

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

Year 2017: Outbound (Walla Walla to Seattle)

Flight #	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	2017 Y-T-D	2016 July	2016 Year End	2015 Year End	2014 Year End	2013 Yr End	2012 Yr End	2011 Yr End	2010 Yr End	
#2087 - 5:40 AM	79.40%	83.13%	86.27%	71.89%	77.26%	82.80%	72.00%						78.96%	75.66%	81.99%	85.75%	79.95%	73.43%	75.17%	72.91%	66.95%	
Pass. (Rev/Non)	1,569	1,390	1,967	1,639	1,644	1,825	1,368															
No. of Flights	26	22	30	30	28	29	25															
#2089 - 11:53 AM	72.03%	77.05%	77.33%	78.99%	81.58%	81.23%	73.51%						77.39%	61.84%	68.36%	75.52%	68.84%	65.09%	60.65%	57.37%		
Pass. (Rev/Non)	1,478	1,464	1,822	1,801	1,922	1,852	1,676															
No. of Flights	27	25	31	30	31	30	30															
#2021 - 7:17 PM	53.89%	56.37%	61.84%	62.85%	63.97%	63.85%	57.75%						60.07%	52.63%	59.24%	0.00%	0.00%	0.00%	0.00%	0.00%	54.22%	
Pass. (Rev/Non)	983	814	940	812	632	825	790															
No. of Flights	24	19	20	17	13	17	18															
Average	68.44%	72.18%	75.15%	71.24%	74.27%	75.96%	67.75%						72.14%	63.38%	71.18%	80.64%	74.40%	69.26%	67.91%	65.14%	60.59%	

7/2017 Cancel	7/2016 Cancel
6	1

2	4
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0	1
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8	6
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Year 2017: Inbound (Seattle to Walla Walla)

Flight #	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	2017 Y-T-D	2016 July	2016 Year End	2015 Year End	2014 Year End	2013 Year End	2012 Year End	2011 Year End	2010 Year End	
#2096 - 11:18 AM	68.12%	66.01%	67.15%	74.34%	70.09%	76.14%	70.92%						70.40%	54.10%	66.00%	84.66%	76.97%	71.60%	70.19%	67.24%	64.11%	
Pass. (Rev/Non)	1,346	1,202	1,582	1,695	1,598	1,736	1,617															
No. of Flights	26	24	31	30	30	30	30															
#2020 - 6:40/8:22	82.18%	83.73%	86.61%	81.93%	79.04%	85.48%	73.11%						81.73%	84.04%	84.31%	0.00%	0.00%	0.00%	0.00%	0.00%		
Pass. (Rev/Non)	1,499	1,209	1,843	1,868	1,682	1,884	1,667															
No. of Flights	24	19	28	30	28	29	30															
#2086 - 10:35 PM	69.74%	65.85%	71.53%	69.27%	61.32%	61.46%	55.35%						64.93%	59.21%	67.91%	75.95%	72.15%	68.42%	63.53%	63.26%	56.00%	
Pass. (Rev/Non)	1,378	1,151	1,196	895	699	794	631															
No. of Flights	26	23	22	17	15	17	15															
Average	73.35%	71.86%	75.10%	75.18%	70.15%	74.36%	66.46%						72.35%	65.78%	71.90%	80.31%	74.56%	70.01%	66.86%	65.25%	60.06%	

7/2017 Cancel	7/2016 Cancel
6	1

2	4
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0	1
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8	6
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Combined Inbound/Outbound Average

Combined Average:	70.89%	72.02%	75.12%	73.21%	72.21%	75.16%	67.11%						72.25%	64.58%	71.54%	80.47%	74.48%	69.64%	67.39%	65.20%	60.32%
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**Note: 1/1/2017 - 3/11/2017: 3 flight schedule with Saturday exception
Flight #2086: Last inbound at Midnight

3/12/2017: No 3rd flight on Tuesday/Wednesday/Saturday
Outbound: No Flight #2021 on Tuesday/Wednesday/Saturday
Inbound: No Flight #2086 on Tuesday/Wednesday/Saturday

Flight #2020: Last Inbound at 8:24 PM on Tuesday/Wednesday/Saturday
Flight #2086: Last Inbound at 10:35 PM on Monday/Thursday/Friday/Sunday



Monthly Passenger and Flight Report July 2017

	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	
	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	Sat	Sun	Mon	
Flights operated I/B	1	1	3	2	2	3	3	2	3	2	2	3	3	2	3	2	2	2	2	3	2	3	2	3	3	2	3	2	3	3		
Flights cancelled I/B	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0		
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		
Flight 2096 R	45		53	26	50	63	63	64	33	51	48	30	42	53	52	43	52	49	45	55	76	38	39	54	59	56	44	77	67	51	66	
NR	3		2	1	1	11	7	6	4	2	0	2	4	1	2	2	1	1	2	5	0	9	0	1	2	0	0	1	0	3	0	
Flight 2020 R		55	45	25	66	61	54	44	42	69	56	40	51	64	44	70	33	62	75	62	74	32	53	44	43	51	65	70	52	63	56	
NR		1	0	2	3	3	1	1	0	3	1	0	2	2	1	1	3	5	1	2	1	2	2	0	0	2	4	2	0	0	1	
Flight 2086 R			31			20	50		34	40			34	35		46	46				45		50	38			45		47	55		
NR			1			3	2		2	0			1	1		0	0				1		1	1			2		0	0	0	
Daily I/B Revenue Total	45	55	129	51	116	144	167	108	109	160	104	70	127	152	96	159	131	111	120	117	195	70	142	136	102	107	154	147	119	161	177	
Daily I/B Non-Rev Total	3	1	3	3	4	17	10	7	6	5	1	2	7	4	3	3	4	6	3	7	2	11	3	2	2	2	6	3	0	3	1	
Daily I/B Passenger Total	48	56	132	54	120	161	177	115	115	165	105	72	134	156	99	162	135	117	123	124	197	81	145	138	104	109	160	150	119	164	178	
Daily I/B Load Factor	63%	74%	58%	36%	79%	71%	78%	76%	50%	72%	69%	47%	59%	68%	65%	71%	59%	77%	81%	82%	86%	53%	64%	61%	68%	72%	70%	99%	78%	72%	78%	
Flights operated O/B	2	1	2	2	2	3	3	2	3	3	2	2	3	3	2	2	3	2	2	3	2	2	3	3	2	2	3	2	0	3	3	
Flights cancelled O/B	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	2	0	0	
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	1	0	0	
Flight 2087 R	41			30	57	41	57	39	56	51	52	63	53	73	35		49	47	63	76		52	56	64	48	65	58			65	31	
NR	0			2	0	2	2	3	6	2	0	1	9	0	1		0	3	5	0		0	3	0	0	1	1		1	4		
Flight 2089 R	45		75	34	52	57	40	37	66	44	52	44	40	66	33	74	40	60	40	50	75	41	61	73	52	58	54	75	56	72	50	
NR	3		0	0	2	3	1	3	6	8	1	3	3	0	0	2	3	3	2	2	0	2	4	1	2	2	0	1	0	0	3	
Flight 2021 R		72	33			34	38		54	24			39	32		55	20				45	47		69	24			36	39	72	20	
NR		0	1			3	2		3	0			0	1		6	1				10	0		1	3			1	3		1	
Daily O/B Revenue Total	86	72	108	64	109	132	135	76	176	119	104	107	132	171	68	129	109	107	103	171	122	93	186	161	100	123	148	114	56	209	101	
Daily O/B Non-Rev Total	3	0	1	2	2	8	5	6	15	10	1	4	12	1	1	8	4	6	7	12	0	2	8	4	2	3	2	4	0	2	8	
Daily O/B Passenger Total	89	72	109	66	111	140	140	82	191	129	105	111	144	172	69	137	113	113	110	183	122	95	194	165	102	126	150	118	56	211	109	
Daily O/B Load Factor	59%	95%	72%	43%	73%	61%	61%	54%	84%	57%	69%	73%	63%	75%	45%	90%	50%	74%	72%	80%	80%	63%	85%	72%	67%	83%	66%	78%	74%	93%	48%	
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
STAR Delays-Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0
Turn Delays-Station	0	0	0	0	0	0	0	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
Turn Delays-Other	1	1	2	1	1	1	2	1	2	0	1	1	1	0	1	1	0	2	1	1	2	0	0	2	2	1	1	2	1	1	0	0

Grey box = Flight not scheduled to operate Yellow box = Flight cancelled

Note: 2089 on 7/29 cancelled and was replaced by 2145 as a flagstop flight from PSC

75	Total Flights operated I/B	30
6	Total Flights cancelled I/B	
0	Total Flagstops operated I/B	
70.92%	2096 Load Factor	30
73.11%	2020 Load Factor	30
55.35%	2086 Load Factor	15
3781	MTD I/B Revenue Passengers	
134	MTD I/B Non-Rev Passengers	
3915	MTD I/B All Passenger Total	
68.68%	MTD I/B Load Factor	
72	Total Flights operated O/B	
8	Total Flights cancelled O/B	
1	Total Flagstops operated O/B	
72.00%	2087 Load Factor	25
73.51%	2089 Load Factor	30
57.75%	2021 Load Factor	18
3691	MTD O/B Revenue Passengers	
143	MTD O/B Non-Rev Passengers	
3834	MTD O/B All Passenger Total	
69.11%	MTD O/B Load Factor	
0	MTD STAR Delays-Station	
3	MTD STAR Delays-Other	
1	MTD Turn Delays-Station	
33	MTD Turn Delays-Other	
88.00%	MTD STAR On Time	
48.61%	MTD All Flights On Time	
92.59%	MTD I/B schedule completion rate	
90.00%	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										
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										
Mthly % Change - 16 to 17	25.1%		15.7%		17.6%		4.7%		-3.8%		-4.5%		-4.9%		-100.0%		-100.0%		-100.0%		-100.0%		-100.0%	
% Change YTD - 16 to 17	25.1%		20.4%		19.3%		15.2%		10.8%		7.7%		6.0%		-100.0%		-100.0%		-100.0%		-100.0%		-100.0%	

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										
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										
Mthly % Change - 16 to 17	28.4%		11.9%		16.8%		10.5%		-1.8%		-2.9%		-3.1%		-100.0%		-100.0%		-100.0%		-100.0%		-100.0%	
% Change YTD - 16 to 17	28.4%		20.3%		19.0%		16.6%		12.6%		9.6%		7.7%		-100.0%		-100.0%		-100.0%		-100.0%		-100.0%	