

# MONTHLY AIR SERVICE REPORT



# Corpus Christi International Airport

## General Activity Report

REPORTING PERIOD OCTOBER 2025

	MONTHLY ACTUALS					YTD ACTUALS (October)				
PASSENGERS	2025	2024	2023	% CHANGE 2025 to 2024	% CHANGE 2024 to 2023	2025	2024	2023	% CHANGE 2025 to 2024	% CHANGE 2024 to 2023
AMERICAN EAGLE	13,903	14,055	13,311			131,983	128,262	123,883		
SOUTHWEST	10,044	9,243	11,328			89,116	94,005	99,691		
UNITED AIRLINES	9,809	10,288	8,802			94,867	91,281	74,411		
SUN COUNTRY	314	312	-			3,227	2,417	2,242		
FRONTIER	645	-	-			645	-	-		
<b>ENPLANED</b>	<b>34,715</b>	<b>33,898</b>	<b>33,441</b>	<b>2%</b>	<b>4%</b>	<b>319,838</b>	<b>315,965</b>	<b>300,227</b>	<b>1%</b>	<b>7%</b>
AMERICAN EAGLE	13,971	13,892	13,237			131,155	128,747	121,783		
SOUTHWEST	9,862	8,993	11,385			85,369	91,572	97,376		
UNITED AIRLINES	10,381	10,290	8,887			95,219	88,624	72,438		
SUN COUNTRY	310	312	-			3,261	2,457	2,299		
FRONTIER	609	-	-			609	-	-		
<b>DEPLANED</b>	<b>35,133</b>	<b>33,487</b>	<b>33,509</b>	<b>5%</b>	<b>5%</b>	<b>315,613</b>	<b>311,400</b>	<b>293,896</b>	<b>1%</b>	<b>7%</b>
<b>TOTALS</b>	<b>69,848</b>	<b>67,385</b>	<b>66,950</b>	<b>4%</b>	<b>4%</b>	<b>635,451</b>	<b>627,365</b>	<b>594,123</b>	<b>1%</b>	<b>7%</b>

LOAD FACTOR	2025	2024	2023			2025	2024	2023		
AMERICAN EAGLE	88.3%	87.4%	85.3%			87.0%	82.4%	84.6%		
SOUTHWEST	77.4%	79.7%	68.6%			74.0%	63.7%	61.3%		
UNITED AIRLINES	72.3%	82.4%	80.6%			76.5%	77.8%	81.3%		
FRONTIER	49.5%	0.0%	0.0%			49.5%	0.0%	0.0%		
<b>CUMMULATIVE LOAD FACTOR</b>	<b>79.6%</b>	<b>84.4%</b>	<b>77.7%</b>			<b>80.5%</b>	<b>75.1%</b>	<b>74.9%</b>		

SEATS AVAILABLE	2025	2024	2023	% CHANGE 2025 to 2024	% CHANGE 2024 to 2023	2025	2024	2023	% CHANGE 2025 to 2024	% CHANGE 2024 to 2023
AMERICAN	15,742	16,089	15,612	-2%	1%	151,683	155,699	146,465	-3%	4%
SOUTHWEST	12,985	11,602	16,511	12%	-21%	120,433	147,561	162,666	-18%	-26%
UNITED	13,562	12,490	10,918	9%	24%	123,998	117,254	91,582	6%	35%
FRONTIER	1,302	-	-			1,302	0	0	0%	0%
<b>TOTALS</b>	<b>43,591</b>	<b>40,181</b>	<b>43,041</b>	<b>8%</b>	<b>1%</b>	<b>397,416</b>	<b>420,514</b>	<b>400,713</b>	<b>-5%</b>	<b>-1%</b>

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FREIGHT IN LBS.	2025	2024	2023	% CHANGE 2025 to 2024	% CHANGE 2024 to 2023	2025	2024	2023	% CHANGE 2025 to 2024	% CHANGE 2024 to 2023
AMERICAN EAGLE	-	442	1			1,582	2,051	48		
SOUTHWEST	3,353	3,820	3,730			39,729	33,613	40,694		
UNITED AIRLINES	-	-	42			913	206	188		
AMERIFLIGHT	24,786	27,389	20,354			192,059	211,324	181,224		
MARTINAIRE	-	-	-			-	-	19,268		
<b>ENPLANED</b>	<b>28,139</b>	<b>31,651</b>	<b>24,127</b>	<b>-11%</b>	<b>17%</b>	<b>234,283</b>	<b>247,194</b>	<b>241,422</b>	<b>-5%</b>	<b>-3%</b>
AMERICAN EAGLE	147	519	20			5,705	4,697	2,016		
SOUTHWEST	10,472	10,215	10,914			100,601	111,602	104,368		
UNITED AIRLINES	12	0	3			887	544	460		
AMERIFLIGHT	65,522	91,333	64,955			677,543	813,750	603,595		
MARTINAIRE	-	-	-			-	-	74,272		
<b>DEPLANED</b>	<b>76,153</b>	<b>102,067</b>	<b>75,892</b>	<b>-25%</b>	<b>0%</b>	<b>784,736</b>	<b>930,593</b>	<b>784,711</b>	<b>-16%</b>	<b>0%</b>
<b>TOTALS</b>	<b>104,292</b>	<b>133,718</b>	<b>100,019</b>	<b>-22%</b>	<b>4%</b>	<b>1,019,019</b>	<b>1,177,787</b>	<b>1,026,133</b>	<b>-13%</b>	<b>-1%</b>

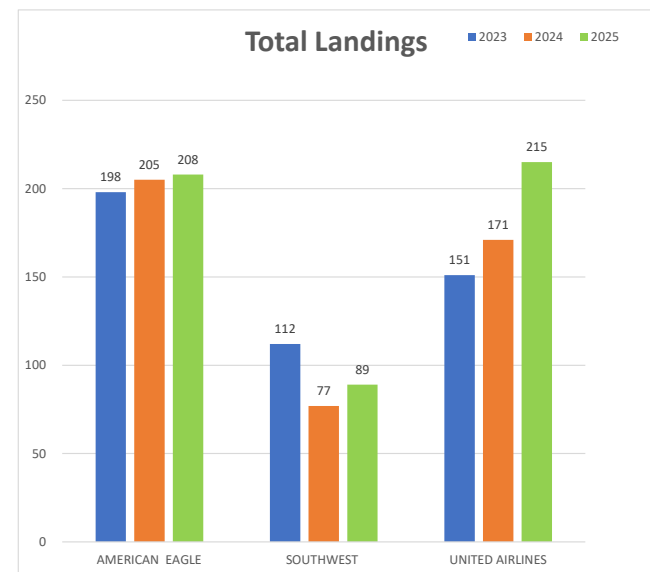
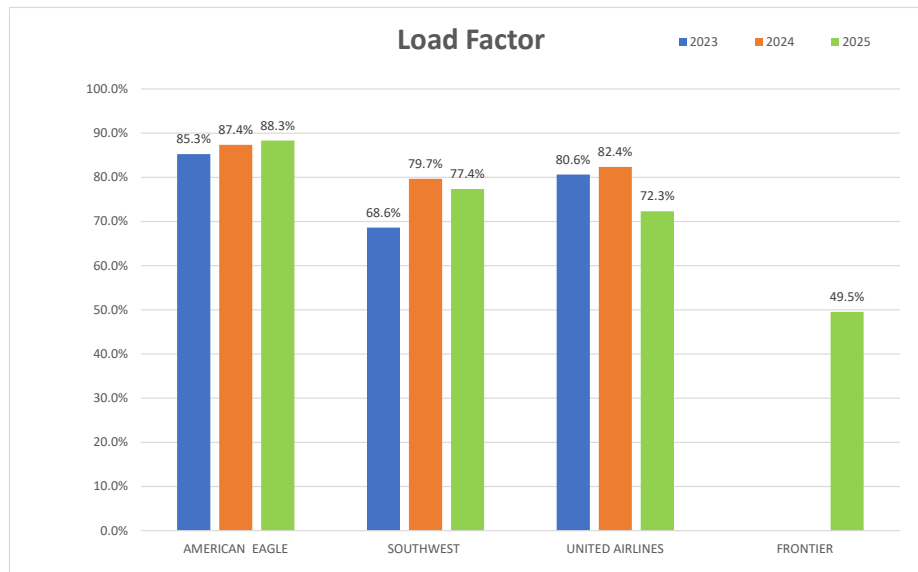
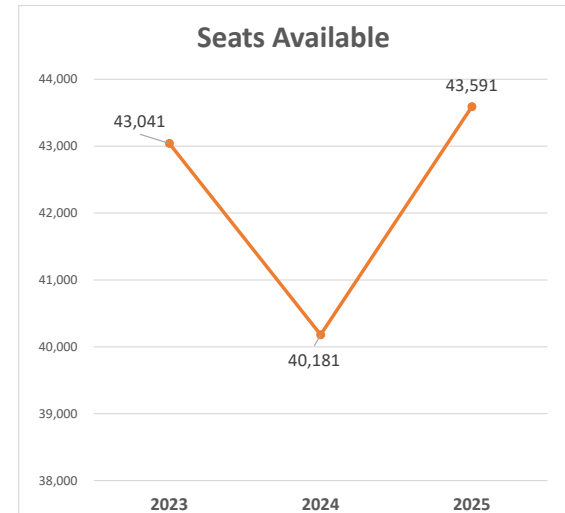
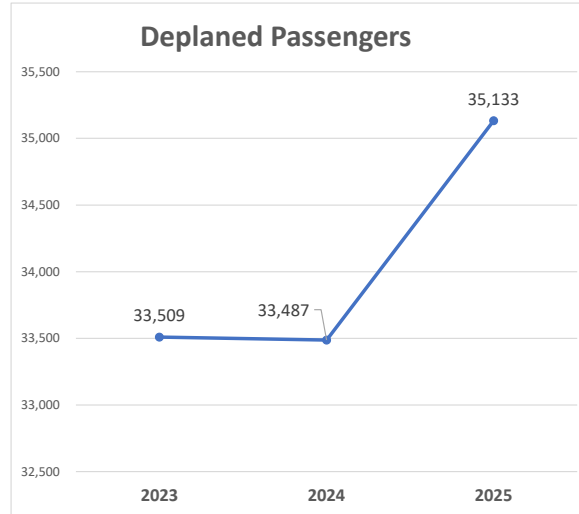
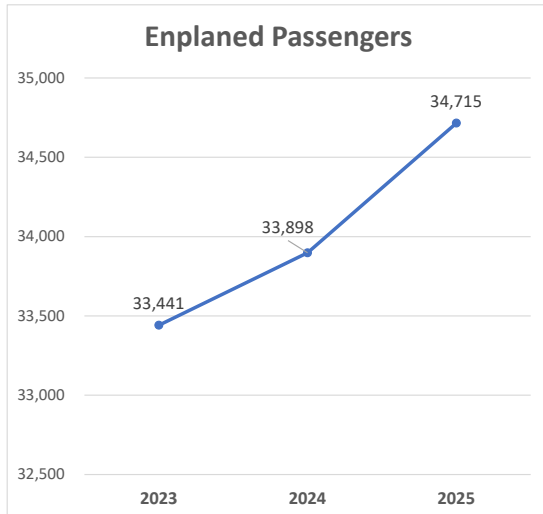
AIRCRAFT OPERATIONS	2025	2024	2023	% CHANGE 2025 to 2024	% CHANGE 2024 to 2023	2025	2024	2023	% CHANGE 2025 to 2024	% CHANGE 2024 to 2023
AIR TAXI	1,792	1,684	1,689	6%	6%	16,692	16,160	15,452	3%	8%
GENERAL AVIATION	2,214	2,038	1,409	9%	57%	20,963	17,563	13,535	19%	55%
MILITARY	3,152	3,487	4,930	-10%	-36%	36,494	40,937	45,785	-11%	-20%
<b>TOTALS</b>	<b>7,158</b>	<b>7,209</b>	<b>8,028</b>	<b>-1%</b>	<b>-11%</b>	<b>74,149</b>	<b>74,660</b>	<b>74,772</b>	<b>-1%</b>	<b>-1%</b>

AIRLINE LANDINGS	2025	2024	2023	% CHANGE 2025 to 2024	% CHANGE 2024 to 2023	2025	2024	2023	% CHANGE 2025 to 2024	% CHANGE 2024 to 2023
AMERICAN EAGLE										
Scheduled Landings	208	205	198			2,606	2,465	2,033		
Diversions	-	-	-			13	8	1		
<b>Total Landings</b>	<b>208</b>	<b>205</b>	<b>198</b>	<b>1%</b>	<b>5%</b>	<b>2,619</b>	<b>2,473</b>	<b>2,034</b>	<b>6%</b>	<b>22%</b>
SOUTHWEST										
Scheduled Landings	87	77	107			1,037	1,264	1,182		
Diversions	2	-	5			34	29	16		
<b>Total Landings</b>	<b>89</b>	<b>77</b>	<b>112</b>	<b>16%</b>	<b>-21%</b>	<b>1,071</b>	<b>1,293</b>	<b>1,198</b>	<b>-17%</b>	<b>8%</b>
UNITED AIRLINES										
Scheduled Landings	215	171	151			2,598	2,262	1,704		
Diversions	-	-	-			78	74	8		
<b>Total Landings</b>	<b>215</b>	<b>171</b>	<b>151</b>	<b>26%</b>	<b>42%</b>	<b>2,676</b>	<b>2,336</b>	<b>1,712</b>	<b>15%</b>	<b>36%</b>
FRONTIER										
Scheduled Landings	7	-	-			7	-	-		
Diversions	-	-	-			-	-	-		
<b>Total Landings</b>	<b>7</b>	<b>-</b>	<b>-</b>	<b>0%</b>	<b>0%</b>	<b>7</b>	<b>-</b>	<b>-</b>	<b>0%</b>	<b>0%</b>
<b>TOTALS</b>	<b>519</b>	<b>453</b>	<b>461</b>	<b>15%</b>	<b>13%</b>	<b>6,373</b>	<b>6,102</b>	<b>4,944</b>	<b>4%</b>	<b>29%</b>

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# Air Service Report

LF		Started	Month	Month	Month
DEN-GRB	Seasonal	2019	56%	57%	70%
DEN-TUL	Include	2020	57%	68%	56%
DEN-JAC	Discontinued	2021	29%	37%	41%
BOI-DEN	Seasonal	2021	54%	60%	69%
DEN-HSV	Discontinued	2022	20%	46%	76%
DEN-PVD	Discontinued	2022	33%	64%	81%
DEN-MDT	Discontinued	2022	43%	72%	82%
DEN-SDF	Discontinued	2022	52%	86%	86%
BDL-DEN	Discontinued	2022	54%	80%	74%
DEN-MBJ	Discontinued	2023	58%	67%	57%
DEN-EGE	Include	2024	19%	24%	27%
BMI-DEN	Discontinued	2024	27%	44%	56%
DEN-PSP	Include	2024	29%	46%	50%
DEN-SAV	Discontinued	2024	33%	42%	31%
DEN-SJD	Include	2024	36%	49%	55%
DEN-SYR	Seasonal	2024	45%	52%	69%
DEN-MSO	Seasonal	2024	47%	57%	71%
DEN-RNO	Include	2025	60%	58%	56%
DEN-PAE	Include	2025	66%	82%	78%
DEN-GEG	Include	2025	71%	75%	81%
DEN-TUS	Include	2025	73%	70%	72%
CRP-DEN	Include	2025	50%	?	?
DEN-RIC	Include	2025	?	?	?

- All of these routes differ in stage length, weekly frequency, days of the week in which they operate, months operated, and size of aircraft being used on the route. Each of these things influences load factor.
- Unseen stats that signal a route's overall performance and give a more complete view to "how a route is doing", include unit revenues (Revenue per Available Seat Mile), airfare, and yield (airfare over distance).
- While an approximate 50% load factor sounds low, it is par for the course (others have been better, others have been worse) for the first month of a brand-new route.
- We do not know revenue performance of CRP-DEN, or of other DEN routes.

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