 940 | 20,764 | 1,028 | 23,264 | 1,157 | 25,653 | 1,232 | 27,785 | 1,316 |
| 2007 Hor.Deplanements | 1,928 | 91 | 1,791 | 107 | 2,258 | 111 | 2,294 | 133 | 2,457 | 128 | 2,378 | 114 | 2,185 | 120 | 2,568 | 82 | 2,332 | 84 | 2,699 | 60 | 2,540 | 45 | 2,460 | 93 |
| 2007 BS Deplanements | 104 | 1 | 97 | 1 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2007 Y-T-D | 2,032 | 92 | 3,920 | 200 | 6,236 | 311 | 8,530 | 444 | 10,987 | 572 | 13,365 | 686 | 15,550 | 806 | 18,118 | 888 | 20,450 | 972 | 23,149 | 1,032 | 25,689 | 1,077 | 28,149 | 1,170 |
| 2008 Deplanements | 2,574 | 103 | 2,625 | 121 | 2,495 | 87 | 2,403 | 81 | 2,431 | 86 | 2,375 | 92 | 2,310 | 123 | 2,465 | 99 | 2,241 | 82 | 2,478 | 100 | 2,160 | 123 | 2,949 | 124 |
| 2008 Y-T-D | 2,574 | 103 | 5,199 | 224 | 7,694 | 311 | 10,097 | 392 | 12,528 | 478 | 14,903 | 570 | 17,213 | 693 | 19,678 | 792 | 21,919 | 874 | 24,397 | 974 | 26,557 | 1,097 | 29,506 | 1,221 |
| 2009 Deplanements | 2,786 | 126 | 2,342 | 110 | 3,041 | 127 | 2,886 | 147 | 2,725 | 135 | 2,720 | 151 | 2,569 | 168 | 2,793 | 118 | 2,584 | 118 | 3,029 | 113 | 3,317 | 124 | 3,106 | 122 |
| 2009 Y-T-D | 2,786 | 126 | 5,128 | 236 | 8,169 | 363 | 11,055 | 510 | 13,780 | 645 | 16,500 | 796 | 19,069 | 964 | 21,862 | 1,082 | 24,446 | 1,200 | 27,475 | 1,313 | 30,792 | 1,437 | 33,898 | 1,559 |
| 2010 Deplanements | 2,340 | 110 | 1,973 | 84 | 2,436 | 86 | 2,551 | 103 | 2,351 | 96 | 2,434 | 112 | 2,190 | 99 | 2,555 | 110 | 2,271 | 118 | 2,617 | 126 | 2,489 | 107 | 2,385 | 78 |
| 2010 Y-T-D | 2,340 | 110 | 4,313 | 194 | 6,749 | 280 | 9,300 | 383 | 11,651 | 479 | 14,085 | 591 | 16,275 | 690 | 18,830 | 800 | 21,101 | 918 | 23,718 | 1,044 | 26,207 | 1,151 | 28,592 | 1,229 |
| 2011 Deplanements | 2,415 | 91 | 2,214 | 119 | 2,595 | 82 | 2,760 | 111 | 2,606 | 111 | 2,795 | 136 | 2,534 | 113 | 2,842 | 100 | 2,615 | 101 | 2,825 | 111 | 2,994 | 118 | 2,807 | 88 |
| 2011 Y-T-D | 2,415 | 91 | 4,629 | 210 | 7,224 | 292 | 9,984 | 403 | 12,590 | 514 | 15,385 | 650 | 17,919 | 763 | 20,761 | 863 | 23,376 | 964 | 26,201 | 1,075 | 29,195 | 1,193 | 32,002 | 1,281 |
| 2012 Deplanements | 2,501 | 91 | 2,215 | 93 | 2,742 | 121 | 2,770 | 100 | 2,714 | 116 | 2,521 | 92 | 2,139 | 104 | 2,643 | 124 | 2,685 | 97 | 2,918 | 74 | 2,807 | 84 | 2,882 | 101 |
| 2012 Y-T-D | 2,501 | 91 | 4,716 | 184 | 7,458 | 305 | 10,228 | 405 | 12,942 | 521 | 15,463 | 613 | 17,602 | 717 | 20,245 | 841 | 22,930 | 938 | 25,848 | 1,012 | 28,655 | 1,096 | 31,537 | 1,197 |
| 2013 Deplanements | 2,470 | 87 | 2,317 | 89 | 2,875 | 77 | 2,799 | 97 | 2,920 | 92 | 2,732 | 75 | 2,625 | 106 | 2,924 | 109 | 2,740 | 107 | 3,064 | 80 | 2,765 | 112 | 3,223 | 73 |
| 2013 Y-T-D | 2,470 | 87 | 4,787 | 176 | 7,662 | 253 | 10,461 | 350 | 13,381 | 442 | 16,113 | 517 | 18,738 | 623 | 21,662 | 732 | 24,402 | 839 | 27,466 | 919 | 30,231 | 1,031 | 33,454 | 1,104 |
| 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 | 36,313 | 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 | 41,277 | 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 | 47,123 | 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 | 49,299 | 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 | | | | | | | | |
| 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 | | | | | | | | |
| Mthly % Change - 17 to 18 | 2.9% | | 13.4% | | 3.1% | | 4.5% | | 18.4% | | -0.3% | | 14.0% | | -9.4% | | -100.0% | | -100.0% | | -100.0% | | -100.0% | |
| % Change YTD - 17 to 18 | 2.9% | | 7.6% | | 5.9% | | 5.5% | | 8.0% | | 6.6% | | 7.5% | | 5.2% | | -100.0% | | -100.0% | | -100.0% | | -100.0% | |