Statistical Summary

# JANUARY 2022

Springfield-Branson NATIONAL AIRPORT

## Aviation Activity

| | This Month | Last Year | Change | Year to Date | Last Year | Change |
|---|---|---|---|---|---|---|
| ***Landings & Take Offs*** | | | | | | |
| Itinerant | 3,708 | 2,928 | 26.6% | 3,708 | 2,928 | 26.6% |
| Local | 847 | 708 | 19.6% | 847 | 708 | 19.6% |
| **Total** | **4,555** | **3,636** | **25.3%** | **4,555** | **3,636** | **25.3%** |
| ***Instrument Operations*** | **9,140** | **6,826** | **33.9%** | **9,140** | **6,826** | **33.9%** |
| ***Scheduled Airline Flights*** | **704** | **521** | **35.1%** | **704** | **521** | **35.1%** |

## Fueling and Freight Activity

| | | | | | | |
|---|---|---|---|---|---|---|
| ***Aircraft Serviced*** | | | | | | |
| Itinerant Serviced | 965 | 754 | 28.0% | 965 | 754 | 28.0% |
| Local Serviced | 405 | 371 | 9.2% | 405 | 371 | 9.2% |
| **Total** | **1,370** | **1,125** | **21.8%** | **1,370** | **1,125** | **21.8%** |
| ***Fuel Deliveries (Gals)*** | | | | | | |
| Equipment | 5,653 | 5,484 | 3.1% | 5,653 | 5,484 | 3.1% |
| Retail - | | | | | | |
| AV-Gas | 7,572 | 6,758 | 12.0% | 7,572 | 6,758 | 12.0% |
| GA Jet Fuel | 51,050 | 44,795 | 14.0% | 51,050 | 44,795 | 14.0% |
| Total Retail | 58,622 | 51,553 | 13.7% | 58,622 | 51,553 | 13.7% |
| Phillips 66 Contract Fuel | | | | | | |
| GA Fuel Farm | 76,887 | 55,477 | 38.6% | 76,887 | 55,477 | 38.6% |
| MFT Fuel Farm | 458,219 | 301,354 | 52.1% | 458,219 | 301,354 | 52.1% |
| Total Contract Fuel | 535,106 | 356,831 | 50.0% | 535,106 | 356,831 | 50.0% |
| **Total** | **599,381** | **413,868** | **44.8%** | **599,381** | **413,868** | **44.8%** |
| ***Air Freight (Lbs)*** | | | | | | |
| Enplaned | 955,283 | 964,521 | -1.0% | 955,283 | 964,521 | -1.0% |
| Deplaned | 1,293,465 | 1,504,661 | -14.0% | 1,293,465 | 1,504,661 | -14.0% |
| **Total** | **2,248,748** | **2,469,182** | **-8.9%** | **2,248,748** | **2,469,182** | **-8.9%** |

## Passenger Activity

| | This Month | Last Year | Change | Year to Date | Last Year | Change |
|---|---|---|---|---|---|---|
| ***Passengers Enplaned*** | | | | | | |
| Envoy Air (American Eagle) | 14,856 | 9,735 | 52.6% | 14,856 | 9,735 | 52.6% |
| Delta | 4,859 | 2,579 | 88.4% | 4,859 | 2,579 | 88.4% |
| United | 6,660 | 3,372 | 97.5% | 6,660 | 3,372 | 97.5% |
| Non-Scheduled | 447 | 248 | 80.2% | 447 | 248 | 80.2% |
| Allegiant | 6,351 | 4,149 | 53.1% | 6,351 | 4,149 | 53.1% |
| **Total Enplaned** | **33,173** | **20,083** | **65.2%** | **33,173** | **20,083** | **65.2%** |
| ***Passengers Deplaned*** | | | | | | |
| Envoy Air (American Eagle) | 15,194 | 10,058 | 51.1% | 15,194 | 10,058 | 51.1% |
| Delta | 5,003 | 2,825 | 77.1% | 5,003 | 2,825 | 77.1% |
| United | 7,996 | 3,425 | 133.5% | 7,996 | 3,425 | 133.5% |
| Non-Scheduled | 282 | 141 | 100.0% | 282 | 141 | 100.0% |
| Allegiant | 6,479 | 4,325 | 49.8% | 6,479 | 4,325 | 49.8% |
| **Total Deplaned** | **34,954** | **20,774** | **68.3%** | **34,954** | **20,774** | **68.3%** |
| **Total Passengers** | **68,127** | **40,857** | **66.7%** | **68,127** | **40,857** | **66.7%** |

## Available Seats and Load Factors - Scheduled Carriers

| | | | | | | |
|---|---|---|---|---|---|---|
| ***Available Seats*** | | | | | | |
| Envoy Air (American Eagle) | 22,544 | 16,083 | 40.2% | 22,544 | 16,083 | 40.2% |
| Delta | 7,683 | 6,080 | 26.4% | 7,683 | 6,080 | 26.4% |
| United | 10,200 | 6,300 | 61.9% | 10,200 | 6,300 | 61.9% |
| Allegiant | 8,865 | 7,086 | 25.1% | 8,865 | 7,086 | 25.1% |
| | | - | | | | |
| **Total Available Seats** | **49,292** | **35,549** | **38.7%** | **49,292** | **35,549** | **38.7%** |
| ***Average Load Factors*** | | | | | | |
| Envoy Air (American Eagle) | 65.9% | 60.5% | 5.4% | 65.9% | 60.5% | 5.4% |
| Delta | 63.2% | 42.4% | 20.8% | 63.2% | 42.4% | 20.8% |
| United | 65.3% | 53.5% | 11.8% | 65.3% | 53.5% | 11.8% |
| Allegiant | 71.6% | 58.6% | 13.0% | 71.6% | 58.6% | 13.0% |
| **Average Load Factor** | **67.3%** | **56.5%** | **10.8%** | **67.3%** | **56.5%** | **10.8%** |