Springfield-Branson
NATIONAL AIRPORT

| Aviation Activity |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| This | Last | Year | Last |  |  |  |  |
| Month | Year | Change | to Date | Year | Change |  |  |



| $\underline{\text { Landings \& Take Offs }}$ |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Itinerant | 4,054 | 4,013 | 1.0\% | 11,917 | 10,923 | 9.1\% |
| Local | 844 | 636 | 32.7\% | 2,472 | 1,887 | 31.0\% |
| Total | 4,898 | 4,649 | 5.4\% | 14,389 | 12,810 | 12.3\% |
| Instrument Operations | 10,614 | 10,495 | 1.1\% | 29,640 | 27,352 | 8.4\% |
| Scheduled Airline Flights | 744 | 797 | -6.6\% | 2,101 | 2,122 | -1.0\% |
| Fueling and Freight Activity |  |  |  |  |  |  |
| Aircraft Serviced |  |  |  |  |  |  |
| Itinerant Serviced | 1,128 | 1,107 | 1.9\% | 3,101 | 2,916 | 6.3\% |
| Local Serviced | 481 | 440 | 9.3\% | 1,403 | 995 | 41.0\% |
| Total | 1,609 | 1,547 | 4.0\% | 4,504 | 3,911 | 15.2\% |


| Fuel Deliveries (Gals)      <br> Equipment 3,294 3,730 $-11.7 \%$ 11,816 13,706 | $-13.8 \%$ |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- |

Retail -

|  |  |  |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: |
| AV-Gas | 8,643 | 9,478 | $-8.8 \%$ | 25,744 | 23,952 | $7.5 \%$ |
| GA Jet Fuel | 73,303 | 79,177 | $-7.4 \%$ | 212,798 | 185,411 | $14.8 \%$ |
|  | 81,946 | 88,655 | $-7.6 \%$ | 238,542 | 209,363 | $13.9 \%$ |


| Phillips 66 Contract Fuel |  |  |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: |
| GA Fuel Farm | 93,999 | 79,306 | $18.5 \%$ | 227,058 | 229,201 | $-0.9 \%$ |
| MFT Fuel Farm | 635,597 | 549,116 | $15.7 \%$ | $1,622,677$ | $1,450,669$ | $11.9 \%$ |
|  | 729,596 | 628,422 | $16.1 \%$ | $1,849,735$ | $1,679,870$ | $10.1 \%$ |


| Total | $\mathbf{8 1 4 , 8 3 6}$ | $\mathbf{7 2 0 , 8 0 7}$ | $\mathbf{1 3 . 0} \%$ | $\mathbf{2 , 1 0 0 , 0 9 3}$ | $\mathbf{1 , 9 0 2 , 9 3 9}$ | $\mathbf{1 0 . 4 \%}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |


| Air Freight(Lbs) |  |  |  |  |  |  |
| :---: | ---: | ---: | ---: | ---: | ---: | ---: |
| Enplaned | $1,138,518$ | $\mathbf{1 , 1 7 0 , 5 3 1}$ | $-2.7 \%$ | $3,038,427$ | $3,091,115$ | $-1.7 \%$ |
| Deplaned | $1,551,119$ | $1,734,481$ | $-10.6 \%$ | $4,235,805$ | $4,466,767$ | $-5.2 \%$ |
| Total | $\mathbf{2 , 6 8 9 , 6 3 7}$ | $\mathbf{2 , 9 0 5 , 0 1 2}$ | $\mathbf{- 7 . 4 \%}$ | $\mathbf{7 , 2 7 4 , 2 3 2}$ | $\mathbf{7 , 5 5 7 , 8 8 2}$ | $\mathbf{- 3 . 8 \%}$ |


| Passengers Enplaned |  |  |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: |
| Envoy Air (American Eagle) | 20,570 | 20,043 | $2.6 \%$ | 55,645 | 49,487 | $12.4 \%$ |
| Delta | 6,368 | 6,881 | $-7.5 \%$ | 16,526 | 16,576 | $-0.3 \%$ |
| United | 10,838 | 10,876 | $-0.3 \%$ | 29,095 | 24,546 | $18.5 \%$ |
| Non-Scheduled | 95 | 274 | $-65.3 \%$ | 764 | 943 | $-19.0 \%$ |
| Allegiant | 9,678 | 10,221 | $-5.3 \%$ | 24,487 | 22,749 | $7.6 \%$ |
| Total Enplaned | $\mathbf{4 7 , 5 4 9}$ | $\mathbf{4 8 , 2 9 5}$ | $\mathbf{- 1 . 5 \%}$ | $\mathbf{1 2 6 , 5 1 7}$ | $\mathbf{1 1 4 , 3 0 1}$ | $\mathbf{1 0 . 7 \%}$ |


| Passengers Deplaned |  |  |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: |
| Envoy Air (American Eagle) | 21,470 | 20,612 | $4.2 \%$ | 56,233 | 50,062 | $12.3 \%$ |
| Delta | 6,387 | 6,932 | $-7.9 \%$ | 16,800 | 16,647 | $0.9 \%$ |
| United | 11,359 | 11,392 | $-0.3 \%$ | 30,695 | 26,402 | $16.3 \%$ |
| Non-Scheduled | 89 | 294 | $-69.7 \%$ | 728 | 1,028 | $-29.2 \%$ |
| Allegiant | 9,556 | 9,932 | $-3.8 \%$ | 24,172 | 22,411 | $7.9 \%$ |
| Total Deplaned | $\mathbf{4 8 , 8 6 1}$ | $\mathbf{4 9 , 1 6 2}$ | $\mathbf{- 0 . 6 \%}$ | $\mathbf{1 2 8 , 6 2 8}$ | $\mathbf{1 1 6 , 5 5 0}$ | $\mathbf{1 0 . 4 \%}$ |
| $\mathbf{~ T o t a l ~ P a s s e n g e r s ~}$ | $\mathbf{9 6 , 4 1 0}$ | $\mathbf{9 7 , 4 5 7}$ | $\mathbf{- 1 . 1 \%}$ | $\mathbf{2 5 5 , 1 4 5}$ | $\mathbf{2 3 0 , 8 5 1}$ | $\mathbf{1 0 . 5 \%}$ |
|  |  |  |  |  |  |  |


| Available Seats |  |  |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: |
| Envoy Air (American Eagle) | 23,287 | 22,402 | $4.0 \%$ | 67,381 | 63,908 | $5.4 \%$ |
| Delta | 7,364 | 8,115 | $-9.3 \%$ | 19,249 | 22,356 | $-13.9 \%$ |
| United | 13,112 | 13,250 | $-1.0 \%$ | 34,710 | 33,150 | $4.7 \%$ |
| Allegiant | 10,632 | 12,699 | $-16.3 \%$ | 27,582 | 30,048 | $-8.2 \%$ |
|  |  | - |  |  |  |  |
| Total Available Seats | $\mathbf{5 4 , 3 9 5}$ | $\mathbf{5 6 , 4 6 6}$ | $\mathbf{- 3 . 7 \%}$ | $\mathbf{1 4 8 , 9 2 2}$ | $\mathbf{1 4 9 , 4 6 2}$ | $\mathbf{- 0 . 4 \%}$ |
|  |  |  |  |  |  |  |
| Average Load Factors |  |  |  |  |  |  |
| Envoy Air (American Eagle) | $88.3 \%$ | $89.5 \%$ | $-1.2 \%$ | $82.6 \%$ | $77.4 \%$ | $5.2 \%$ |
| Delta | $86.5 \%$ | $84.8 \%$ | $1.7 \%$ | $85.9 \%$ | $74.1 \%$ | $11.8 \%$ |
| United | $82.7 \%$ | $82.1 \%$ | $0.6 \%$ | $83.8 \%$ | $74.0 \%$ | $9.8 \%$ |
| Allegiant | $91.0 \%$ | $80.5 \%$ | $10.5 \%$ | $88.8 \%$ | $75.7 \%$ | $13.1 \%$ |
|  |  |  |  |  |  |  |
| Average Load Factor | $\mathbf{8 7 . 4 \%}$ | $\mathbf{8 5 . 5 \%}$ | $\mathbf{1 . 9 \%}$ | $\mathbf{8 5 . 0 \%}$ | $\mathbf{7 6 . 5 \%}$ | $\mathbf{8 . 5 \%}$ |

