

WALLA WALLA REGIONAL AIRPORT Commercial Air Load Factor Report

Year 2023: Outbound (Seattle to Walla Walla)

| Flight # | Jan 2023 | Feb | Mar | Apr | May | June | July | Aug | 2023 YTD | Aug 2022 | 2022 Year End | 2021 Year End | 2020 Year End | 2019 Year End | 2018 Year End | 2017 Year End |
|-----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| #2087 - 6:00 AM | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 79.54% | 81.15% | 75.56% | 44.22% | 80.47% | 80.33% | 80.83% |
| Rev Pass. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,753 | 14,432 | 20,157 | 10,990 | 21,099 | | |
| No. of Flights | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 234 | 351 | 327 | 345 | 355 | 333 |
| #2096 - 1:15 PM | 79.25% | 78.57% | 77.46% | 75.13% | 75.59% | 82.63% | 74.45% | 74.96% | 77.22% | 58.06% | 71.45% | 68.40% | 42.52% | 80.01% | 79.61% | 79.67% |
| Rev Pass. | 1,807 | 1,672 | 1,825 | 1,713 | 1,781 | 1,884 | 1,754 | 1,766 | 14,202 | 1,368 | 19,278 | 17,830 | 7,529 | 21,464 | | |
| No. of Flights | 30 | 28 | 31 | 30 | 31 | 30 | 31 | 31 | 242 | 31 | 355 | 343 | 233 | 353 | 354 | 347 |
| #2009 7:00 PM | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 38.58% | 23.31% | 54.75% | 56.20% | 63.58% |
| Rev Pass. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,290 | 124 | 6,866 | | |
| No. of Flights | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 7 | 165 | 186 | 204 |
| Average | 79.25% | 78.57% | 77.46% | 75.13% | 75.59% | 82.63% | 74.45% | 74.96% | 77.22% | 68.44% | 75.31% | 70.03% | 43.26% | 75.36% | 73.38% | 74.69% |

| 8/2023 Cancel | Reason | 8/2022 Cancel | Reason |
|---------------|--------|---------------|--------|
| 0 | | 2 | Mech |

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| 0 | | 0 | |
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| 0 | | 0 | |
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|---|--|---|--|
| 0 | | 2 | |
|---|--|---|--|

Year 2023: Inbound (Seattle to Walla Walla)

| Flight # | Jan | Feb | Mar | Apr | May | June | July | Aug | 2023 YTD | Aug 2022 | 2022 Year End | 2021 Year End | 2020 Year End | 2019 Year End | 2018 Year End | 2017 Year End |
|------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| #2096 - 12:35 PM | 76.75% | 77.73% | 74.92% | 75.04% | 69.44% | 77.98% | 75.76% | 82.98% | 76.30% | 82.17% | 82.57% | 74.37% | 48.54% | 80.35% | 71.39% | 73.33% |
| Rev Pass. | 1,750 | 1,654 | 1,765 | 1,711 | 1,636 | 1,778 | 1,785 | 1,955 | 14,034 | 1,936 | 22,402 | 19,670 | 8,595 | 21,372 | | |
| No. of Flights | 30 | 28 | 31 | 30 | 31 | 30 | 31 | 31 | 242 | 31 | 357 | 348 | 233 | 350 | 345 | 343 |
| #2020 6:15 PM | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 66.54% | 31.06% | 76.88% | 80.08% | 83.83% |
| Rev Pass. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,225 | 2,502 | 10,400 | | |
| No. of Flights | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 106 | 178 | 270 | 321 |
| #2086 - 11:50 PM | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 64.52% | 61.90% | 61.48% | 43.30% | 66.96% | 69.00% | 68.18% |
| Rev Pass. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,471 | 11,056 | 16,260 | 7,601 | 16,945 | | |
| No. of Flights | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 235 | 348 | 231 | 333 | 267 | 218 |
| Average | 76.75% | 77.73% | 74.92% | 75.04% | 69.44% | 77.98% | 75.76% | 82.98% | 76.30% | 73.49% | 74.36% | 67.84% | 43.16% | 74.45% | 73.77% | 75.11% |

| 8/2023 Cancel | Reason | 8/2022 Cancel | Reason |
|---------------|--------|---------------|--------|
| 0 | | 0 | |

| | | | |
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| 0 | | 0 | |
|---|--|---|--|

| | | | |
|---|--|---|------|
| 0 | | 1 | Mech |
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|---|--|---|--|
| 0 | | 1 | |
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Combined Inbound/Outbound Average

| | | | | | | | | | | | | | | | | |
|-------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Combined Average: | 78.00% | 78.15% | 76.19% | 75.09% | 72.52% | 80.31% | 75.11% | 78.97% | 76.76% | 70.97% | 74.84% | 68.94% | 43.21% | 74.91% | 73.57% | 74.90% |
|-------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|

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



Monthly Passenger and Flight Report

Aug-23

| | 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 | |
|---------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|--------|
| | 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 | Tue | Wed | Thu | |
| Flights operated I/B | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 31 | |
| Flights cancelled 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 | |
| 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 | |
| Flight 3426 R | 72 | 57 | 66 | 65 | 50 | 44 | 61 | 61 | 59 | 63 | 69 | 56 | 56 | 51 | 59 | 62 | 71 | 72 | 55 | 68 | 61 | 59 | 70 | 70 | 67 | 62 | 64 | 68 | 74 | 66 | 68 | 84.72% |
| NR | 0 | 0 | 2 | 3 | 5 | 3 | 0 | 2 | 3 | 0 | 0 | 6 | 0 | 0 | 1 | 2 | 1 | 1 | 2 | 3 | 0 | 1 | 0 | 1 | 0 | 4 | 3 | 1 | 0 | 3 | 3 | 31 |
| Daily I/B Revenue Total | 72 | 57 | 66 | 65 | 50 | 44 | 61 | 61 | 59 | 63 | 69 | 56 | 56 | 51 | 59 | 62 | 71 | 72 | 55 | 68 | 61 | 59 | 70 | 70 | 67 | 62 | 64 | 68 | 74 | 66 | 68 | 1955 |
| Daily I/B Non-Rev Total | 0 | 0 | 2 | 3 | 5 | 3 | 0 | 2 | 3 | 0 | 0 | 6 | 1 | 0 | 1 | 2 | 1 | 1 | 2 | 3 | 0 | 1 | 0 | 1 | 0 | 4 | 3 | 1 | 0 | 3 | 3 | 51 |
| Daily I/B Passenger Total | 72 | 57 | 68 | 68 | 55 | 47 | 61 | 63 | 62 | 63 | 69 | 62 | 66 | 51 | 60 | 64 | 72 | 73 | 57 | 71 | 61 | 60 | 70 | 71 | 67 | 66 | 67 | 69 | 74 | 69 | 71 | 2006 |
| Daily I/B Load Factor | 95% | 75% | 89% | 89% | 72% | 62% | 80% | 83% | 82% | 83% | 91% | 82% | 87% | 67% | 79% | 84% | 95% | 96% | 75% | 93% | 80% | 79% | 92% | 93% | 88% | 87% | 88% | 91% | 97% | 91% | 93% | 85.14% |

| | 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 | |
|---------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|--------|
| | 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 | Tue | Wed | Thu | |
| Flights operated O/B | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 31 | |
| Flights cancelled 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 | |
| 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 | |
| Flight 3426 R | 55 | 57 | 45 | 49 | 65 | 56 | 71 | 51 | 37 | 72 | 74 | 39 | 67 | 66 | 59 | 40 | 35 | 46 | 40 | 67 | 64 | 66 | 62 | 67 | 61 | 62 | 68 | 58 | 56 | 47 | 68 | 76.91% |
| NR | 3 | 0 | 9 | 1 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 6 | 0 | 2 | 1 | 0 | 2 | 3 | 1 | 0 | 3 | 1 | 0 | 0 | 31 |
| Daily O/B Revenue Total | 55 | 53 | 45 | 49 | 65 | 56 | 71 | 51 | 37 | 72 | 74 | 39 | 67 | 66 | 59 | 40 | 35 | 46 | 40 | 67 | 64 | 66 | 62 | 67 | 61 | 62 | 68 | 58 | 56 | 47 | 68 | 1766 |
| Daily O/B Non-Rev Total | 3 | 3 | 9 | 1 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 6 | 0 | 2 | 1 | 0 | 2 | 3 | 1 | 0 | 3 | 1 | 0 | 0 | 45 |
| Daily O/B Passenger Total | 58 | 56 | 54 | 50 | 66 | 58 | 73 | 52 | 37 | 72 | 74 | 40 | 67 | 67 | 59 | 40 | 36 | 47 | 46 | 67 | 66 | 67 | 62 | 69 | 64 | 63 | 68 | 61 | 57 | 47 | 68 | 1811 |
| Daily O/B Load Factor | 76% | 74% | 71% | 66% | 87% | 76% | 96% | 68% | 49% | 95% | 97% | 53% | 88% | 88% | 78% | 53% | 47% | 62% | 61% | 88% | 87% | 88% | 82% | 91% | 84% | 83% | 89% | 80% | 75% | 62% | 89% | 76.87% |
| Turn Delays-Station | 0 | 0 | 0 | 0 | 0 | 1 | 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 | 2 |
| Turn Delays-Other | 0 | 0 | 0 | 1 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 8 |

 = Flight not scheduled to operate
 =Weather Cancel
 =Mechanical Cancel
 =Technical Cancel
 =ATC Cancel

100.00% MTD STAR On Time
 67.74% MTD All Flights On Time
 100.00% MTD I/B schedule completion rate
 100.00% 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 |
| 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 | 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 | 14,202 | 371 | 14,202 | 371 | 14,202 | 371 | 14,202 | 371 |
| 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 | 14,202 | 371 | 14,202 | 371 | 14,202 | 371 | 14,202 | 371 |
| Mthly % Change - 22 to 23 | -30.3% | | -38.8% | | -52.6% | | -47.7% | | -50.5% | | -45.4% | | -44.1% | | -43.4% | | -100.0% | | -100.0% | | -100.0% | | -100.0% | |
| % Change YTD - 22 to 23 | -30.3% | | -34.6% | | -42.2% | | -43.6% | | -45.2% | | -45.2% | | -45.1% | | -44.9% | | -49.0% | | -52.5% | | -55.3% | | -57.9% | |

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 |
| 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 | 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 | 48,414 | 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 | 48,691 | 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 | 18,680 | 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 | 38,155 | 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 | 33,372 | 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 | | | | | | | | |
| 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 | 14,034 | 363 | 14,034 | 363 | 14,034 | 363 | 14,034 | 363 |
| Mthly % Change - 22 to 23 | -29.6% | | -37.3% | | -51.9% | | -49.0% | | -52.9% | | -48.0% | | -43.8% | | -42.6% | | -100.0% | | -100.0% | | -100.0% | | -100.0% | |
| % Change YTD - 22 to 23 | -29.6% | | -33.6% | | -41.2% | | -43.4% | | -45.5% | | -46.0% | | -45.6% | | -45.2% | | -49.6% | | -52.9% | | -55.6% | | -57.9% | |



WALLA WALLA REGIONAL AIRPORT

9/7/2023 - TBD

| <u>Time</u> | <u>Departing</u> | <u>Time</u> | <u>Arriving</u> | <u>Frequency</u> |
|-------------|------------------|-------------|-----------------|------------------|
| 5:00 AM | Walla Walla | 6:08 AM | Seattle | Daily |
| 12:00 PM | Seattle | 1:05 PM | Walla Walla | Daily |
| 1:45 PM | Walla Walla | 2:55 PM | Seattle | Daily |
| 10:45 PM | Seattle | 11:50 PM | Walla Walla | Daily |