# WALLA WALLA REGIONAL AIRPORT
## Commercial Air Load Factor Report

### Year 2026: Outbound (Walla Walla to Seattle)

| Flight # | Jan 2026 | Feb 2026 | Mar 2026 | Apr 2026 | May 2026 | June 2026 | July 2026 | Aug 2026 | Sept 2026 | 2026 Year End | Sept 2025 | 2025 Year End | 2024 Year End | 2023 Year End | 2022 Year End | 9/2026 Cancel | Reason | 9/2025 Cancel | Reason |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5:00 AM | 62.12% | 67.90% | 76.06% | 67.98% | 75.09% | 79.96% | 68.72% | 58.55% | 71.96% | 69.88% | 70.00% | 72.65% | 69.94% | 70.20% | 81.15% | 1 | Mech. | 0 | |
| Rev Pass. | 1,322 | 1,445 | 1,792 | 1,550 | 1,655 | 1,823 | 1,619 | 1,335 | 1,586 | 14,127 | 1,596 | 19,325 | 18,126 | 5,602 | 14,432 | | | | |
| No. of Flights | 28 | 28 | 31 | 30 | 29 | 30 | 31 | 30 | 29 | 266 | 30 | 350 | 341 | 105 | 234 | | | | |
| 1:45 PM | 55.94% | 56.53% | 59.39% | 63.60% | 68.76% | 69.82% | 59.08% | 62.99% | 65.70% | 62.47% | 75.88% | 71.20% | 69.43% | 76.63% | 71.45% | 0 | | 0 | |
| Rev Pass. | 1,318 | 1,203 | 1,309 | 1,450 | 1,620 | 1,592 | 1,392 | 1,484 | 1,498 | 12,866 | 1,730 | 19,373 | 18,785 | 21,024 | 19,278 | | | | |
| No. of Flights | 31 | 28 | 29 | 30 | 31 | 30 | 31 | 31 | 30 | 271 | 30 | 358 | 356 | 361 | 355 | | | | |
| Average | 58.88% | 62.22% | 68.00% | 65.79% | 71.82% | 74.89% | 63.90% | 60.81% | 68.78% | 66.14% | 72.94% | 71.92% | 69.68% | 75.18% | 75.31% | 1 | | 0 | |

Outbound Ranking:

### Year 2026: Inbound (Seattle to Walla Walla)

| Flight # | Jan 2026 | Feb 2026 | Mar 2026 | Apr 2026 | May 2026 | June 2026 | July 2026 | Aug 2026 | Sept 2026 | 2026 Year End | Sept 2025 | 2025 Year End | 2024 Year End | 2023 Year End | 2022 Year End | 9/2026 Cancel | Reason | 9/2025 Cancel | Reason |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1:05 PM | 72.45% | 66.92% | 78.95% | 75.26% | 78.65% | 82.94% | 72.84% | 77.29% | 72.32% | 75.37% | 76.97% | 78.89% | 76.29% | 77.30% | 82.57% | 0 | | 0 | |
| Rev Pass. | 1,707 | 1,424 | 1,860 | 1,716 | 1,853 | 1,891 | 1,716 | 1,821 | 1,649 | 15,637 | 1,755 | 21,523 | 20,699 | 21,209 | 22,402 | | | | |
| No. of Flights | 31 | 28 | 31 | 30 | 31 | 30 | 31 | 31 | 30 | 273 | 30 | 359 | 357 | 361 | 357 | | | | |
| 11:50 PM | 51.64% | 53.17% | 60.39% | 59.39% | 57.63% | 60.75% | 54.63% | 62.02% | 59.44% | 57.75% | 55.39% | 61.57% | 59.88% | 53.53% | 61.90% | 1 | Mech. | 0 | |
| Rev Pass. | 1,099 | 1,091 | 1,377 | 1,354 | 1,314 | 1,385 | 1,287 | 1,414 | 1,310 | 11,631 | 1,263 | 16,377 | 15,428 | 4,231 | 11,056 | | | | |
| No. of Flights | 28 | 27 | 30 | 30 | 30 | 30 | 31 | 30 | 29 | 265 | 30 | 350 | 339 | 104 | 235 | | | | |
| Average | 62.58% | 60.17% | 69.82% | 67.32% | 68.31% | 71.84% | 63.73% | 69.78% | 65.99% | 66.69% | 66.18% | 70.34% | 68.30% | 71.99% | 74.36% | 1 | | 0 | |

Inbound Ranking:

### Combined Average

| | Jan 2026 | Feb 2026 | Mar 2026 | Apr 2026 | May 2026 | June 2026 | July 2026 | Aug 2026 | Sept 2026 | 2026 Year End | Sept 2025 | 2025 Year End | 2024 Year End | 2023 Year End | 2022 Year End |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Combined Average: | 60.73% | 61.19% | 68.91% | 66.56% | 70.07% | 73.37% | 63.82% | 65.29% | 67.38% | 66.41% | 69.56% | 71.13% | 68.99% | 73.58% | 74.84% |

(2)RT. MRG Ends in Aug.
(1)RT Jan-Aug & MRG (2)RT Sept-Dec.
(2)RT Jan-Sep & (1)RT Oct-Dec.

| Summary | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Overall Ranking: | 9 | 8 | 3 | 5 | 2 | 1 | 7 | 6 | 4 |
| Outbound Ranking: | 9 | 7 | 4 | 5 | 2 | 1 | 6 | 8 | 3 |
| Inbound Ranking: | 8 | 9 | 2 | 5 | 4 | 1 | 7 | 3 | 6 |

Alaska AIRLINES

**Monthly Passenger and Flight Report** **Sep-26**

| | 1 Tue | 2 Wed | 3 Thu | 4 Fri | 5 Sat | 6 Sun | 7 Mon | 8 Tue | 9 Wed | 10 Thu | 11 Fri | 12 Sat | 13 Sun | 14 Mon | 15 Tue | 16 Wed | 17 Thu | 18 Fri | 19 Sat | 20 Sun | 21 Mon | 22 Tue | 23 Wed | 24 Thu | 25 Fri | 26 Sat | 27 Sun | 28 Mon | 29 Tue | 30 Wed | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flights operated I/B | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 2 | 2 | 2 | 2 | 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 | 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 | | 1 | 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 **2120** R | 46 | 63 | 32 | 56 | 58 | 37 | 58 | 63 | 47 | 72 | 75 | 42 | 49 | 51 | 55 | 50 | 76 | 71 | 56 | 52 | 68 | 40 | 44 | 67 | 66 | 54 | 54 | 52 | 46 | 49 | | 74.91% | 2120 30 |
| NR | 3 | 2 | 3 | 2 | 4 | 0 | 4 | 2 | 1 | 1 | 0 | 0 | 4 | 2 | 2 | 2 | 0 | 5 | 2 | 0 | 4 | 4 | 4 | 2 | 1 | 0 | 4 | 0 | 1 | 0 | | | |
| Flight **2245** **R** | 21 | 41 | 48 | 42 | 26 | 37 | 52 | 47 | | 53 | 37 | 42 | 43 | 31 | 47 | 51 | 59 | 52 | 55 | 52 | 34 | 40 | 53 | 60 | 53 | 46 | 63 | 46 | 41 | 38 | | 61.39% | 2245 29 |
| NR | 1 | 2 | 0 | 3 | 0 | 2 | 2 | 2 | | 3 | 1 | 6 | 1 | 0 | 1 | 0 | 4 | 1 | 0 | 1 | 1 | 0 | 2 | 1 | 2 | 1 | 3 | 2 | 0 | 1 | | | |
| Daily I/B Revenue Total | 67 | 104 | 80 | 98 | 84 | 74 | 110 | 110 | 47 | 125 | 112 | 84 | 92 | 82 | 102 | 101 | 135 | 123 | 111 | 104 | 102 | 80 | 97 | 127 | 119 | 100 | 117 | 98 | 87 | 87 | 0 | 2959 | MTD I/B Revenue Passengers |
| Daily I/B Non-Rev Total | 4 | 4 | 3 | 5 | 4 | 2 | 6 | 4 | 1 | 4 | 1 | 6 | 5 | 2 | 3 | 2 | 4 | 6 | 2 | 1 | 5 | 4 | 6 | 3 | 3 | 1 | 7 | 2 | 1 | 1 | 0 | 102 | MTD I/B Non-Rev Passengers |
| Daily I/B Passenger Total | 71 | 108 | 83 | 103 | 88 | 76 | 116 | 114 | 48 | 129 | 113 | 90 | 97 | 84 | 105 | 103 | 139 | 129 | 113 | 105 | 107 | 84 | 103 | 130 | 122 | 101 | 124 | 100 | 88 | 88 | 0 | **3061** | MTD I/B All Passenger Total |
| Daily I/B Load Factor | 47% | 71% | 55% | 68% | 58% | 50% | 76% | 75% | 63% | 85% | 74% | 59% | 64% | 55% | 69% | 68% | 91% | 85% | 74% | 69% | 70% | 55% | 68% | 86% | 80% | 66% | 82% | 66% | 58% | 58% | ##### | **68.26%** | MTD I/B Load Factor |

| | 1 Tue | 2 Wed | 3 Thu | 4 Fri | 5 Sat | 6 Sun | 7 Mon | 8 Tue | 9 Wed | 10 Thu | 11 Fri | 12 Sat | 13 Sun | 14 Mon | 15 Tue | 16 Wed | 17 Thu | 18 Fri | 19 Sat | 20 Sun | 21 Mon | 22 Tue | 23 Wed | 24 Thu | 25 Fri | 26 Sat | 27 Sun | 28 Mon | 29 Tue | 30 Wed | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flights operated O/B | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | | 59 | Total Flights operated O/B |
| Flights cancelled O/B | 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 | 0 | 0 | 0 | 0 | | 1 | 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 **2300** R | 40 | 47 | 56 | 56 | 65 | 30 | 55 | 55 | 47 | | 50 | 38 | 46 | 64 | 45 | 60 | 61 | 51 | 61 | 72 | 71 | 60 | 59 | 75 | 63 | 46 | 57 | 50 | 46 | 60 | | 75.14% | 2300 29 |
| NR | 0 | 0 | 1 | 4 | 1 | 4 | 3 | 1 | 1 | | 2 | 6 | 2 | 0 | 2 | 1 | 6 | 0 | 0 | 3 | 1 | 8 | 2 | 1 | 1 | 3 | 3 | 2 | 8 | 4 | | | |
| Flight **2097** R | 36 | 31 | 59 | 60 | 42 | 31 | 71 | 52 | 55 | 75 | 40 | 19 | 69 | 53 | 54 | 46 | 49 | 38 | 43 | 73 | 61 | 46 | 48 | 52 | 46 | 42 | 76 | 47 | 44 | 40 | | 67.89% | 2097 30 |
| NR | 3 | 2 | 5 | 3 | 0 | 3 | 1 | 4 | 3 | 1 | 0 | 0 | | 1 | 0 | 2 | 2 | 1 | 6 | 1 | 1 | 0 | 1 | 5 | 0 | 3 | 0 | 1 | 0 | 1 | | | |
| Daily O/B Revenue Total | 76 | 78 | 115 | 116 | 107 | 61 | 126 | 107 | 102 | 75 | 90 | 57 | 115 | 117 | 99 | 106 | 110 | 89 | 104 | 145 | 132 | 106 | 107 | 127 | 109 | 88 | 133 | 97 | 90 | 100 | 0 | 3084 | MTD O/B Revenue Passengers |
| DailyO/B Non-Rev Total | 3 | 2 | 6 | 7 | 1 | 7 | 4 | 5 | 4 | 1 | 2 | 6 | 2 | 1 | 2 | 3 | 8 | 1 | 6 | 4 | 2 | 8 | 3 | 6 | 1 | 6 | 3 | 3 | 8 | 5 | 0 | 120 | MTD O/B Non-Rev Passengers |
| Daily O/B Passenger Total | 79 | 80 | 121 | 123 | 108 | 68 | 130 | 112 | 106 | 76 | 92 | 63 | 117 | 118 | 101 | 109 | 118 | 90 | 110 | 149 | 134 | 114 | 110 | 133 | 110 | 94 | 136 | 100 | 98 | 105 | 0 | **3204** | MTD O/B All Passeger Total |
| Daily O/B Load Factor | 52% | 53% | 80% | 81% | 71% | 45% | 86% | 74% | 70% | 100% | 61% | 41% | 77% | 78% | 66% | 72% | 78% | 59% | 72% | 98% | 88% | 75% | 72% | 88% | 72% | 62% | 89% | 66% | 64% | 69% | ##### | **71.45%** | 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 | MTD STAR Delays-Station |
| STAR Delays-Other | 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 | 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 | MTD Turn Delays-Station |
| Turn Delays-Other | 0 | 0 | | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | | 10 | MTD Turn Delays-Other |

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

96.55% MTD STAR On Time
81.36% MTD All Flights On Time
98.33% MTD I/B schedule completion rate
98.33% 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 |
| 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 | 2,838 | 112 | 3,450 | 127 | 3,137 | 140 | 3,638 | 102 | 3,572 | 105 | 3,279 | 93 | 2,957 | 112 | 3,327 | 119 | 3,473 | 106 | 3,043 | 124 | 3,317 | 83 |
| 2025 Y-T-D | 2,785 | 111 | 5,623 | 223 | 9,073 | 350 | 12,210 | 490 | 15,848 | 592 | 19,420 | 697 | 22,699 | 790 | 25,656 | 902 | 28,983 | 1,021 | 32,456 | 1,127 | 35,499 | 1,251 | 38,816 | 1,334 |
| 2026 Enplanements | 2,640 | 108 | 2,648 | 120 | 3,101 | 125 | 3,000 | 145 | 3,275 | 110 | 3,415 | 149 | 3,011 | 143 | 2,819 | 118 | 3,084 | 120 | | | | | | |
| 2026 Y-T-D | 2,640 | 108 | 5,288 | 228 | 8,389 | 353 | 11,389 | 498 | 14,664 | 608 | 18,079 | 757 | 21,090 | 900 | 23,909 | 1,018 | 26,993 | 1,138 | 26,993 | 1,138 | 26,993 | 1,138 | 26,993 | 1,138 |
| **2026 vs. 2025 Comparison** | | | | | | | | | | | | | | | | | | | | | | | | |
| Mthly % Change - 25 to 26 | -5.2% | | -6.7% | | -10.1% | | -4.4% | | -10.0% | | -4.4% | | -8.2% | | -4.7% | | -7.3% | | -100.0% | | -100.0% | | -100.0% | |
| % Change YTD - 25 to 26 | -5.2% | | -6.0% | | -7.5% | | -6.7% | | -7.5% | | -6.9% | | -7.1% | | -6.8% | | -6.9% | | -16.8% | | -24.0% | | -30.5% | |
| **2026 Comparison** | | | | | | | | | | | | | | | | | | | | | | | | |
| % Change from Mth Prior | -20.4% | | 0.3% | | 17.1% | | -3.3% | | 9.2% | | 4.3% | | -11.8% | | -6.4% | | 9.4% | | -100.0% | | #DIV/0! | | #DIV/0! | |

Numbers from Alaska Air Local Report

# *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 |
| 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 | 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 | 25,439 | 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 | 36,219 | 1,292 |
| 2025 Deplanements | 2,867 | 120 | 2,721 | 112 | 3,433 | 128 | 3,204 | 132 | 3,522 | 91 | 3,454 | 95 | 3,199 | 84 | 3,264 | 106 | 3,018 | 122 | 3,290 | 105 | 2,981 | 119 | 2,830 | 95 |
| 2025 Y-T-D | 2,867 | 120 | 5,588 | 232 | 9,021 | 360 | 12,225 | 492 | 15,747 | 583 | 19,201 | 678 | 22,400 | 762 | 25,664 | 868 | 28,682 | 990 | 31,972 | 1,095 | 34,953 | 1,214 | 37,783 | 1,309 |
| 2026 Deplanements | 2,806 | 112 | 2,515 | 124 | 3,237 | 103 | 3,070 | 148 | 3,167 | 113 | 3,276 | 133 | 3,003 | 134 | 3,235 | 131 | 2,959 | 102 | | | | | | |
| 2026 Y-T-D | 2,806 | 112 | 5,321 | 236 | 8,558 | 339 | 11,628 | 487 | 14,795 | 600 | 18,071 | 733 | 21,074 | 867 | 24,309 | 998 | 27,268 | 1,100 | 27,268 | 1,100 | 27,268 | 1,100 | 27,268 | 1,100 |
| **2026 vs. 2025 Comparison** | | | | | | | | | | | | | | | | | | | | | | | | |
| Mthly % Change - 25 to 26 | -2.1% | | -7.6% | | -5.7% | | -4.2% | | -10.1% | | -5.2% | | -6.1% | | -0.9% | | -2.0% | | -100.0% | | -100.0% | | -100.0% | |
| % Change YTD - 25 to 26 | -2.1% | | -4.8% | | -5.1% | | -4.9% | | -6.0% | | -5.9% | | -5.9% | | -5.3% | | -4.9% | | -14.7% | | -22.0% | | -27.8% | |
| **2026 Comparison** | | | | | | | | | | | | | | | | | | | | | | | | |
| % Change from Mth Prior | -0.8% | | -10.4% | | 28.7% | | -5.2% | | 3.2% | | 3.4% | | -8.3% | | 7.7% | | -8.5% | | -100.0% | | #DIV/0! | | #DIV/0! | |

Numbers from Local Alaska Air Report

**WALLA WALLA REGIONAL AIRPORT**
**10/3/2026 - 10/31/2026**

| Time | Departing | Time | Arriving | Frequency |
|---|---|---|---|---|
| 5:01 AM | Walla Walla | 6:10 AM | Seattle | Daily |
| 1:22 PM | Seattle | 2:24 PM | Walla Walla | Daily |
| 3:04 PM | Walla Walla | 4:15 PM | Seattle | Daily |
| 10:47 PM | Seattle | 11:49 PM | Walla Walla | Daily |

**WALLA WALLA REGIONAL AIRPORT**
**11/1/2026 - 11/19/2026**

| Time | Departing | Time | Arriving | Frequency |
|---|---|---|---|---|
| 5:08 AM | Walla Walla | 6:20 AM | Seattle | Daily |
| 1:32 PM | Seattle | 2:33 PM | Walla Walla | Daily |
| 3:13 PM | Walla Walla | 4:25 PM | Seattle | Daily |
| 10:44 PM | Seattle | 11:46 PM | Walla Walla | Daily |

**WALLA WALLA REGIONAL AIRPORT**
**11/20/2026 - 11/30/2026**

| Time | Departing | Time | Arriving | Frequency |
|---|---|---|---|---|
| 5:08 AM | Walla Walla | 6:20 AM | Seattle | Daily |
| 1:16 PM | Seattle | 2:19 PM | Walla Walla | Daily |
| 3:13 PM | Walla Walla | 4:25 PM | Seattle | Daily |
| 10:46 PM | Seattle | 11:49 PM | Walla Walla | Daily |

**WALLA WALLA REGIONAL AIRPORT**
**12/1/2026 - 12/16/2026**

| Time | Departing | Time | Arriving | Frequency |
|---|---|---|---|---|
| 5:08 AM | Walla Walla | 6:20 AM | Seattle | Daily |
| 1:20 PM | Seattle | 2:27 PM | Walla Walla | Daily |
| 3:13 PM | Walla Walla | 4:25 PM | Seattle | Daily |
| 10:54 PM | Seattle | 11:56 PM | Walla Walla | Daily |

**WALLA WALLA REGIONAL AIRPORT**
**12/17/2026 - TBD**

| Time | Departing | Time | Arriving | Frequency |
|---|---|---|---|---|
| 5:05 AM | Walla Walla | 6:18 AM | Seattle | Daily |
| 1:02 PM | Seattle | 2:01 PM | Walla Walla | Daily |
| 2:41 PM | Walla Walla | 3:54 PM | Seattle | Daily |
| 10:54 PM | Seattle | 11:53 PM | Walla Walla | Daily |