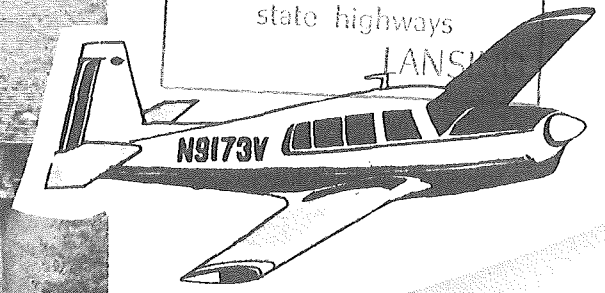


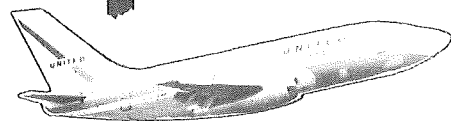
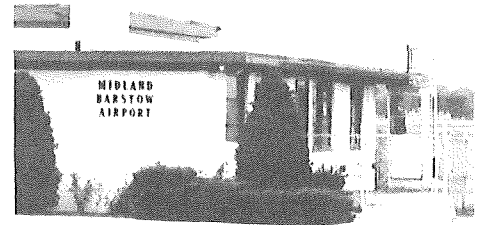
HE
9763
.M5
1970



LIBRARY
michigan department of
state highways
LANSING

AIRLINES

MIDLAND Aviation Survey



LIBRARY
michigan department of
state highways
LANSING



MICHIGAN AERONAUTICS COMMISSION
DEPARTMENT OF COMMERCE
FALL, 1970

ACKNOWLEDGMENTS

The cooperation of many individuals in the assembly and processing of data and the preparation of other material needed for the completion of this report is hereby acknowledged:

Michigan Aeronautics Commission
Edward A. Mellman, Chief, State Airport Systems
Planning Section
Richard Traill, Airport Planner
Charles Ruble, Graphic Presentation Designer
Ronald Miller, Planning Aide
Ellen Sue Hamburger, Secretary

Michigan Department of State Highways
Transportation Planning Division

Staff Coordination

James D. Ramsey, Director
Michigan Aeronautics Commission
Department of Commerce

L. C. Andrews, Assistant
Director, Engineering
Michigan Aeronautics Commission
Department of Commerce

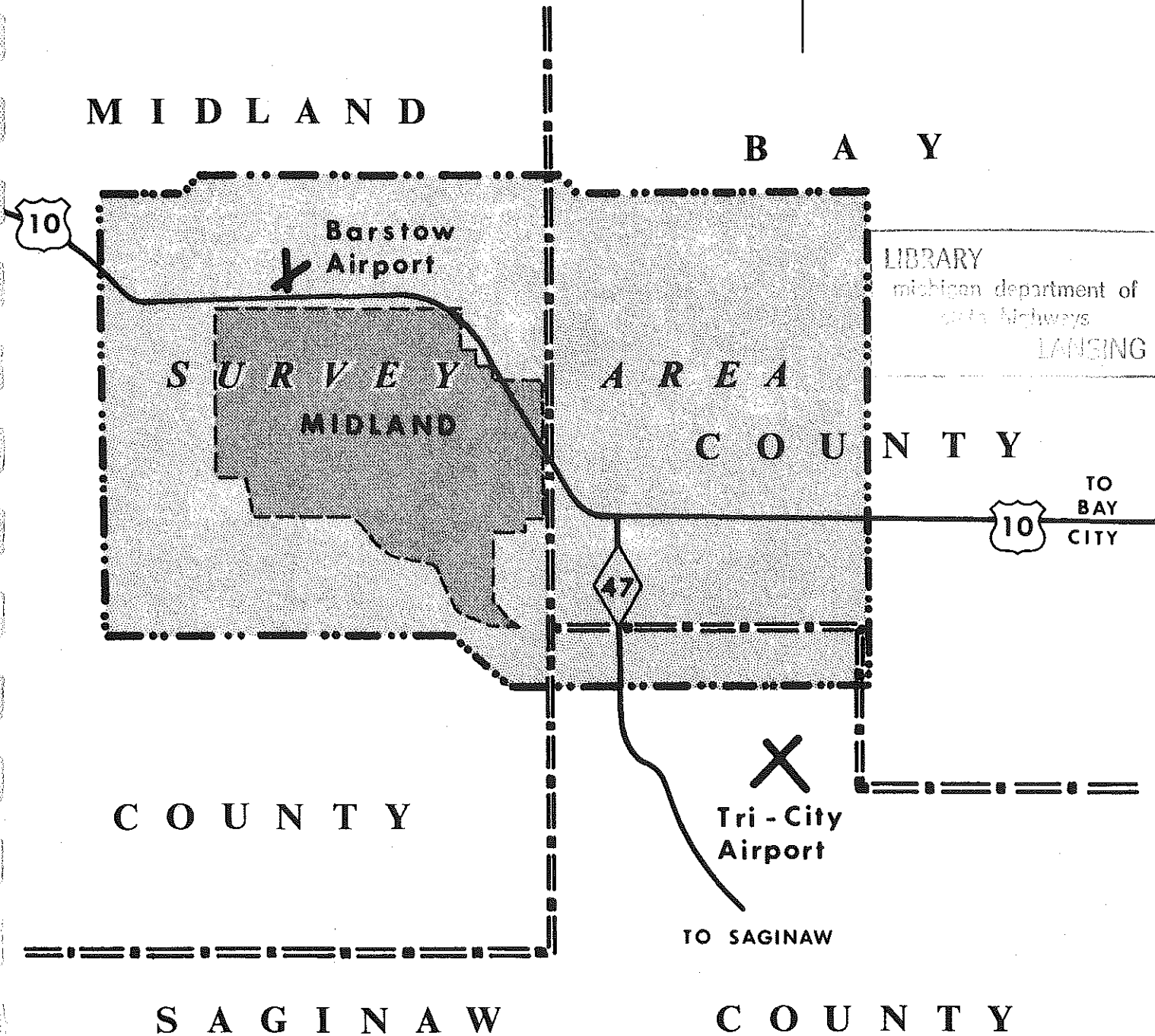
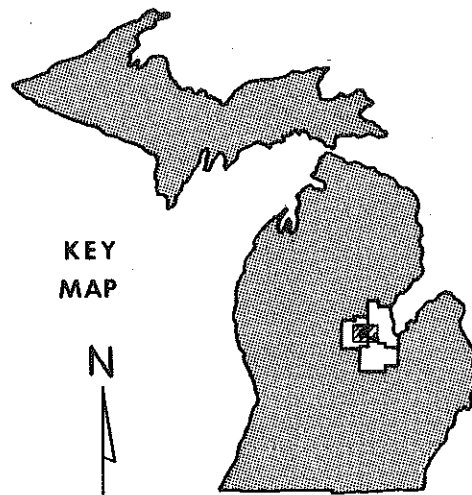
LIBRARY
michigan department of
state highways
LANSING

TABLE OF CONTENTS

	<u>Page</u>
Location Map	1
Introduction	3
Question One (Have you ever flown?)	11
Question Two (How many times have you flown in the past year?)	31
Question Three (Reasons for not flying)	51
Question Four (Future flight expectations)	69
Question Five (Your opinion of the location of Tri-City Airport)	87
Question Six (Your opinion of Midland Barstow Airport)	105

M I D L A N D Aviation Survey

AREA LOCATION



Prepared By The Engineering Division
MICHIGAN AERONAUTICS COMMISSION
DEPARTMENT OF COMMERCE

INTRODUCTION

During the spring of 1969, the Michigan Aeronautics Commission participated in a home interview survey conducted by the Michigan Department of State Highways in and around the Midland, Michigan metropolitan area. The Michigan Department of State Highways conducted this interview as an origin and destination study to determine the number of trips the residents in the Midland, Michigan area take each year and relate this information to determine the need for highway expansion for the future. The Michigan Aeronautics Commission included several questions related to aviation to compare the characteristics of the air passengers in the Midland area with the non-air passengers as a means of compiling data for forecasting future aviation growth in the Midland area, as well as other metropolitan areas.

As the map on the previous page shows, Midland is located in the Saginaw Bay area at approximately the mid-latitude of the Lower Peninsula. The following statistics are given so that the reader will have a better understanding of the character of the study area:

1969 Midland Study Area Socio-Economic Data

Total Dwelling Units	15,212
Population	50,904
Autos Available	21,004
Resident Labor Force	18,298

2,879 residents in the study area were interviewed. Of the 2,753 residents of the study area who responded to the request to place his household income in the appropriate category, the results were:

Income Category	\$0-1999	2-3999	4-4999	5-5999	6-6999	7-7999	8-9999	10-14999	15000+
Number Responding	231	161	166	347	272	450	376	267	483
Percent of Total	8.4	5.9	6.0	12.6	9.9	16.4	13.7	9.7	17.5

Source: Midland Origin-Destination Study, Internal Address Data, Michigan Department of State Highways

The 1960 census shows that the median family income of the City of Midland was \$7,690 as compared to \$6,256 for the state. Even though these figures are ten years old, they are intended to show how much higher the median income is in Midland as compared to the state.

The methodology employed in the survey was that of a home interview study. 2,879 subject households were randomly chosen from the 15,212 dwellings in the survey area. The survey consisted of six questions:

1. Have you ever flown in an airplane owned by:

Private person
A company
An airline
The military
None

2. How many times in the past year have you flown in an airplane owned by:

Private person
A company
An airline
The military

3. Would you say you have never flown because:

It costs too much
You haven't needed to fly
Flying is unsafe
Flying is inconvenient

4. Do you think you will ever fly in an airplane owned by:

Private person
A company
An airline
No desire to fly

5. What is your opinion of the location of Tri-City Airport:

It is convenient
It is too far
We need better roads to airport
No opinion

6. Midland Barstow Airport is located approximately three miles from the city. Which of the following best expresses your opinion of this airport:

Barstow Airport is not needed
Barstow Airport serves an important
aviation function
Barstow Airport is an asset to industry
Doesn't know

The first four questions dealt with the air travel experience of the respondents, whereas the last two questions were strictly the respondents' opinion of the local general aviation and air carrier airports.

The answers to each of the questions were further divided into seven categories based on the following seven socio-economic variables: Sex, Home Value, Rent Paid, Age, Education, Income and Occupation. Therefore, as an example, the results of the first question would not only tell what percentage of the people have flown in each type of aircraft, but would also break the answers down into the seven socio-economic variables.

"Sex" is the comparison between the male and female respondents.

"Home Value" is a comparison between the different values of the respondent's home. "Rent Paid" represents the monthly rent the respondents spend who are not home owners. "Age" represents a comparison between the different age levels of the respondents beginning at 5 years of age. "Education" represents the highest education level the individual respondents have attained. "Income" represents the combined household income of the respondents and "Occupation" represents the type of work of the respondents. The survey results are a correlation between the responses to each question and the socio-economic background of the respondents.

In 1966, Trans-World Airlines conducted a nationwide survey and the results indicated that 38% of the population of the United States had been commercial airline passengers. This figure was confirmed in the Lansing, Michigan, area by a survey conducted by the Michigan Aeronautics Commission during 1967. However, Question one of this survey conducted in the Midland area shows that 63% of the interviewees had been commercial airline passengers. This percentage is 25% over the national average. Additionally, the survey conducted in 1967, in the Lansing, Michigan area showed that 58% of the interviewees had been a passenger on at least one type of aircraft, whereas in the Midland area 72.9% of the interviewees had been airplane passengers. The percentage found in the Midland area is 14.9% above the Lansing survey.

MIDLAND AREA

Percentage of Total Number Interviewed That Have Flown	
Private	32%
Company	15%
Airline	63%
Military	22%

(These percentages total more than 100% because many respondents had flown in more than one type of aircraft)

Question 2 of this survey revealed that of the high percentage of respondents who have flown in the past, only a small percentage of the respondents have flown during the prior year in privately-owned aircraft and company-owned aircraft. However, considering commercial airlines, the results indicate a significant percentage of the respondents have flown during the year prior to this survey.

Question 3 revealed that the major reason why 27.1% of the respondents have not flown before is due to lack of need.

Question 4 indicated that only a small percentage of respondents who have never flown in the past expect to fly in the future in private- and company-owned aircraft. However, a significant percentage of the respondents expect to fly in airline aircraft in the future.

Question 5 revealed that the majority of the respondents believe the location of the Tri-City Airport is convenient. However, a significant percentage of the respondents believe there should be better roads.

Question 6, indicates that over 50% of the respondents do not have an opinion on the Jack Barstow Airport; however, around 40% of the respondents believe the airport serves an important aviation function.

MIDLAND AREA STUDY vs LANSING TRI-COUNTY STUDY

In 1967, the Michigan Aeronautics Commission participated in a home interview survey conducted in the three-county Lansing, Michigan metropolitan area by the Tri-County Regional Planning Commission.

This survey asked how many of the residents had flown in an airplane and for those who had not flown it asked what the reason was for not flying and if they thought they would fly in the future.

It was found that 58% or 1,960 of the 3,388 interview subjects had been an air passenger. These subjects had answered "yes" to at least one of the items in the following question:

1. Have you ever flown in an airplane that was owned by:

- A. A private person (26%)
- B. A company (9%)
- C. An airline (39%)
- D. The military (9%)

The percentages in parentheses are based on the total number of interviews, 3,388. The total of the above percentages is higher than 58% because some of the respondents had answered "yes" to more than one item.

The following two questions were asked to the 42%, or 1,428 subjects who had not been an air passenger:

2. Would you say you have never flown because:

- A. It costs too much (14.8%)
- B. You haven't needed to fly (73.2%)
- C. Flying is unsafe (18.3%)
- D. Flying is inconvenient (6.0%)

3. Do you think you will ever fly in an airplane owned by:

- A. A private person (9.5%)
- B. A company (8.1%)
- C. An airline (49.2%)
- D. No desire to fly (33.2%)

The first question of the Tri-County study was further subdivided into the seven socio-economic variables as was the Midland survey. A detailed comparison of question one for each survey is illustrated in the discussion of question one in this Midland report.

Question 1

Have you ever flown in an airplane owned by:

- Private person
- A company
- An airline
- The military
- None

Question 1 was asked of all of the respondents to determine whether or not they have ever flown in an airplane. Additionally, the respondents who have flown were asked what type of aircraft they have flown aboard. The respondents' choice of types of aircraft included private plane, company aircraft and airline or military aircraft. The respondent was not limited to one response because of the possibility of being able to fly aboard more than one type of aircraft. These possibilities are shown in the tables which reflect the results for Question 1. The results for Question 1 are presented under each of the socio-economic variables as described in the introduction (i.e. Sex, Home Value, Rent Paid, Age, Education, Income, and Occupation). Each of the socio-economic variables is expressed by a table of percentages comparing the different categories for each of the socio-economic variables. Each of the tables of percentages are read in the same manner. The first tables is the socio-economic variable "Sex." The different categories for this socio-economic variable is "Male" and "Female." The first two columns of percentages entitled "Have Not Flown" and "Have Flown," compare each of the categories within themselves; for example, under male, of all the male respondents, 71.4% had been air passengers, and 74.5% of all the female respondents had flown. Both "Male" and "Female" percentages total 100%.

The last four columns of percentages entitled, "Percent of Respondents Who Have Flown, by Type of Aircraft," reflect only respondents who have flown. For example, under "Private" 92.7% of all the respondents who have flown aboard privately owned aircraft were males and 7.3% of the respondents who have flown in privately owned aircraft were females. Under "Company" 96.9% were males and 3.1% were females. Accompanying each table is a graph to illustrate each table. Each of the graphs for Table 1 are read in the same manner. The graphs reflect the respondents who have flown, comparing each of the categories under the different socio-economic variables. For example, under "Sex" the graph illustrates the 71.4% of the males who have flown and the 74.5% of the females who have flown. To further analyze the results for Question 1, each of the socio-economic variables will be discussed separately.

HAVE OR HAVE NOT FLOWN, by:

SEX

The percentage of respondents who have or have not flown, by sex, represents a correlation between the socio-economic variable "Sex" and Question 1. The first two tables on the opposite page entitled, "Have Not Flown" and "Have Flown" show a correlation between all of the respondents. Both male and female respondents average 72.9% who have flown and 27.1% who have not flown. However, of the respondents who have flown, the males average 94.6% for each of the four types of aircraft and the females average 5.4.

The graph on the opposite page show the percentage of males and females in the Midland area who have flown in an airplane. The table below shows how the Tri-County Survey in Lansing compares with the Midland data on the opposite page.

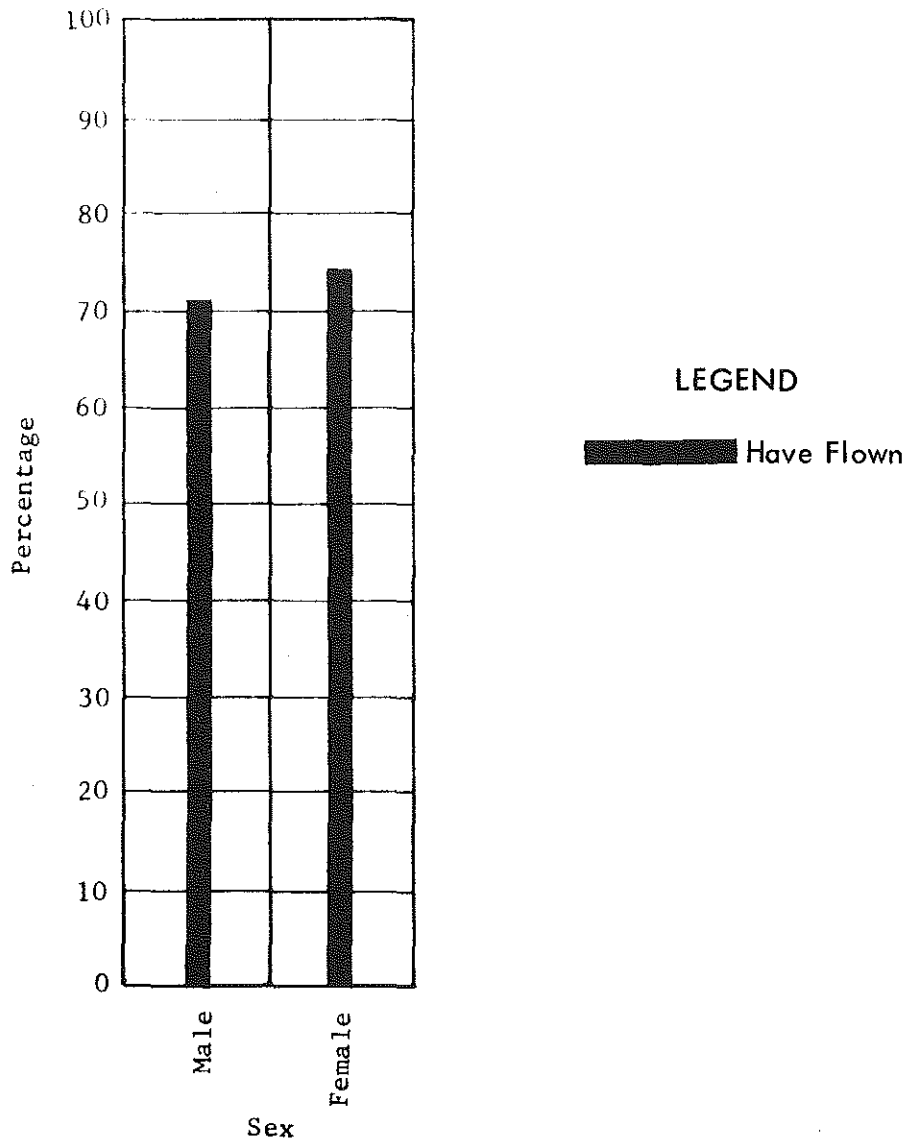
TRI-COUNTY SURVEY - LANSING, MICHIGAN

<u>Percentage of Respondents Who Have or Have Not Flown, by;</u>		
Sex		
<u>Sex</u>	<u>Have Not Flown</u>	<u>Have Flown</u>
Male	41	59
Female	64	36

PERCENTAGE OF RESPONDENTS WHO HAVE OR HAVE NOT FLOWN, by:

SEX

	Have Not Flown	Have Flown	Percent of Respondents Who Have Flown, by Type of Aircraft			
			Private	Company	Airline	Military
Male	28.6	71.4	92.7	96.9	89.6	99.0
Female	25.5	74.5	7.3	3.1	10.4	1.0
			100.0	100.0	100.0	100.0



HAVE OR HAVE NOT FLOWN, by:

HOME VALUE

The percentage of respondents who have or have not flown, by home value, represents the results of Question 1 in relation to the value of the respondents' home. The column on the opposite page entitled, "Have Flown" indicates that the percentage of respondents who have flown starts at 55.7% and increases as the value of the respondents' home increases. The graph on the opposite page shows the correlation between home value and the percentage of persons who have flown. A similar correlation occurs under each of the four types of aircraft concerning the respondents who have flown.

The table below shows how the Tri-County Survey in Lansing compares with the Midland data on the opposite page.

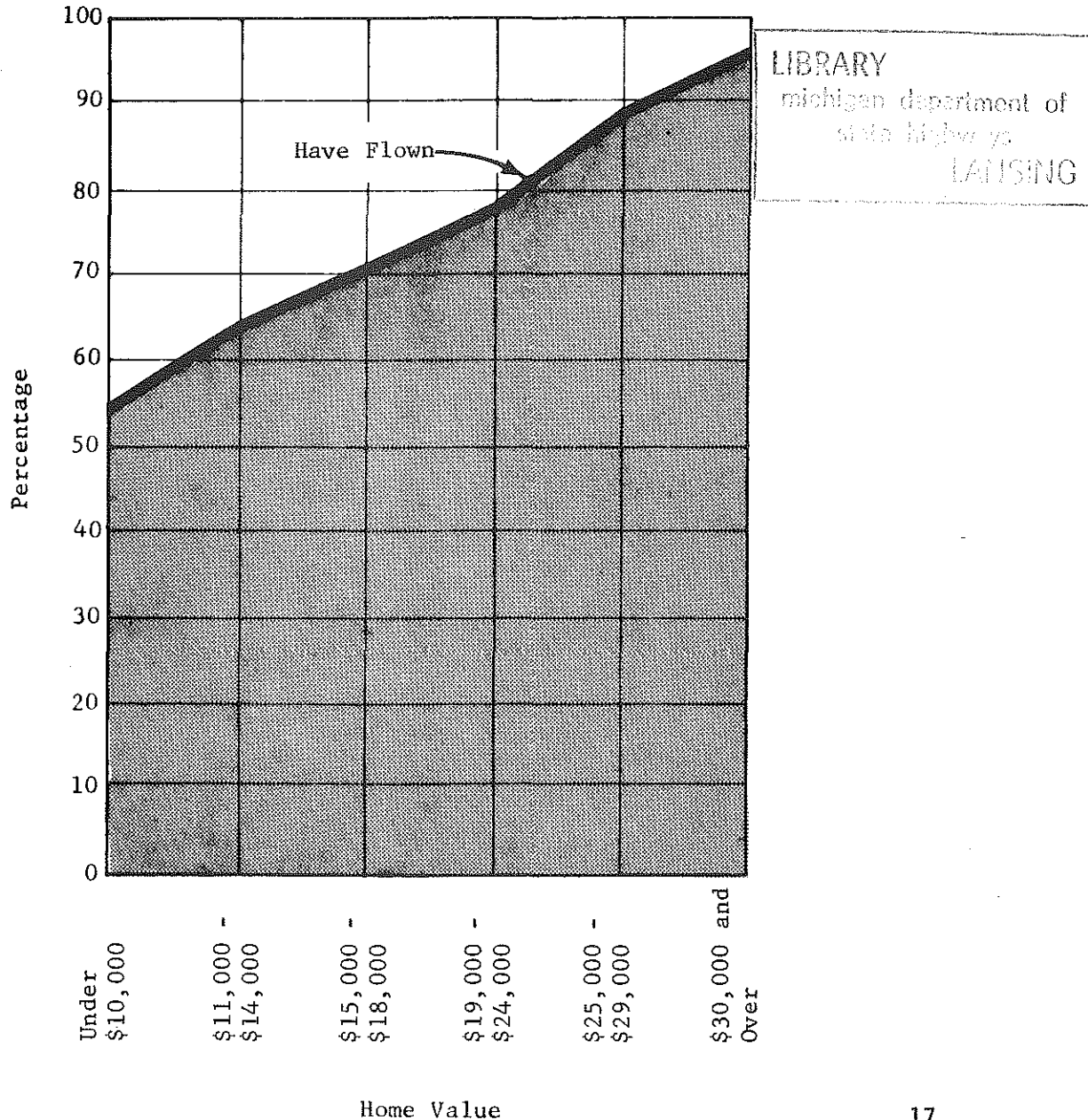
TRI-COUNTY SURVEY - LANSING, MICHIGAN

<u>Percentage of Respondents Who Have or Have Not Flown, by;</u>		
Home Value		
<u>Market Value</u>	<u>Have Not Flown</u>	<u>Have Flown</u>
Under \$10,000	62%	38%
\$10,000-\$13,999	51%	49%
\$14,000-\$17,999	39%	61%
\$18,000-\$23,999	34%	66%
\$24,000-\$29,999	27%	73%
\$30,000 and Over	25%	75%

PERCENTAGE OF RESPONDENTS WHO HAVE OR HAVE NOT FLOWN, by:

HOME VALUE

	Have Not Flown	Have Flown	Percent of Respondents Who Have Flown, by Type of Aircraft			
			Private	Company	Airline	Military
Under \$10,000	44.3	55.7	12.1	3.0	9.4	8.2
\$11,000 - \$14,000	35.3	64.7	8.9	3.3	8.8	11.1
\$15,000 - \$18,000	28.1	71.9	17.7	9.6	16.8	18.4
\$19,000 - \$24,000	21.7	78.3	17.5	15.6	19.2	19.5
\$25,000 - \$29,000	11.7	88.3	20.1	23.8	21.8	21.0
\$30,000 and Over	4.7	95.3	23.7	44.7	24.0	21.8
			100.0	100.0	100.0	100.0



HAVE OR HAVE NOT FLOWN, by:

RENT PAID

The percentage of respondents who have or have not flown, by rent paid, reflects the results for Question 1 in relation to the monthly rent the respondents who are not home owners spend each month. Under the column entitled "Have Flown" the percentage of respondents who have flown generally increase as the amount of monthly rent increases. This same correlation is shown in the graph on the opposite page. Under the four types of aircraft concerning the respondents who have flown, the indicated responses vary as the amount of monthly rent increases. Reading across the table there is a correlation for the four types of aircraft for each of the categories of monthly rent taken separately. That is, under \$50 is between 3.4 and 7.1 for each aircraft type and \$110-\$129 is between 21.4 and 25.8 for each aircraft type.

The table below shows how the Tri-County Survey in Lansing compares with the Midland data on the opposite page.

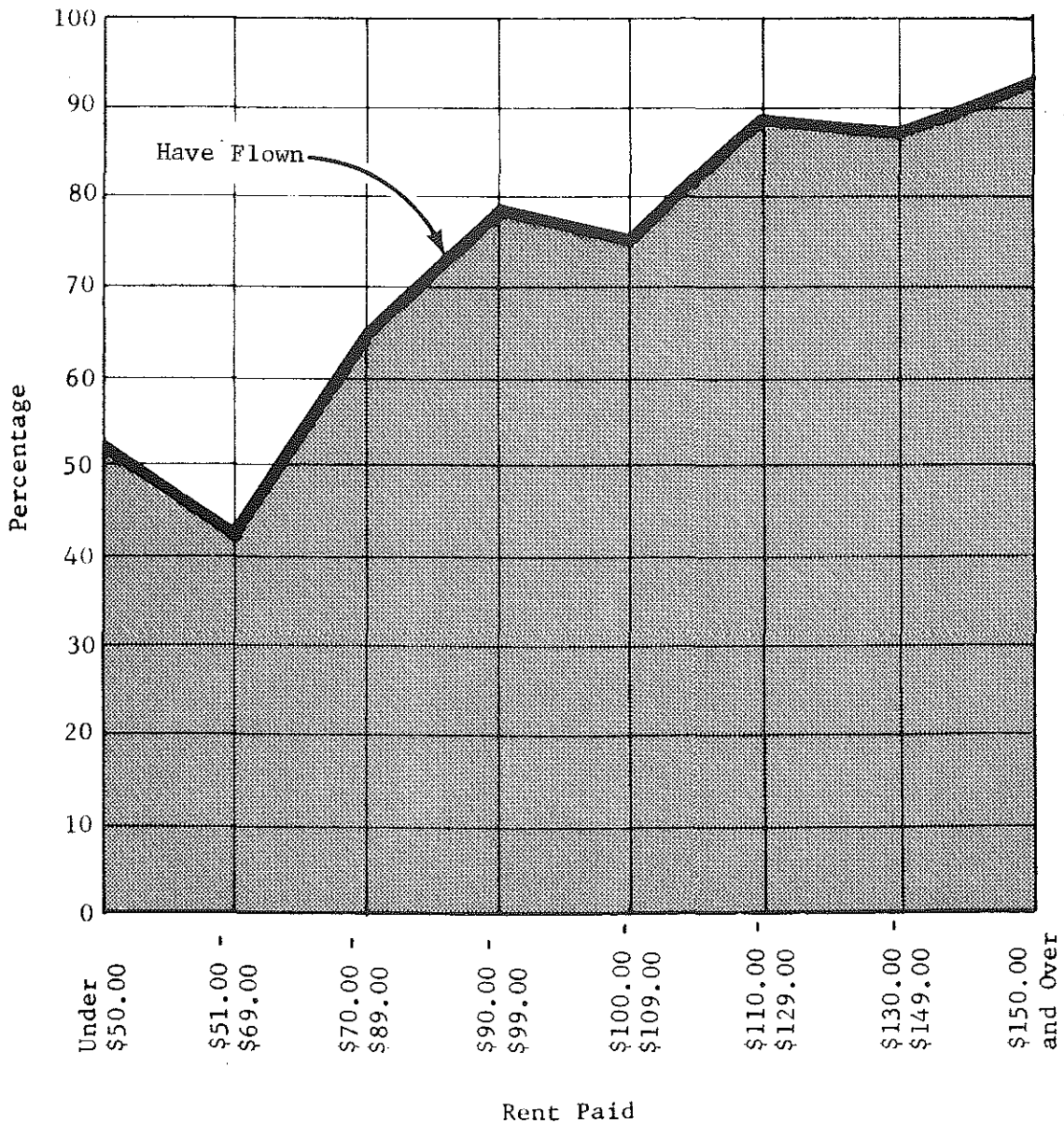
TRI-COUNTY SURVEY - LANSING, MICHIGAN

<u>Percentage of Respondents Who Have or Have Not Flown, by;</u>		
Rent Paid		
<u>Monthly Rent</u>	<u>Have Not Flown</u>	<u>Have Flown</u>
Under \$50	60%	40%
\$50-\$69	50%	50%
\$70-\$89	58%	42%
\$90-\$99	16%	84%
\$100-\$109	20%	80%
\$110-\$129	17%	83%
\$130-\$149	11%	89%
\$150 and Over	11%	89%

PERCENTAGE OF RESPONDENTS WHO HAVE OR HAVE NOT FLOWN, by:

RENT PAID

	Have Not Flown	Have Flown	Percent of Respondents Who Have Flown, by Type of Aircraft			
			Private	Company	Airline	Military
Under \$50	46.7	53.3	6.1	5.0	3.4	7.1
\$51 - \$69	56.3	43.7	3.0	0.0	4.1	3.6
\$70 - \$89	34.5	65.5	9.9	10.0	10.0	14.3
\$90 - \$99	22.2	77.8	9.9	0.0	7.9	8.3
\$100 - \$109	25.0	75.0	6.8	5.0	8.3	6.0
\$110 - \$129	10.7	89.3	25.8	22.5	22.3	21.4
\$130 - \$149	12.3	87.7	9.9	17.5	15.5	14.3
\$150 and Over	7.5	92.5	28.6	40.0	28.5	25.0
			100.0	100.0	100.0	100.0



HAVE OR HAVE NOT FLOWN, by:

AGE

The percentage of respondents who have or have not flown, by age, represents the results of Question 1 with respect to the age of the respondents. Both the table and graph on the opposite page show that the percentage of respondents who have flown increases up to the "45 years to 54 years" age level at which the percentages begin decreasing with increasing age levels. The four columns indicating the types of aircraft the respondents have flown aboard follows the same pattern for private and company airplanes, but begins decreasing at "35 to 44 years" for airline and military.

The table below shows how the Tri-County Survey in Lansing compares with the Midland data on the opposite page.

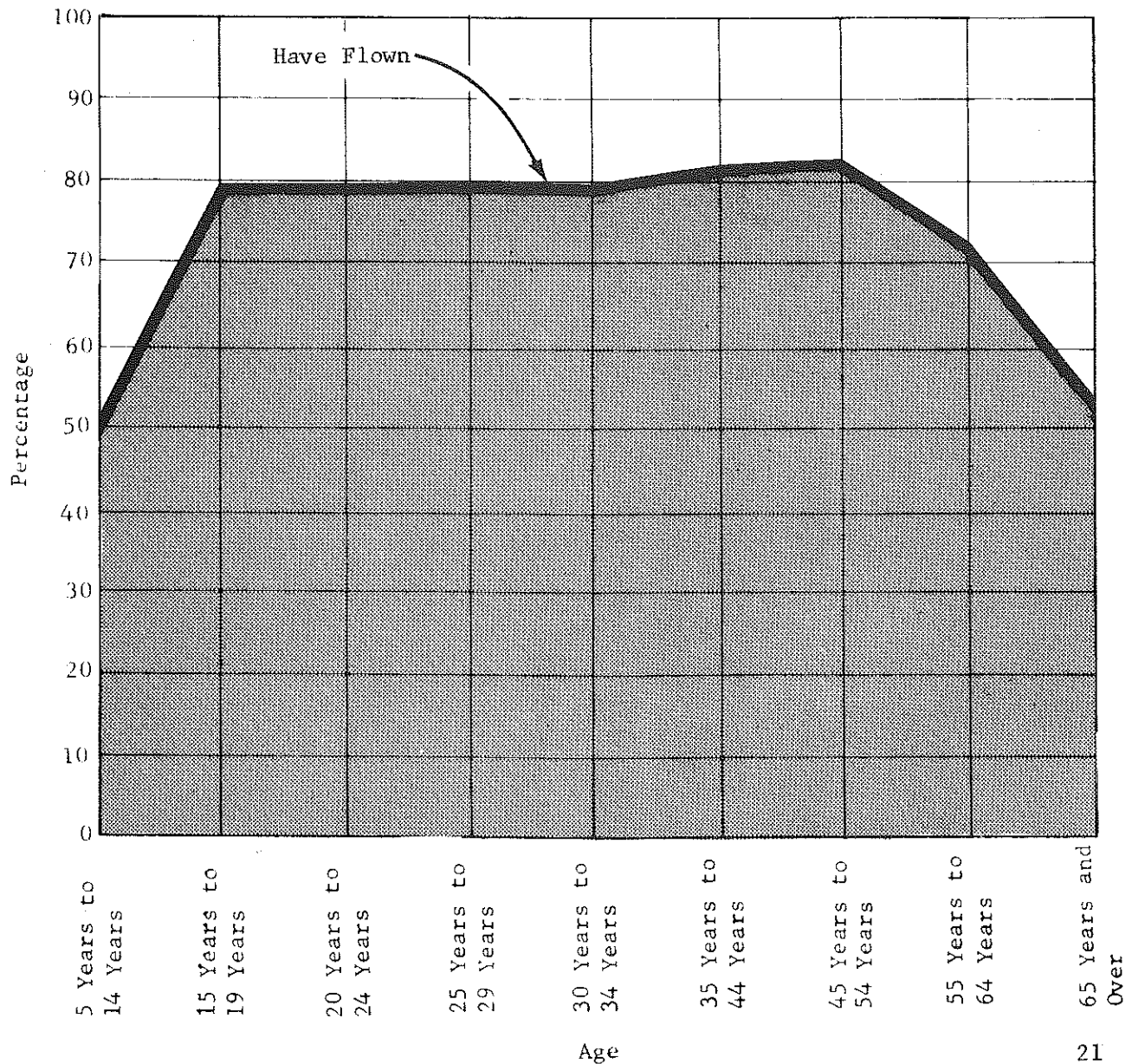
TRI-COUNTY SURVEY - LANSING, MICHIGAN

<u>Percentage of Respondents Who Have or Have Not Flown, by;</u>		
Age		
<u>Age Group</u>	<u>Have Not Flown</u>	<u>Have Flown</u>
18-25	42%	53%
25-34	41%	59%
35-44	36%	64%
45-54	39%	61%
55-64	40%	60%
65 and Over	56%	44%

PERCENTAGE OF RESPONDENTS WHO HAVE OR HAVE NOT FLOWN, by:

AGE

	Have Not Flown	Have Flown	Percent of Respondents Who Have Flown, by Type of Aircraft			
			Private	Company	Airline	Military
5 Years to 14 Years	50.0	50.0	.1	.5	.1	.3
15 Years to 19 Years	21.6	78.4	1.6	1.0	1.6	.2
20 Years to 24 Years	21.2	78.8	7.5	3.6	8.2	5.2
25 Years to 29 Years	20.5	79.5	10.3	7.4	13.1	11.9
30 Years to 34 Years	21.7	78.3	11.4	7.7	13.1	13.4
35 Years to 44 Years	18.6	81.4	25.1	33.8	23.7	35.7
45 Years to 54 Years	17.5	82.5	24.5	27.8	21.3	28.6
55 Years to 64 Years	27.4	72.6	12.7	14.9	12.5	4.2
65 Years and Over	48.4	51.6	6.8	3.3	6.4	.5
			100.0	100.0	100.0	100.0



HAVE OR HAVE NOT FLOWN, by:

EDUCATION

The percentage of respondents who have or have not flown, by education, represents a correlation between the highest education level the respondents have attained and Question 1. Both the graph and table on the opposite page show that the percentage of respondents who have flown increase as the education level of the respondents increases. Concerning the respondents who have flown, the percentages of respondents indicated under the four types of aircraft also increase as the education level of the respondents increases. However, there is one exception. The percentage of respondents who have attended some college is below the percentage of high school graduates who have flown.

The table below shows how the Tri-County Survey in Lansing compares with the Midland data on the opposite page.

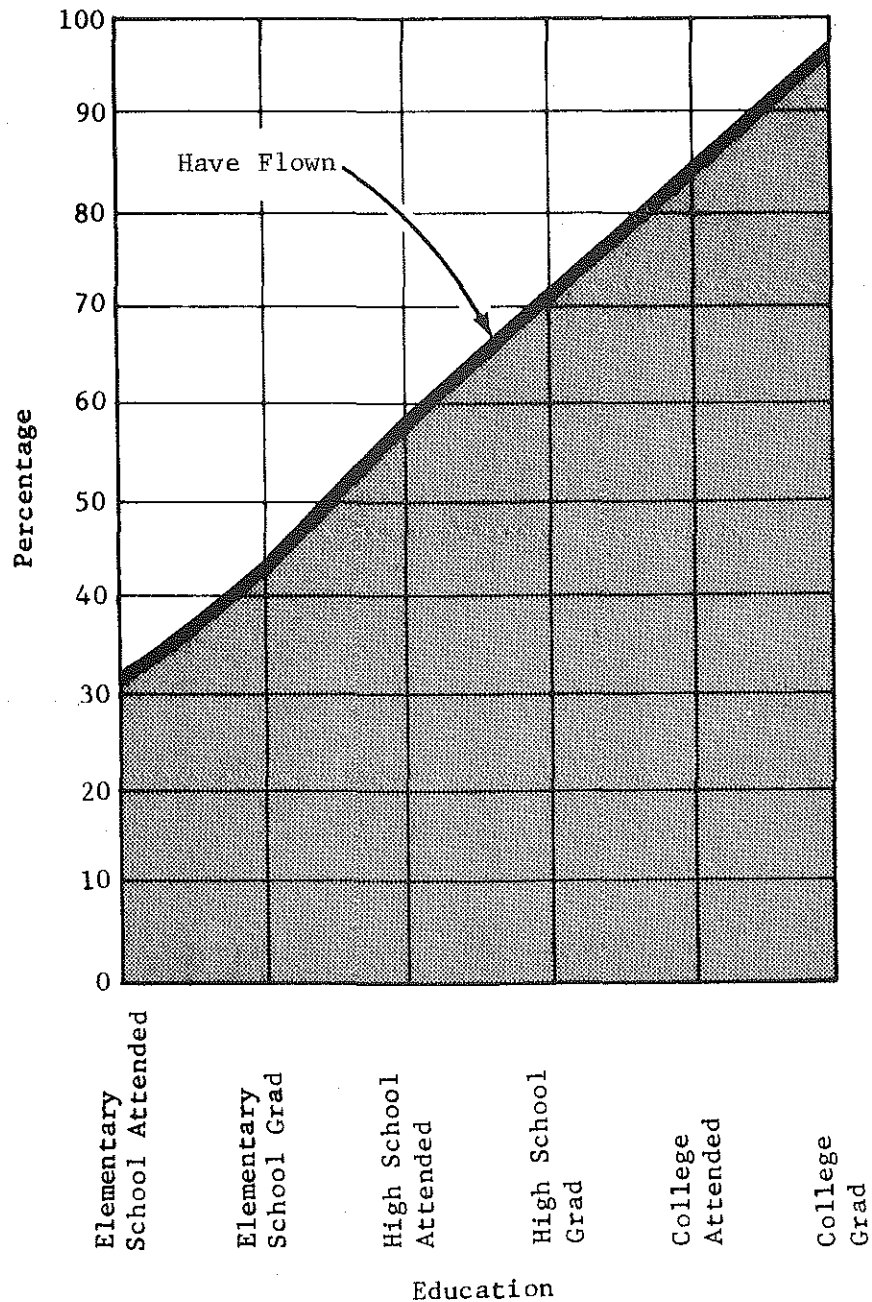
TRI-COUNTY SURVEY - LANSING, MICHIGAN

<u>Percentage of Respondents Who Have or Have Not Flown, by:</u>		
Education		
<u>Highest Educational Level</u>	<u>Have Not Flown</u>	<u>Have Flown</u>
Elementary School Attended	73%	27%
Elementary School Graduate	61%	39%
High School Attended	54%	46%
High School Graduate	42%	58%
College Attended	32%	68%
College Graduate	18%	82%

PERCENTAGE OF RESPONDENTS WHO HAVE OR HAVE NOT FLOWN, by:

EDUCATION

	Have Not Flown	Have Flown	Percent of Respondents Who Have Flown, by Type of Aircraft			
			Private	Company	Airline	Military
Elementary School Attended	67.2	32.8	1.2	.2	.5	.5
Elementary School Graduated	56.6	43.4	7.0	1.4	3.9	4.7
High School Attended	41.9	58.1	7.9	2.9	4.9	6.8
High School Graduated	28.3	71.7	24.7	10.8	23.7	28.0
College Attended	14.9	85.1	17.6	12.0	18.2	18.5
College Graduated	4.0	96.0	41.6	72.7	48.8	41.5
			100.0	100.0	100.0	100.0



HAVE OR HAVE NOT FLOWN, by:

HOUSEHOLD INCOME

The percentage of respondents who have or have not flown, by Household Income, represents the results of Question 1 in relation to the combined household income of the respondents. The table and graph on the opposite page show that as the combined household income of the respondents increased, the percentage of respondents who have flown increases. Concerning the individual flight characteristics of the respondents who have flown, with the exception of a few income levels, the percentage of respondents who have flown increases as the combined household income of the respondents increases.

The table below shows how the Tri-County Survey in Lansing compares with the Midland data on the opposite page.

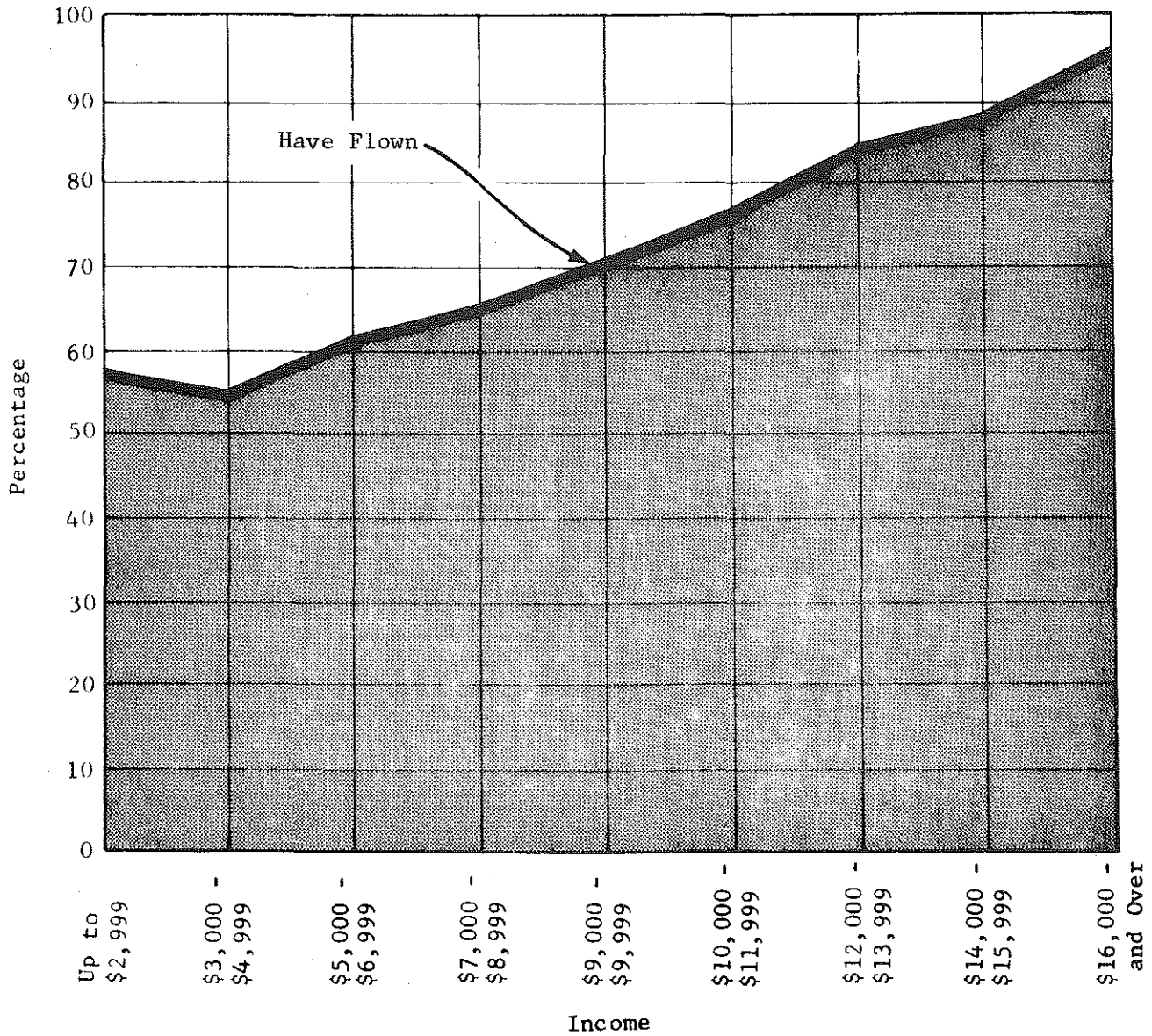
TRI-COUNTY SURVEY - LANSING, MICHIGAN

<u>Percentage of Respondents Who Have or Have Not Flown, by;</u>		
Household Income		
<u>Household Income</u>	<u>Have Not Flown</u>	<u>Have Flown</u>
Under \$3,000	62%	38%
\$3,000 to \$4,999	47%	53%
\$5,000 to \$6,999	52%	48%
\$7,000 to \$9,999	40%	60%
\$10,000 to \$14,999	29%	71%
\$15,000 and Over	15%	81%

PERCENTAGE OF RESPONDENTS WHO HAVE OR HAVE NOT FLOWN, by:

HOUSEHOLD INCOME

	Have Not Flown	Have Flown	Percent of Respondents Who Have Flown, by Type of Aircraft			
			Private	Company	Airline	Military
Up to \$2,999	43.1	57.9	7.0	1.8	6.1	.6
\$3,000 to \$4,999	45.6	54.4	3.7	1.5	3.8	1.2
\$5,000 to \$6,999	37.7	62.3	4.4	1.8	4.3	3.6
\$7,000 to \$8,999	34.3	65.7	8.8	3.1	9.2	10.7
\$9,000 to \$9,999	29.7	70.3	7.3	4.8	8.1	12.1
\$10,000 to \$11,999	23.5	76.5	17.0	8.9	14.3	18.2
\$12,000 to \$13,999	14.5	85.5	14.4	13.8	15.7	15.3
\$14,000 to \$15,999	11.4	88.6	10.8	14.8	13.1	14.1
\$16,000 and Over	4.3	95.7	26.6	49.5	25.4	24.2
			100.0	100.0	100.0	100.0



HAVE OR HAVE NOT FLOWN, by:

OCCUPATION

The percentage of respondents who have or have not flown, by occupation, represents the results of Question 1 in relation to the occupation of the respondents. The table and graph on the opposite page shows that the respondents who have flown range between 35.1% and increase to 80.6% but the table does not show a definite pattern. The graph illustrates that in 6 of the 9 categories, over 70% of the respondents had flown at some time in the past. Concerning the individual flight characteristics for each category, Manufacturing and Processing ranks highest as compared with the other occupations.

The table below shows how the Tri-County Survey compares with the Midland data on the opposite page.

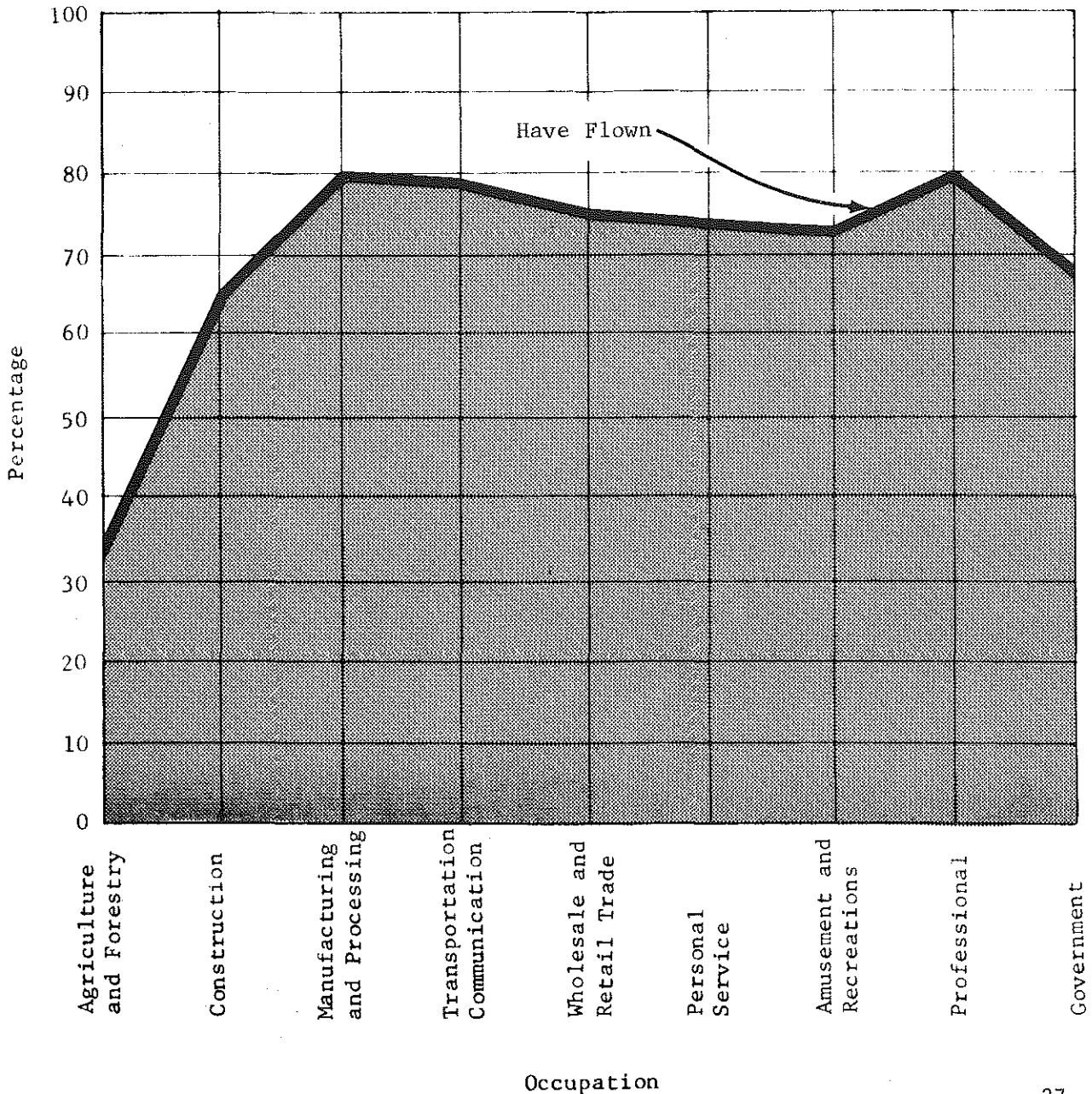
TRI-COUNTY SURVEY - LANSING, MICHIGAN

<u>Percentage of Respondents Who Have or Have Not Flown, by;</u>		
Occupation		
<u>Occupation</u>	<u>Have Not Flown</u>	<u>Have Flown</u>
Professional and Technical	19%	81%
Farmers and Farm Managers	57%	43%
Managers, Officials and Proprietors	24%	76%
Clerical Workers	37%	63%
Sales Workers	30%	70%
Craftsmen and Foremen	48%	52%
Operatives	54%	46%
Private Household Workers	---	---
Other Service Workers	58%	42%
Farm Laborers and Foremen	75%	25%
Non-Farm Laborers	62%	38%
Not in Labor Force	49%	51%

PERCENTAGE OF RESPONDENTS WHO HAVE OR HAVE NOT FLOWN, by:

OCCUPATION

	Have Not Flown	Have Flown	Percent of Respondents Who Have Flown, by Type of Aircraft			
			Private	Company	Airline	Military
Agriculture and Forestry	64.9	35.1	.7	.3	.6	1.3
Construction	34.8	65.2	6.6	2.7	5.4	10.2
Manufacturing and Processing	19.5	80.5	64.4	82.5	67.0	68.9
Transportation, Communication	21.0	79.0	3.9	2.0	3.1	4.9
Wholesale and Retail Trade	24.9	75.1	10.5	6.0	10.2	6.2
Personal Service	25.7	74.3	2.1	.3	2.4	2.2
Amusement and Recreation	26.7	73.3	.5	.5	.6	.4
Professional	19.4	80.6	8.6	4.5	8.7	3.1
Government	32.8	67.2	2.7	1.2	2.0	2.8
			100.0	100.0	100.0	100.0



Question 2

How many times in the past year have you flown in an airplane owned by:

Private person
A company
An airline
The military

Question 2 was only asked to those individuals who have flown and answered yes to Question 1. Similarly, as with Question 1, each of the socio-economic variables is broken down and analyzed separately. Basically, this question has been separated into three different questions reflecting the respondent's responses for the individual types of aircraft. Unlike Question 1, military aircraft has been disregarded due to the very high percentage of responses that indicated no flights within the past year. The tables listed in this Chapter show the results obtained for Question 2 and are all read in the same way as Question 1. Column 1 represents the different categories of the socio-economic variables. Columns 2, 3, and 4 under each of the three types of aircraft represent the percentage of respondents who have either not flown during the past year, have flown only one time, or have flown two times or more. The percentages under the subtitle for each category of each socio-economic variable total 100%.

The graphs for each of the tables deal only with those who have flown within the past year. The column entitled "One" and "Two or More" has been combined on the graph and the column entitled "None" has been omitted.

In order to further analyze the results obtained for Question 2, each of the socio-economic variables will be discussed independently.

The percentages shown for this question are given as a percentage of persons who have flown and not percentage of all individuals. Therefore,

when we say that 3.7% of the males have flown in a "private" plane two or more times in the past year, we mean 3.7% of the males who have flown and not 3.7% of all males in the survey area.

FREQUENCY OF FLIGHT IN PAST YEAR, by:

SEX

Examining the results of the socio-economic variable, "Sex," the table shows a correlation under "Private" and "Company" owned aircraft. Men and women fly in private and company aircraft at about the same frequency. However, under "Airline" the results indicate a significant increase in the frequency that men fly in aircraft owned by a commercial airline than that of women passengers.

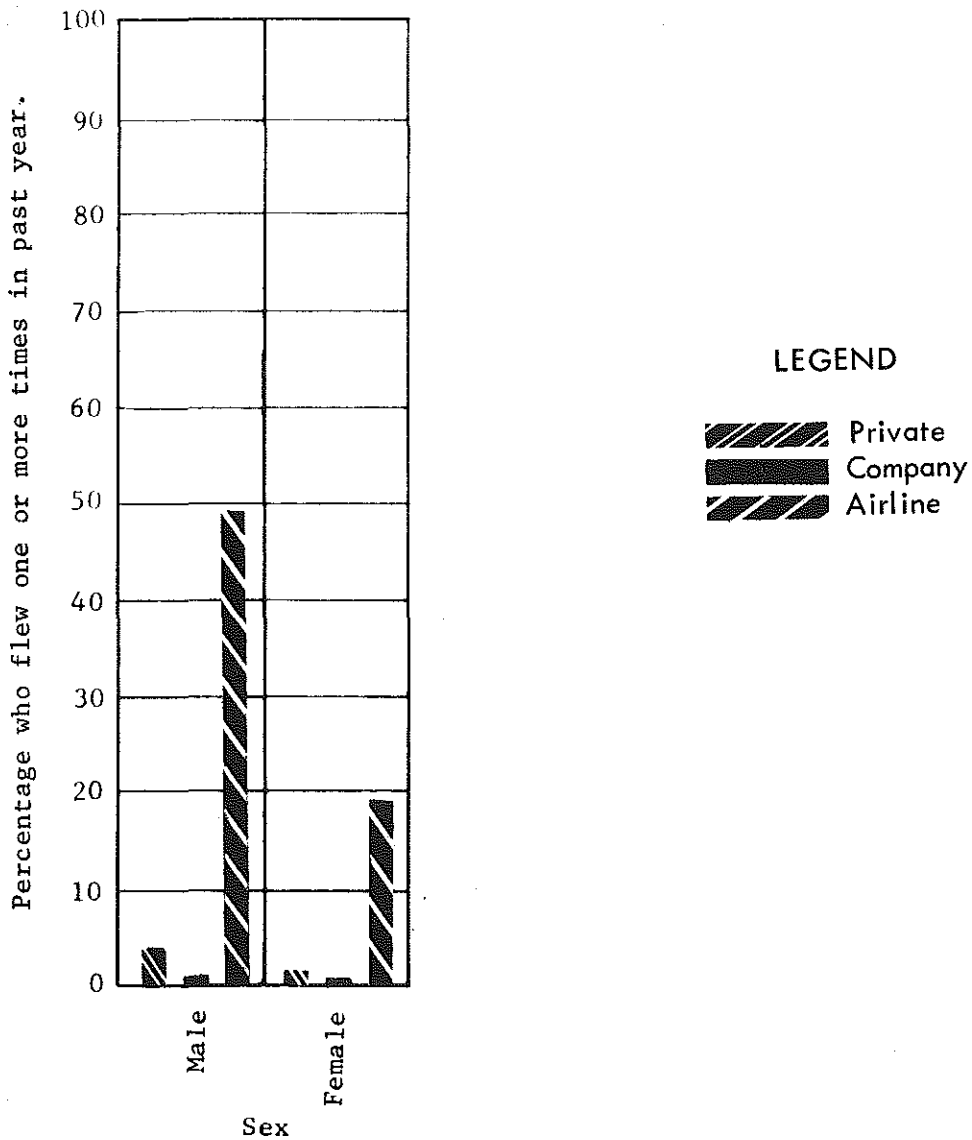
The graph shows the percent of respondents who have flown one or more times in the past year.

RESPONDENTS FREQUENCY OF FLIGHT IN THE PAST YEAR, by:

SEX

	PRIVATE			COMPANY			AIRLINE		
	None	One	Two or More	None	One	Two or More	None	One	Two or More
Male	95.3	1.0	3.7	99.2	.2	.6	50.1	1.4	48.5
Female	98.2	.6	1.2	9.7	.1	.2	80.3	4.8	14.9

(expressed as a percentage of 100)



FREQUENCY OF FLIGHT IN PAST YEAR, by:

HOME VALUE

This table shows the comparison between the value of the respondent's home and the number of times the respondents have flown during the past year. Generally, the results under "Private" and "Company" correlate well together. The percentage of incidence of flight for both of these types of aircraft range from .2% to 5.8%; however, under "Airline" the percentage of incidence of flight for two or more flights during the past year starts at 8.4% and increases to 100% as the value of the respondent's home increases.

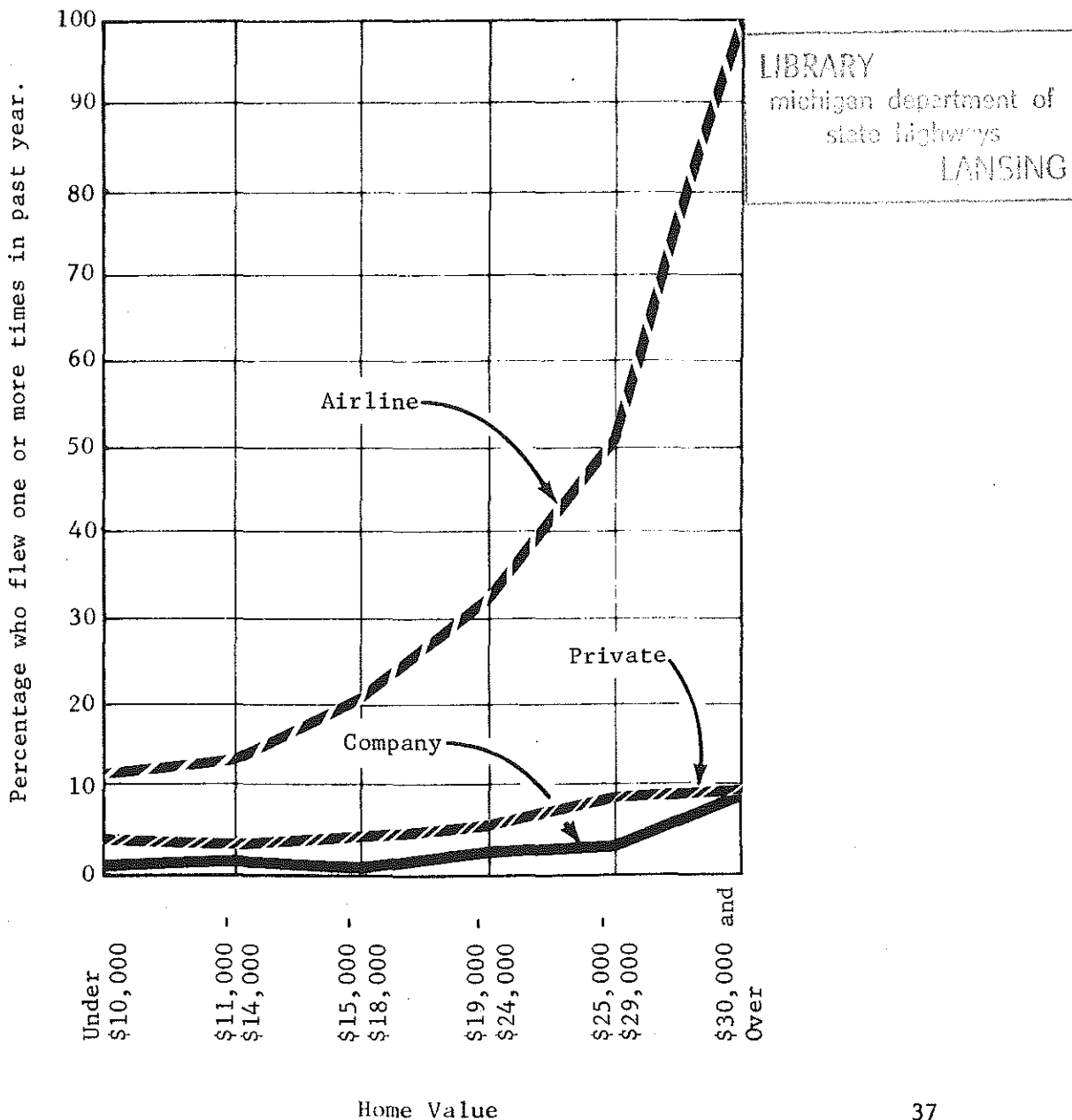
The graph shows the percentage who have flown one or more times in the past year according to the home value of the respondents.

RESPONDENTS FREQUENCY OF FLIGHT IN THE PAST YEAR, by:

HOME VALUE

	PRIVATE			COMPANY			AIRLINE		
	None	One	Two or More	None	One	Two or More	None	One	Two or More
Under \$10,000	95.8	2.0	2.2	99.2	.6	.2	88.2	3.4	8.4
\$11,000 - \$14,000	96.2	1.8	2.0	98.5	0.0	1.5	86.6	3.4	10.0
\$15,000 - \$18,000	95.1	2.2	2.7	99.3	.2	.5	79.7	3.1	17.2
\$19,000 - \$24,000	94.0	2.9	3.1	97.1	1.0	1.9	68.0	3.6	28.4
\$25,000 - \$29,000	91.2	3.1	5.7	97.1	1.0	1.9	48.7	5.2	46.1
\$30,000 and Over	90.6	4.2	5.2	92.2	2.0	5.8	00.0	0.0	100.0

(expressed as a percentage of 100)



FREQUENCY OF FLIGHT IN PAST YEAR, by:

RENT PAID

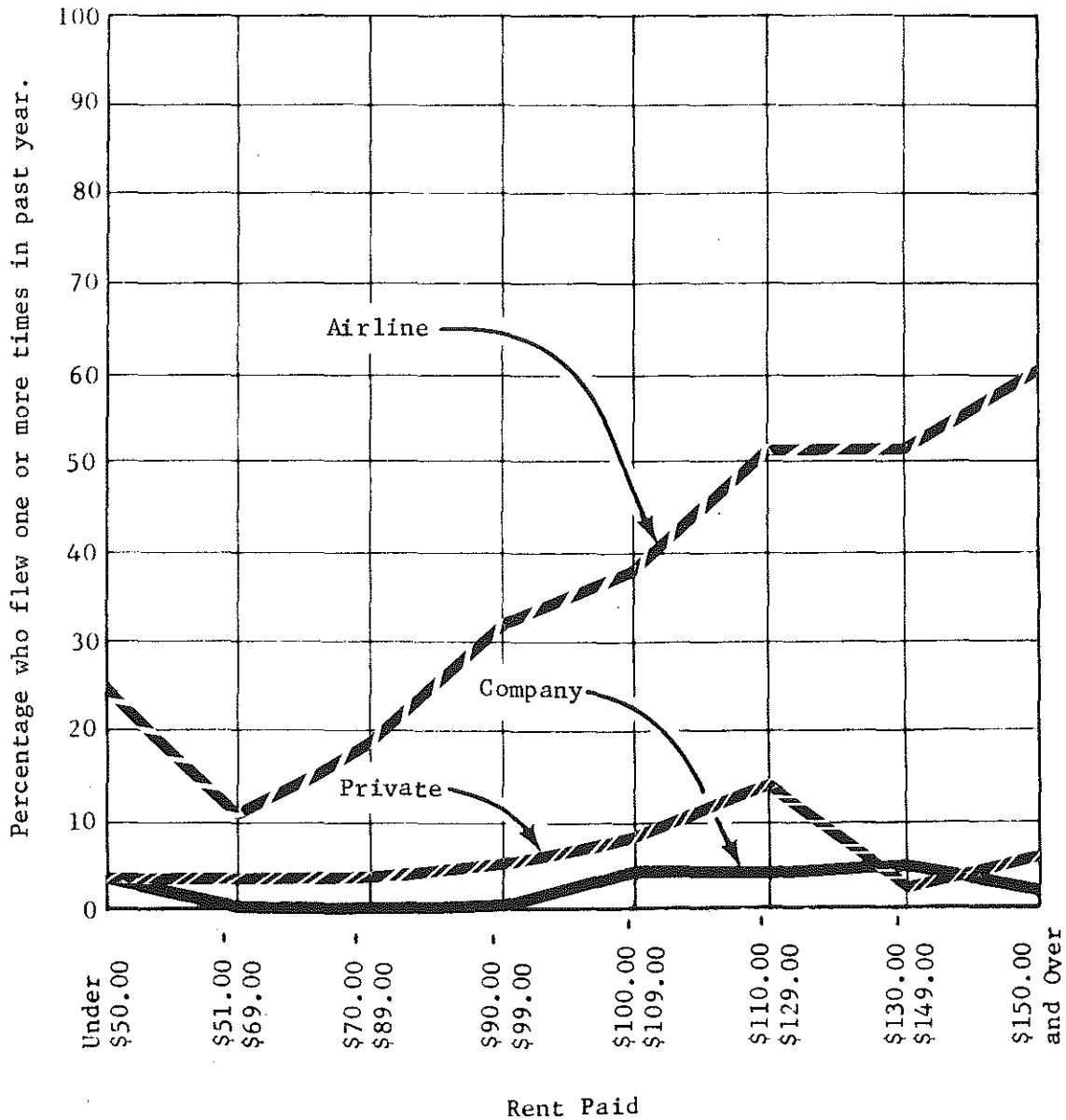
The answers to this part of Question 2 show a comparison between the amount of rent the respondents pay on their home per month with the number of flights the respondents have taken during the past year. The table and graph does not show an increase in the incidence of flight with an increase in the rent the respondents pay per month for their home. Under "Private" aircraft, the incidence of flight is higher in the area between \$90 and \$129 rent per month. As the amount of rent increases after that level the incidence of flight decreases. Under "Company" owned aircraft the higher incidence of flight is in the area between \$110 and \$149 rent per month. Under airline, the incidence of flight generally increases as the amount of rent per month increases.

RESPONDENTS FREQUENCY OF FLIGHT IN THE PAST YEAR, by:

RENT PAID

	PRIVATE			COMPANY			AIRLINE		
	None	One	Two or More	None	One	Two or More	None	One	Two or More
Under \$50	96.4	0.0	3.6	96.4	0.0	3.6	75.0	7.1	17.9
\$51 - \$69	96.3	0.0	3.7	100.0	0.0	0.0	88.9	3.7	7.4
\$70 - \$89	96.4	1.8	1.8	100.0	0.0	0.0	80.7	3.5	15.8
\$90 - \$99	94.4	0.0	5.6	100.0	0.0	0.0	66.7	5.6	27.7
\$100 - \$109	92.5	0.0	7.5	95.0	2.5	2.5	62.5	5.0	32.5
\$110 - \$129	85.5	6.0	8.5	96.4	0.0	3.6	47.6	3.6	48.8
\$130 - \$149	96.4	0.0	3.6	94.4	1.8	3.8	48.2	5.4	46.4
\$150 and Over	93.6	2.1	4.3	97.9	1.1	1.0	39.4	7.5	53.1

(expressed as a percentage of 100)



FREQUENCY OF FLIGHT IN PAST YEAR, by:

AGE

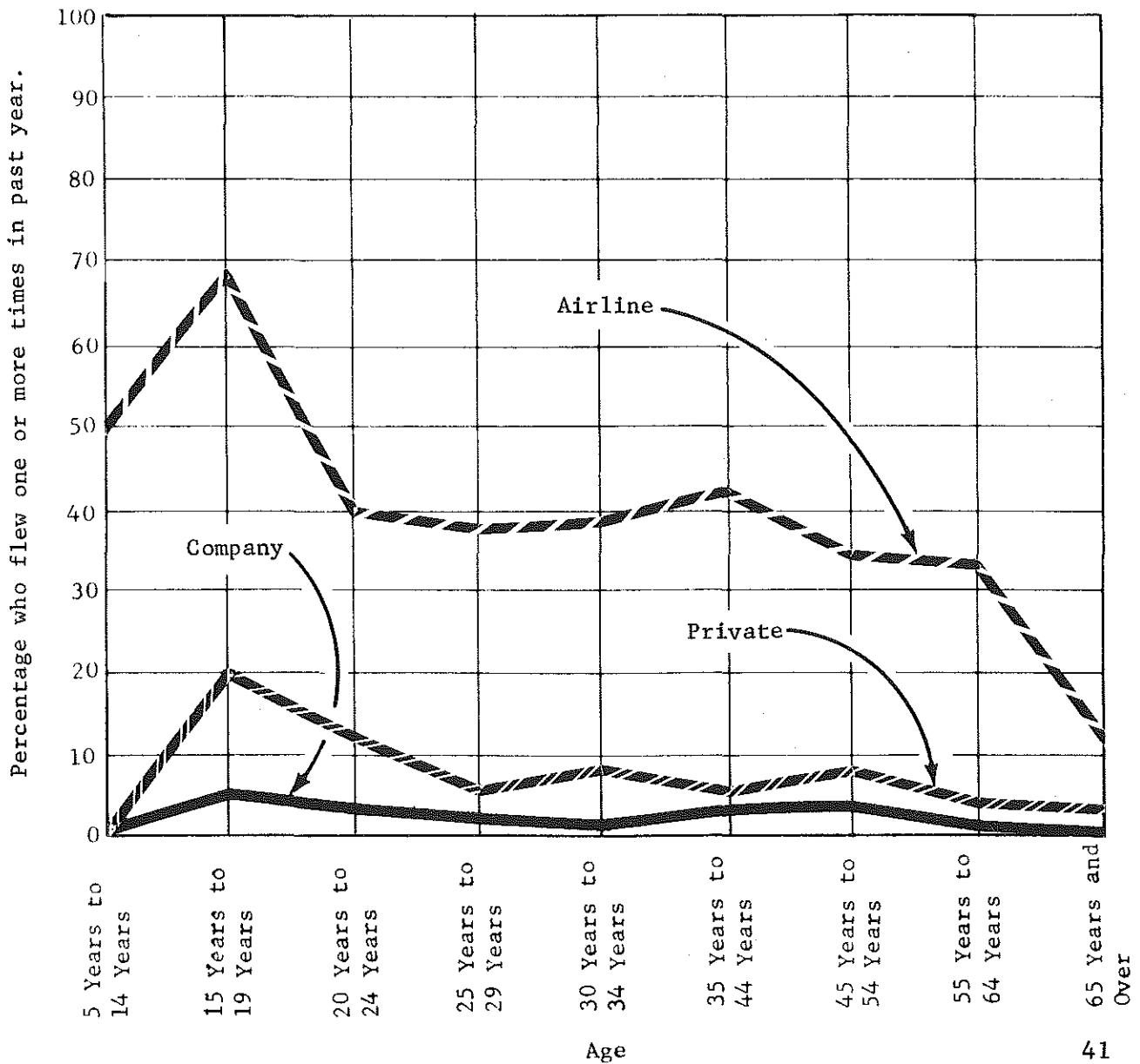
The answers to this part of Question 2 show a comparison between the age of the respondents with the number of flights they have taken during the past year. Under "Private," "Company," and "Airline" owned aircraft, both the table and graph show the the incidence of flight decreases as the age of the respondents increases, with the higher incidence of flight in the 15 to 24 age group. This age group and the 45 to 54 age group show a higher incidence of flight under the subtitles "Private" and "Company."

RESPONDENTS FREQUENCY OF FLIGHT IN THE PAST YEAR, by:

AGE

	PRIVATE			COMPANY			AIRLINE		
	None	One	Two or More	None	One	Two or More	None	One	Two or More
5 Years to 14 Years	100.0	0.0	0.0	100.0	0.0	0.0	50.0	0.0	50.0
15 Years to 19 Years	80.8	8.6	11.4	94.1	2.9	3.0	31.4	18.6	50.0
20 Years to 24 Years	86.1	4.8	9.1	96.1	1.5	2.4	60.2	4.7	35.1
25 Years to 29 Years	93.7	1.8	4.5	97.6	0.9	1.5	62.5	3.6	33.9
30 Years to 34 Years	91.7	4.6	3.7	98.3	0.3	1.4	61.6	3.2	35.2
35 Years to 44 Years	94.5	3.3	2.2	96.4	1.1	2.5	57.7	3.1	39.2
45 Years to 54 Years	92.5	2.4	5.1	95.6	0.9	3.5	63.8	4.0	32.2
55 Years to 64 Years	96.2	1.4	2.4	98.4	0.8	0.8	65.8	4.6	29.6
65 Years and Over	97.1	1.1	1.8	100.0	0.0	0.0	86.1	3.7	10.2

(expressed as a percentage of 100)



FREQUENCY OF FLIGHT IN PAST YEAR, by:

EDUCATION

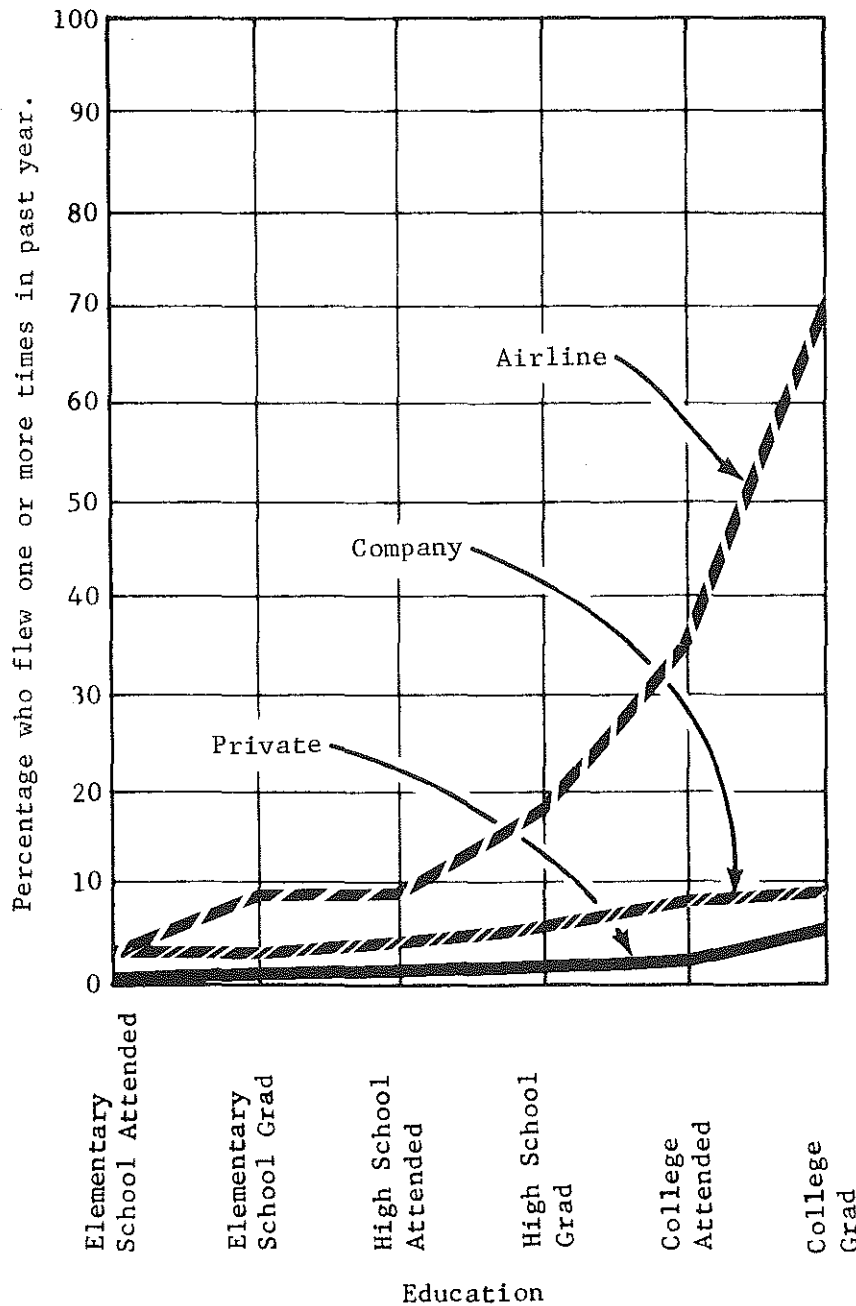
This table and graph represents the comparison between the highest education level the respondents have obtained and the number of times they have flown during the past year. Generally, the incidence of flight increases as the education level of the respondents increases. Under "Private" and "Company" the increase ranges from 0% to 5.2% for both of these types of aircraft combined. Under "Airline" the percentage of incidence of flight increases from 1.9% to 66.5%.

RESPONDENTS FREQUENCY OF FLIGHT IN THE PAST YEAR, by:

EDUCATION

	PRIVATE			COMPANY			AIRLINE		
	None	One	Two or More	None	One	Two or More	None	One	Two or More
Elementary School Attended	96.2	3.8	0.0	100.0	0.0	0.0	96.2	1.9	1.9
Elementary School Graduated	96.3	0.7	3.0	99.3	0.3	0.4	91.2	1.4	7.4
High School Attended	95.8	1.5	2.7	98.8	0.4	0.8	90.7	3.5	5.8
High School Graduated	94.0	2.3	3.7	98.6	0.5	0.9	81.3	3.2	15.5
College Attended	91.7	3.3	5.0	97.8	1.1	1.1	64.4	6.6	29.0
College Graduated	90.9	3.9	5.2	94.4	1.3	4.3	29.7	3.8	66.5

(expressed as a percentage of 100)



FREQUENCY OF FLIGHT IN PAST YEAR, by:

INCOME

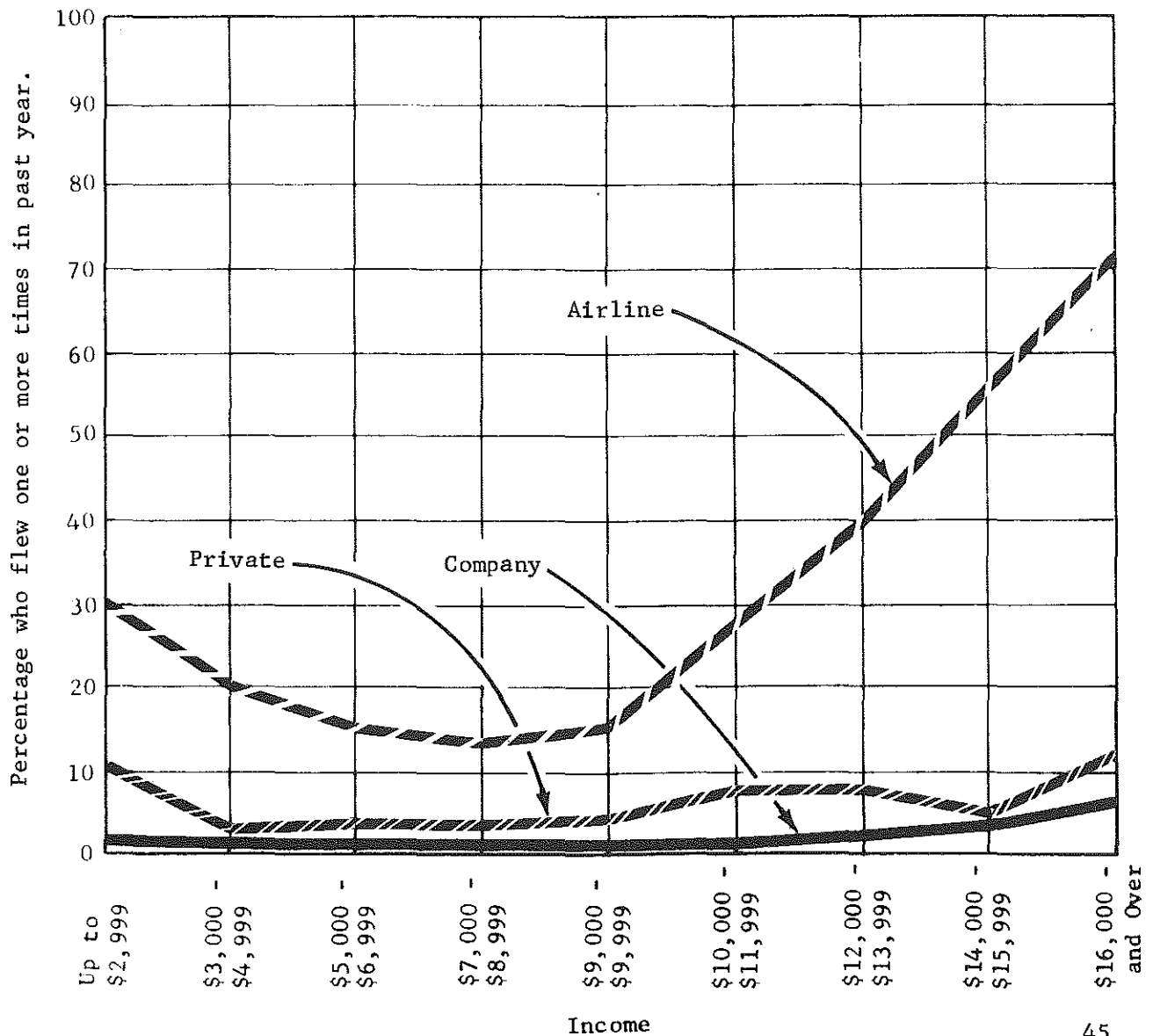
This table and graph represents a comparison between the income level of the household of the respondents with the number of flights they have taken during the past year. The income levels are based on the combined income in the household of each respondent. Generally, the frequency of flights increases as the income level of the respondents increases. However, under "Company" aircraft and "Airline" owned aircraft, the incidence of flight decreases up to the \$9,000 to \$9,999 income level.

RESPONDENTS FREQUENCY OF FLIGHT IN THE PAST YEAR, by:

HOUSEHOLD INCOME

	PRIVATE			COMPANY			AIRLINE		
	None	One	Two or More	None	One	Two or More	None	One	Two or More
Up to \$2,999	89.9	3.4	6.7	98.1	1.0	0.9	69.7	5.3	25.0
\$3,000 to \$4,999	96.5	2.1	1.4	99.3	0.0	0.7	80.1	8.2	11.7
\$5,000 to \$6,999	95.6	2.5	1.9	99.4	0.0	0.6	83.5	3.2	13.3
\$7,000 to \$8,999	96.3	1.5	2.2	99.4	0.3	0.3	86.0	1.8	12.2
\$9,000 to \$9,999	96.5	0.8	2.7	99.2	0.8	0.0	83.3	3.1	13.6
\$10,000 to \$11,999	92.7	2.1	5.2	98.1	1.0	0.9	72.6	4.0	23.4
\$12,000 to \$13,999	92.8	3.1	4.1	97.0	0.6	2.4	59.3	4.4	36.3
\$14,000 to \$15,999	93.9	2.3	3.8	95.4	1.2	3.4	42.8	4.6	52.6
\$16,000 and over	88.8	5.5	5.7	92.4	1.7	5.9	28.3	3.0	68.7

(expressed as a percentage of 100)



FREQUENCY OF FLIGHT IN PAST YEAR, by:

OCCUPATION

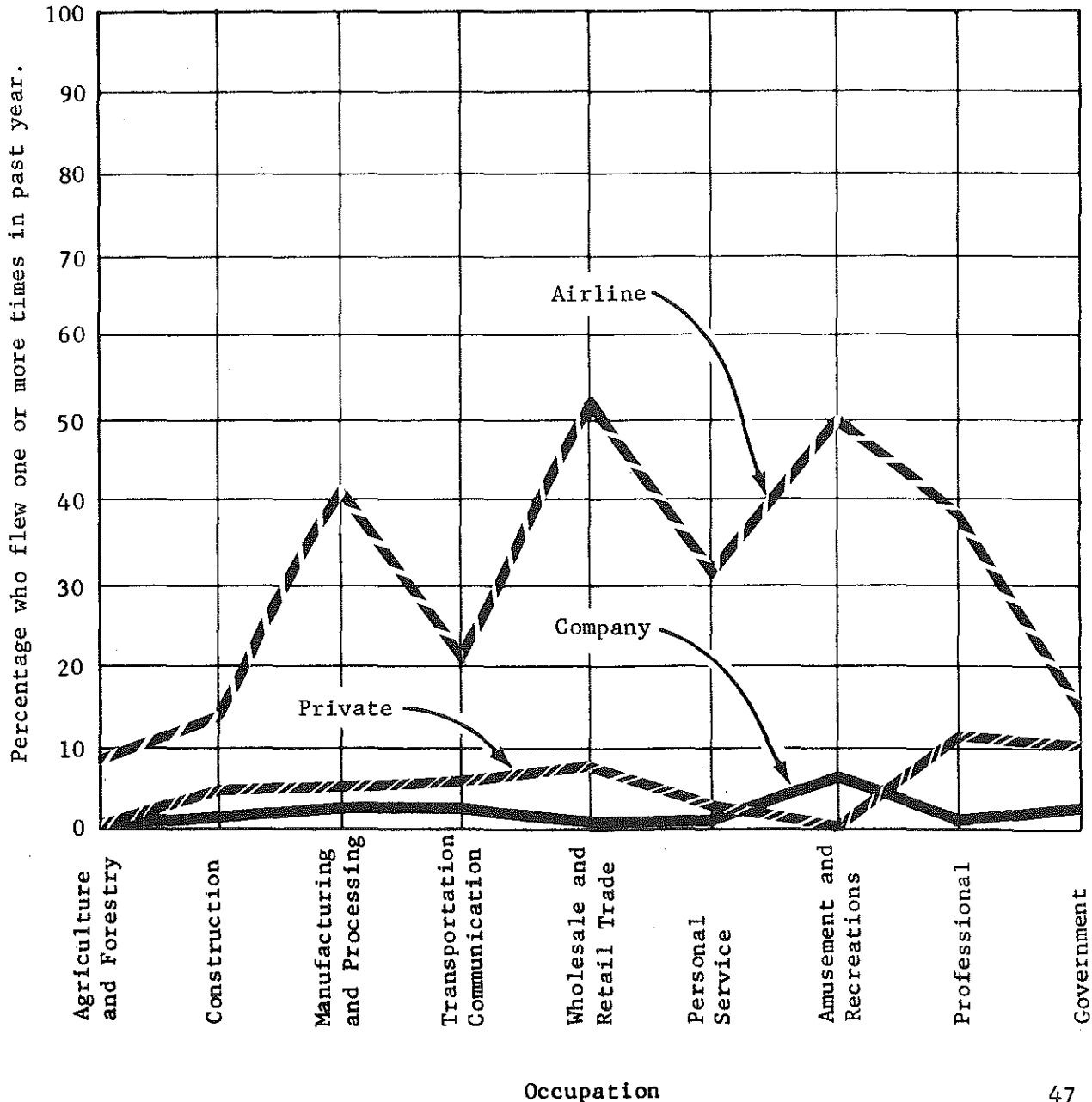
This table and graph represents the results of Question 2 with regards to the occupation of the respondents. Generally, under each of the types of aircraft, there is a correlation between the different types of occupations. Under "Private" the percentage of respondents who have flown during the past year remains fairly constant. The results are the same under "Company." However, under "Airline" the percentage of respondents who have flown in the past year is inconsistent and jumps from 8.6% to 45.7%.

RESPONDENTS FREQUENCY OF FLIGHT IN THE PAST YEAR, by:

OCCUPATION

	PRIVATE			COMPANY			AIRLINE		
	None	One	Two or More	None	One	Two or More	None	One	Two or More
Agriculture and Forestry	100.0	0.0	0.0	100.0	0.0	0.0	91.4	0.0	8.6
Construction	94.4	2.2	3.4	98.9	0.6	1.5	85.5	1.7	12.8
Manufacturing and Processing	94.1	2.7	3.2	96.4	1.1	1.5	58.7	2.8	38.5
Transportation, Communication	93.7	2.5	3.8	97.4	0.0	2.6	79.8	6.3	13.9
Wholesale and Retail Trade	92.2	3.4	4.4	99.3	0.4	.3	68.0	6.3	45.7
Personal Service	98.5	0.0	1.5	98.5	0.0	1.5	67.7	10.3	22.0
Amusement and Recreation	100.0	0.0	0.0	92.9	0.0	7.1	50.0	7.1	42.9
Professional	87.4	4.2	7.4	98.4	0.0	1.6	61.3	4.2	34.5
Government	89.1	3.1	7.8	96.9	0.0	2.1	86.0	3.1	10.9

(expressed as a percentage of 100)



Question 3

Would you say you have never flown because:

It costs too much
You haven't needed to fly
Flying is unsafe
Flying is inconvenient

Question 3 was asked to only those individuals who have never flown and answered "no" to Question 1. This question was asked to determine why 27.1% of the respondents have never flown. Basically, this question has been broken down into 4 separate questions. The following tables and graphs which represent the results for Question 3 have been separated into four groupings. The tables are all read in the same manner as the previous questions. For example, under "Sex," "Flying costs too much" is one of the four groups. The male responses for this question are 19.6% "yes" and 80.4% "no."

The following graphs represent the responses that indicate "yes" for each of the separate subquestions. To further analyze the results obtained for this question, each socio-economic variable will be discussed independently.

The percentages in this section are given as a percentage of those who have never flown and not of all individuals in the survey area. Therefore, when we say that 19.6% of the males said "Flying costs too much," we mean 19.6% of those who have never flown and not 19.6% of all males.

As in Question 1, the individuals were allowed to give more than one reason why they have never flown.

REASONS FOR NOT FLYING, by:

SEX

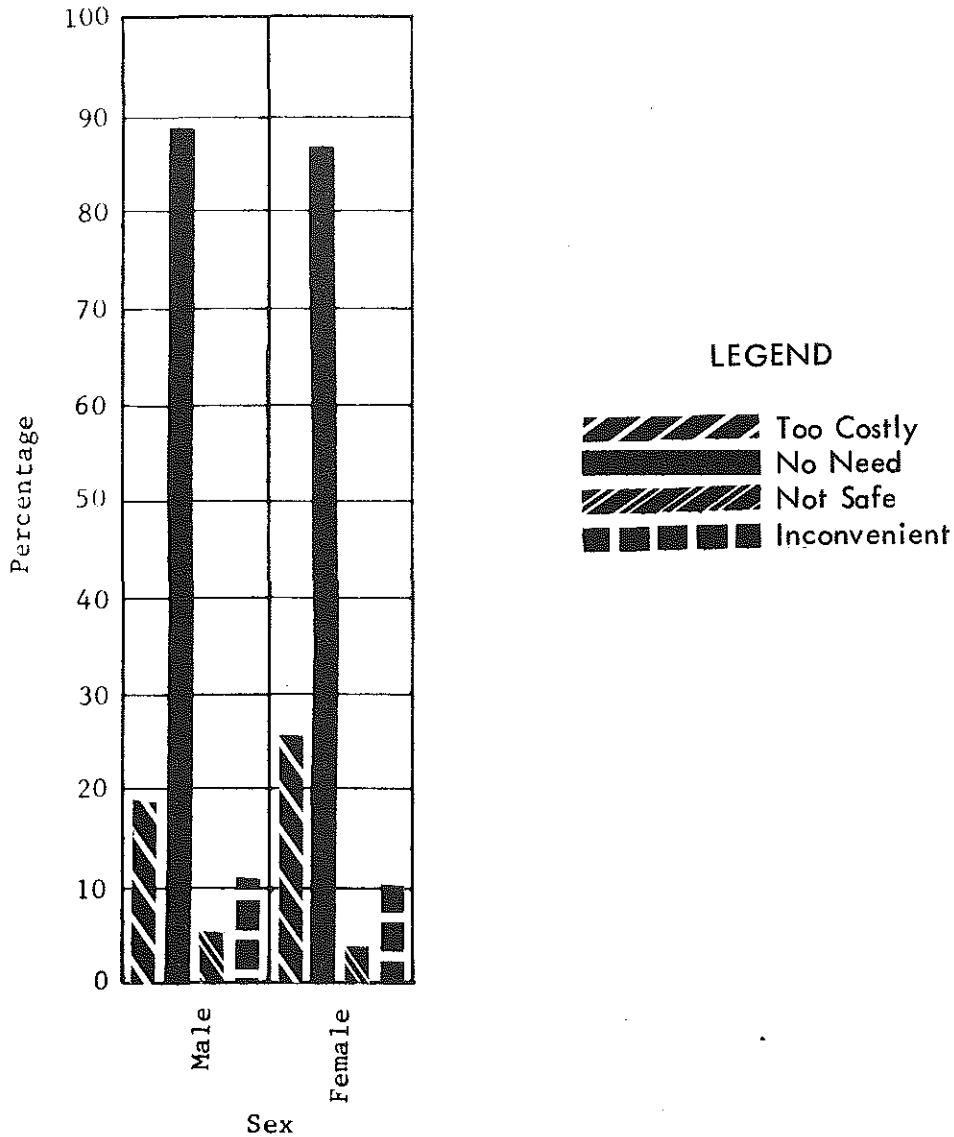
This table and graph show a good correlation between male and female respondents concerning the results of each of the subquestions under Question 3. Significantly, over 85% of both the male and female respondents agree that the major reason why they have never flown was a lack of need. Less than 27% of the respondents agree that flying is too expensive. Less than 12% of the respondents believe that flying is inconvenient and less than 7% think flying is unsafe.

REASONS FOR NOT FLYING, by:

SEX

	Flying Costs Too Much		Haven't Needed to Fly		Flying is Unsafe		Flying is Inconvenient	
	Yes	No	Yes	No	Yes	No	Yes	No
Male	19.6	80.4	88.7	11.3	6.6	93.4	11.1	88.9
Female	26.1	73.9	87.5	12.5	4.0	96.0	10.5	89.5

(FROM RESPONDENTS WHO HAVE NEVER FLOWN) (expressed as a percentage of 100)



REASONS FOR NOT FLYING, by:

HOME VALUE

This table and graph show significantly that regarding any of the home values, the major reason for never flying is a lack of need. Concerning the cost of air travel, the percentage of respondents who believe the cost is too expensive decreases as the value of the respondent's home increases. Concerning convenience, respondents believe that flying is inconvenient, with the exception of the respondents who own homes valued over \$30,000. In respect to safety, over 86% in all the categories under Home Value agree that flying is safe.

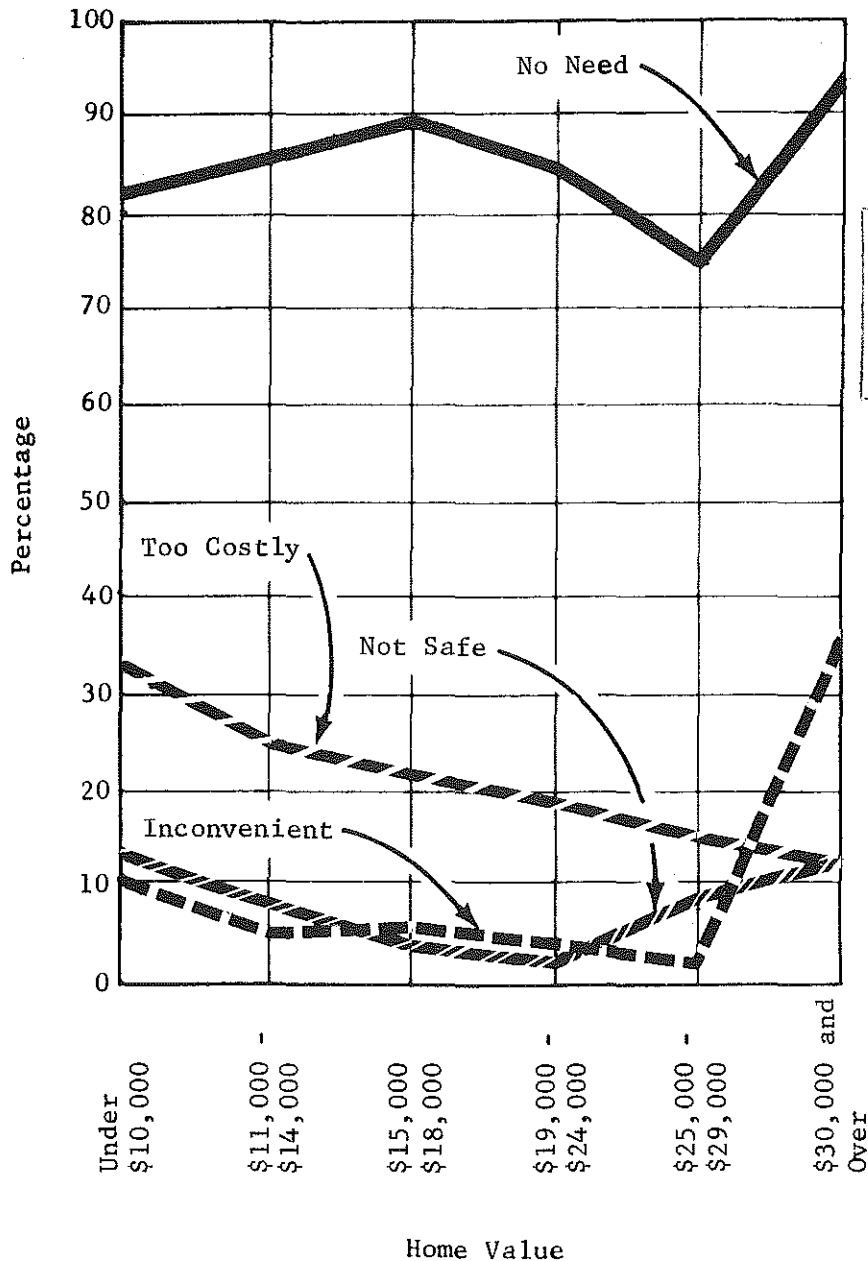
REASONS FOR NOT FLYING, by:

HOME VALUE

	Flying Costs Too Much		Haven't Needed to Fly		Flying is Unsafe		Flying is Inconvenient	
	Yes	No	Yes	No	Yes	No	Yes	No
Under \$10,000	33.5	66.5	82.5	17.5	13.2	86.8	10.5	89.5
\$11,000 - \$14,000	26.1	73.9	86.5	13.5	7.6	92.4	6.5	93.5
\$15,000 - \$18,000	21.0	79.0	89.1	10.9	4.9	95.1	5.7	94.3
\$19,000 - \$24,000	19.3	80.7	85.7	14.3	2.3	97.7	3.4	96.6
\$25,000 - \$29,000	15.9	84.1	76.6	23.4	9.1	90.9	2.3	97.7
\$30,000 and Over	13.3	86.7	92.9	7.1	13.3	86.7	35.7	64.3

(FROM RESPONDENTS WHO HAVE NEVER FLOWN)

(expressed as a percentage of 100)



REASONS FOR NOT FLYING BY

RENT PAID

This table and graph represent the relationships between Question 3 and the amount the respondents who are not home owners pay each month in rent. Over 80% of the respondents at all levels of monthly rent, except the \$130-\$149 level, agree that the major reason for not flying is a lack of need. Concerning costs of air travel, the respondents whose monthly rent ranges from 0 to \$89 and \$110 to \$129 per month believe that the cost of air travel is more expensive than the other respondents interviewed. Concerning convenience, all the respondents, with the exception of the respondents whose monthly rent ranges from \$90 to \$99 and \$150 and up, agree that flying is convenient, but those individuals have not had the need to fly in the past. In respect to safety, over two-thirds of all the respondents agree that flying is safe.

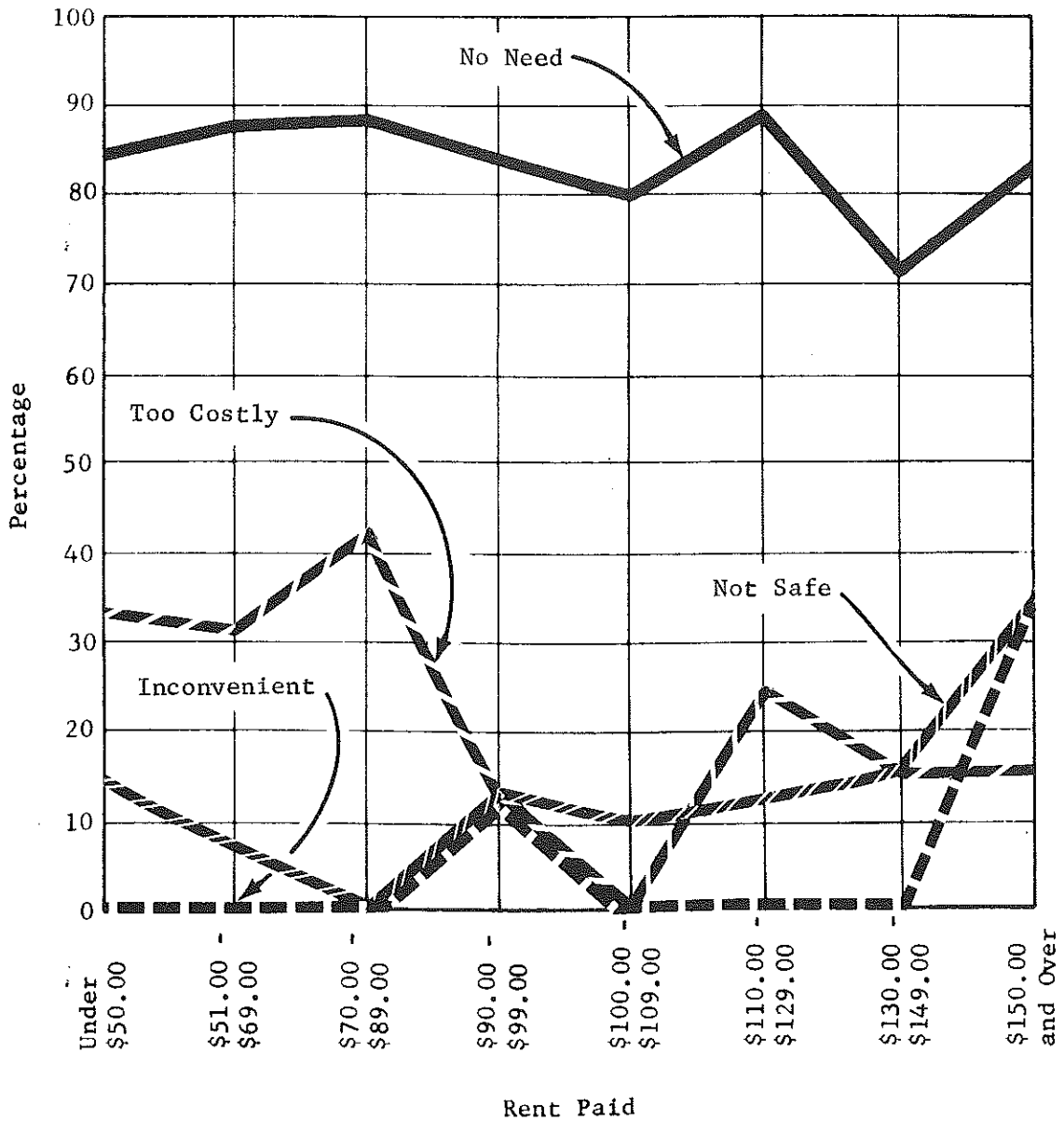
REASONS FOR NOT FLYING, by:

RENT PAID

	Flying Costs Too Much		Haven't Needed to Fly		Flying is Unsafe		Flying is Inconvenient	
	Yes	No	Yes	No	Yes	No	Yes	No
Under \$50	33.3	66.7	85.6	14.3	16.7	83.3	0.0	100.0
\$51 - \$69	30.8	69.2	87.5	12.5	9.1	90.9	0.0	100.0
\$70 - \$89	42.1	57.9	89.5	10.5	0.0	100.0	0.0	100.0
\$90 - \$99	14.3	85.7	85.7	14.3	14.3	85.7	14.3	85.7
\$100 - \$109	0.0	100.0	80.0	20.0	10.0	90.0	0.0	100.0
\$110 - \$129	25.0	75.0	88.9	11.1	12.5	87.5	0.0	100.0
\$130 - \$149	16.7	83.3	71.4	28.6	16.7	83.3	0.0	100.0
\$150 and Over	16.7	83.3	83.3	16.7	33.3	66.7	33.3	66.7

(FROM RESPONDENTS WHO HAVE NEVER FLOWN)

(expressed as a percentage of 100)



REASONS FOR NOT FLYING, by:

AGE

This table and graph represent the relationship between the age of respondents and Question 3. The respondents at all age levels agree that the major reason for not flying was a lack of need. Regarding cost of air travel, more than two-thirds of all the respondents agree that cost of air travel is not too much. Less than 8% of all the respondents believe that flying is inconvenient and less than 13% of the respondents believe that flying is unsafe.

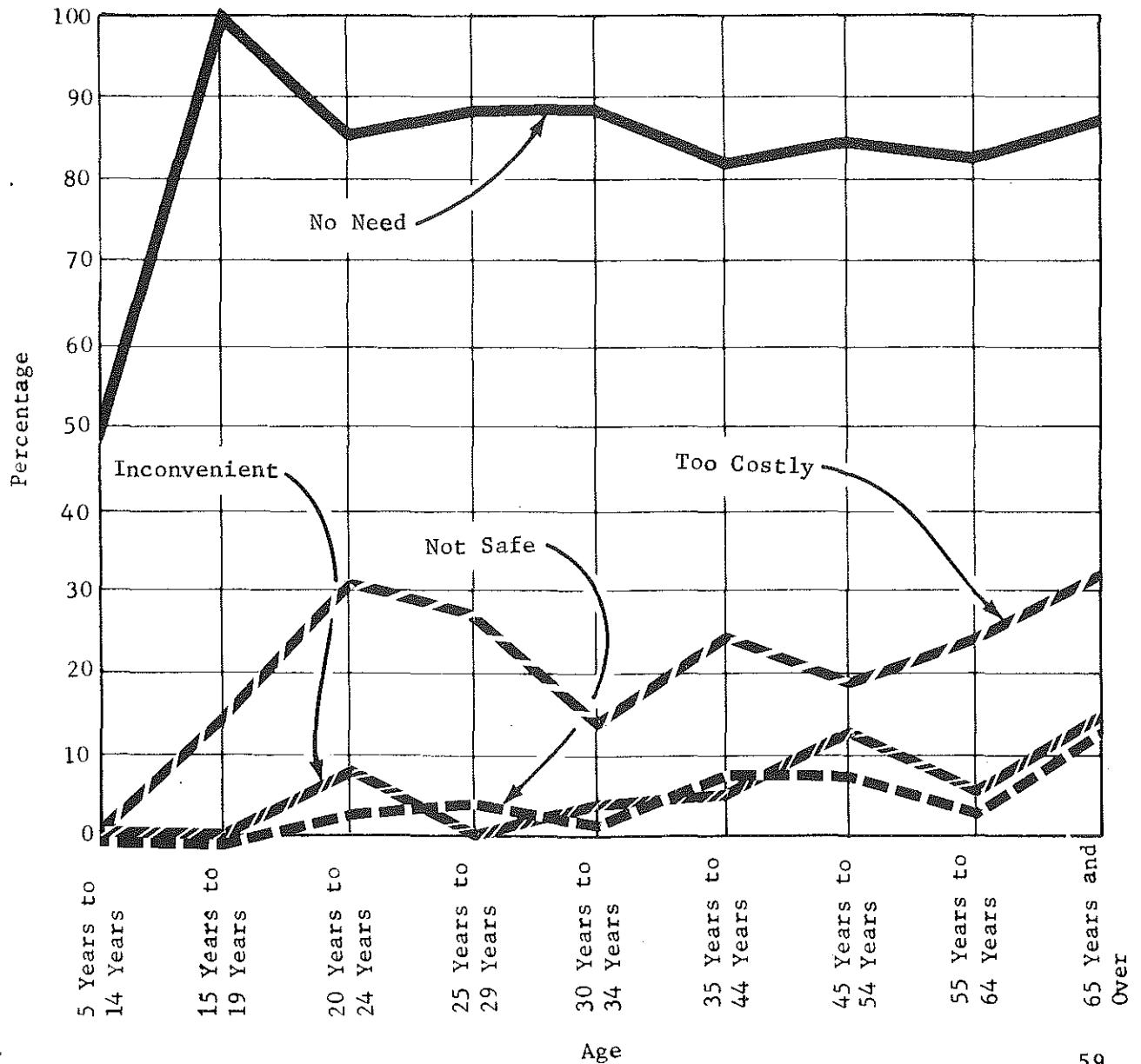
REASONS FOR NOT FLYING, by:

AGE

	Flying Costs Too Much		Haven't Needed to Fly		Flying is Unsafe		Flying is Inconvenient	
	Yes	No	Yes	No	Yes	No	Yes	No
5 Years to 14 Years	00.0	100.0	50.0	50.0	0.0	100.0	0.0	100.0
15 Years to 19 Years	14.3	85.7	100.0	00.0	0.0	100.0	0.0	100.0
20 Years to 24 Years	31.7	68.3	86.0	14.0	7.5	92.5	2.5	97.5
25 Years to 29 Years	27.7	72.3	88.2	11.8	1.6	98.4	3.1	96.9
30 Years to 34 Years	13.9	86.1	87.8	12.2	4.2	95.8	2.8	97.2
35 Years to 44 Years	23.9	76.1	81.5	18.5	6.3	93.7	7.2	92.8
45 Years to 54 Years	19.1	80.9	85.7	14.3	12.9	87.1	7.5	92.5
55 Years to 64 Years	24.7	75.3	82.0	18.0	6.2	93.8	3.1	96.9
65 Years and Over	32.8	67.2	86.8	13.2	15.0	85.0	14.1	85.9

(FROM RESPONDENTS WHO HAVE NEVER FLOWN)

(expressed as a percentage of 100)



REASONS FOR NOT FLYING, by:

EDUCATION

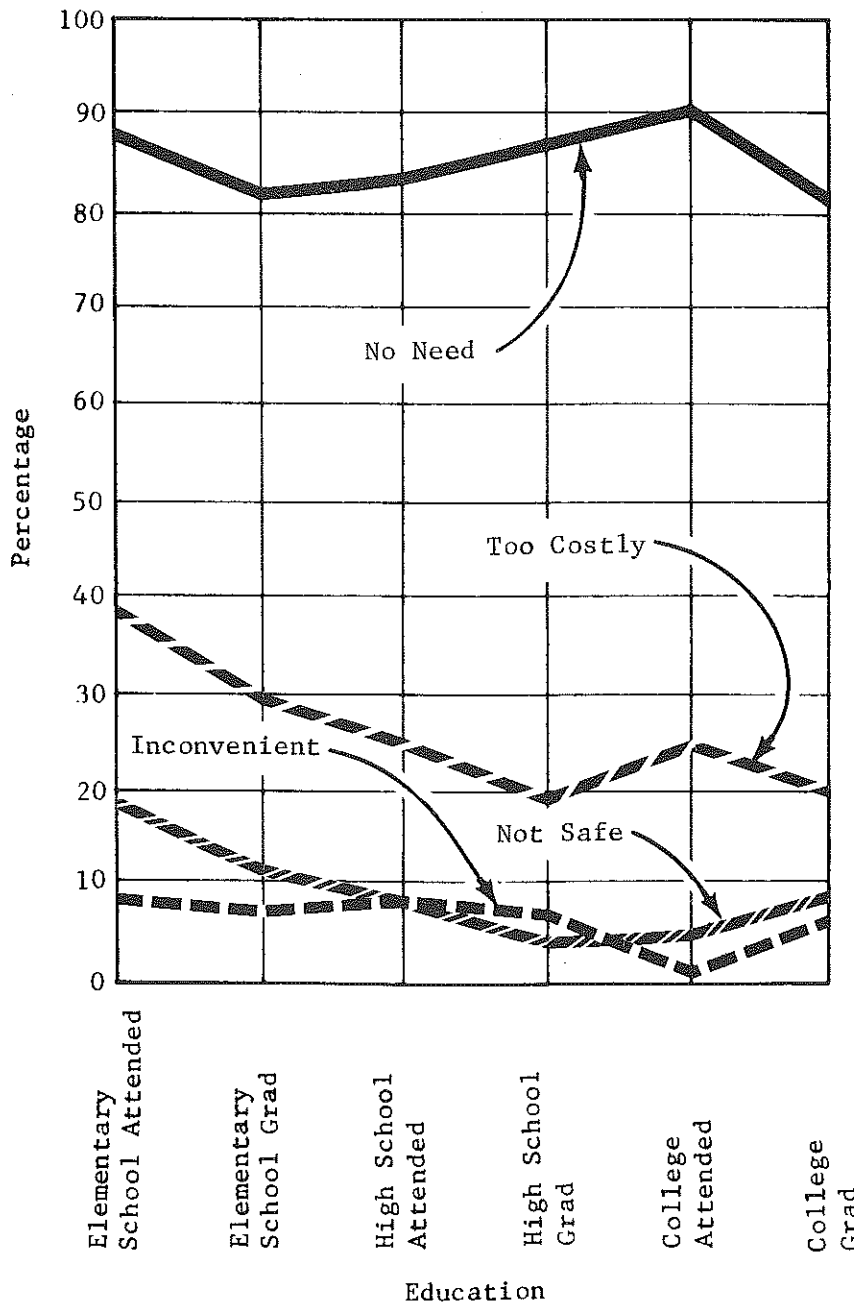
This table and graph represent the relationship between the highest education level attained by the respondents and their responses to Question 3. Over 80% of the respondents at all the education levels agree that a lack of need was the major reason why they have never flown and less than 40% believe the cost of air travel is too high. Few people thought that flying is unsafe and less than 9% of the respondents said that flying is inconvenient.

REASONS FOR NOT FLYING, by:

EDUCATION

	Flying Costs Too Much		Haven't Needed to Fly		Flying is Unsafe		Flying is Inconvenient	
	Yes	No	Yes	No	Yes	No	Yes	No
Elementary School Attended	38.5	60.5	87.2	12.8	18.9	81.1	8.1	91.9
Elementary School Graduated	28.9	71.1	82.9	17.1	10.8	89.2	7.6	92.4
High School Attended	24.5	75.5	80.4	19.6	8.7	91.3	8.7	91.3
High School Graduated	19.9	80.1	87.3	12.7	4.7	95.3	6.1	93.9
College Attended	25.4	74.6	90.8	9.2	6.4	93.6	1.6	98.4
College Graduated	20.0	80.0	82.3	17.7	8.8	81.2	5.9	94.1

(FROM RESPONDENTS WHO HAVE NEVER FLOWN) (expressed as a percentage of 100)



REASONS FOR NOT FLYING, by:

INCOME

This table and graph represent the relationship between the combined income of the entire household of the respondents and Question 3. The results of this socio-economic variable are consistent with all the other tables which described Question 3, in that the majority of all the respondents agree that a lack of need was the major reason for never having flown. Concerning costs, less than one-third of all the respondents believe that air travel is too expensive. Regarding safety, less than 10% of all the respondents believe flying is unsafe. None of the respondents responded on the part of Question 3 concerning convenience.

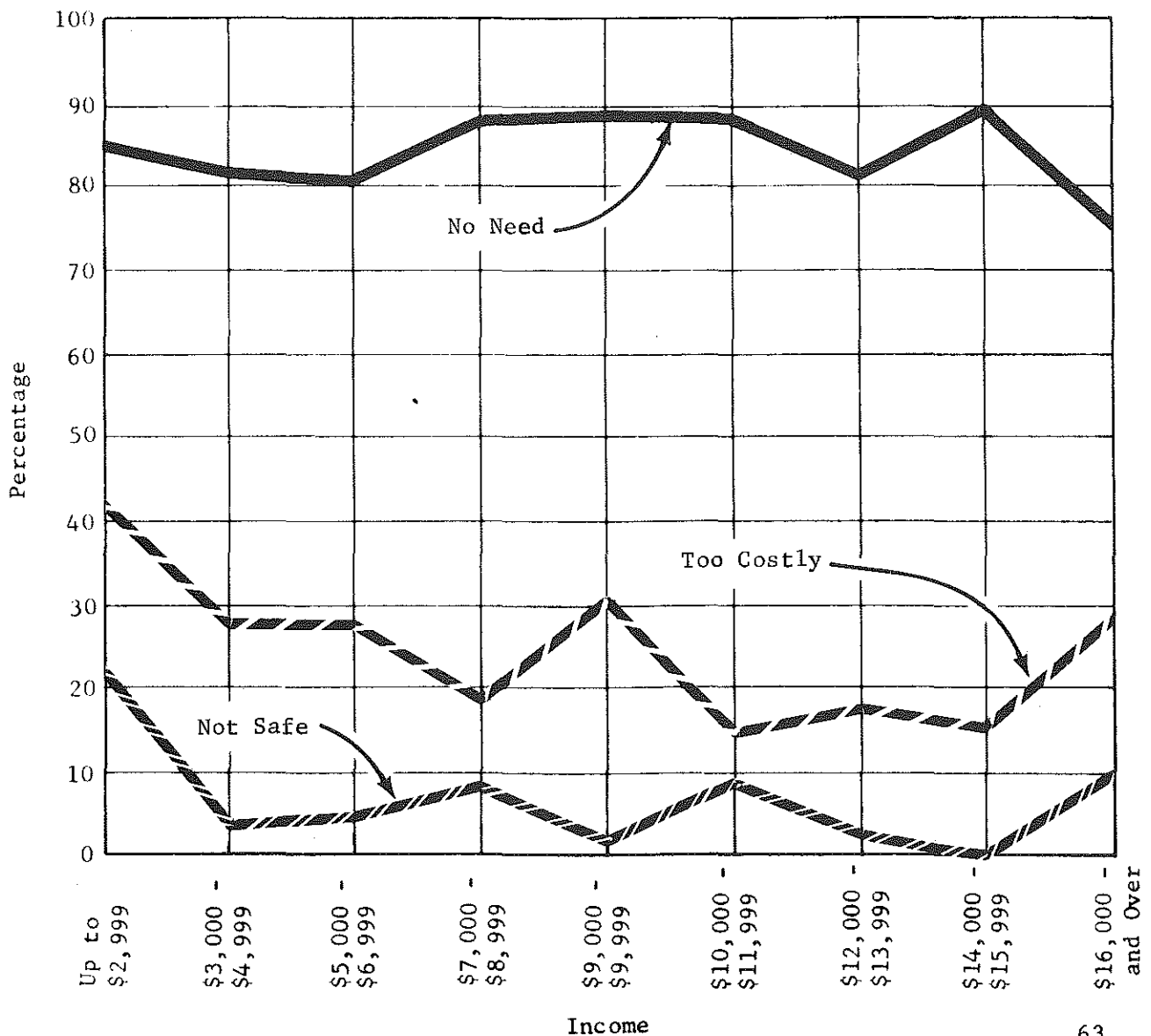
REASONS FOR NOT FLYING, by:

HOUSEHOLD INCOME

	Flying Costs Too Much		Haven't Needed to Fly		Flying is Unsafe		Flying is Inconvenient	
	Yes	No	Yes	No	Yes	No	Yes	No
Up to \$2,999	41.5	58.5	85.5	14.5	21.5	78.5		
\$3,000 to \$4,999	28.4	71.6	82.1	17.9	4.7	95.3		
\$5,000 to \$6,999	28.1	71.9	80.3	19.7	5.3	94.6		
\$7,000 to \$8,999	18.7	81.3	87.5	12.5	9.5	90.5		
\$9,000 to \$9,999	30.1	69.9	89.2	10.8	2.8	97.2		
\$10,000 to \$11,999	14.3	85.7	88.1	11.9	9.2	90.8		
\$12,000 to \$13,999	18.0	82.0	81.1	18.9	2.0	98.0		
\$14,000 to \$15,999	14.8	85.2	89.7	10.3	0.0	100.0		
\$16,000 and Over	28.6	71.4	76.2	23.8	10.0	90.0		

(FROM RESPONDENTS WHO HAVE NEVER FLOWN)

(expressed as a percentage of 100)



REASONS FOR NOT FLYING, by:

OCCUPATION

This table and graph correlate with all the other socio-economic variables in that all the categories of occupations agree that the major reason for not flying is a lack of need. Concerning cost, safety and convenience, less than 38% of all the respondents believe flying costs too much, less than 18% believe flying is unsafe and less than 13% believe flying is inconvenient.

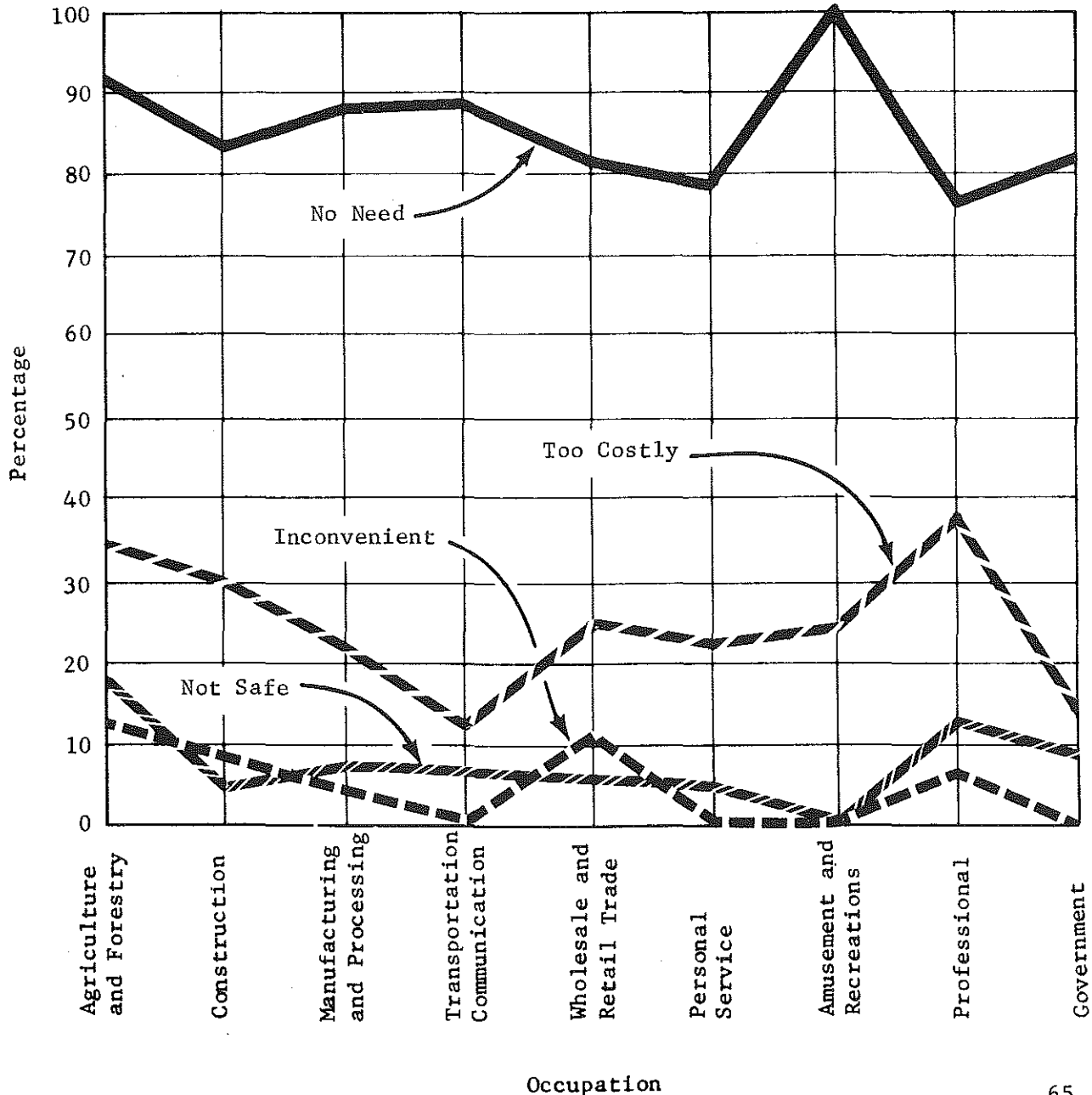
REASONS FOR NOT FLYING, by:

OCCUPATION

	Flying Costs Too Much		Haven't Needed to Fly		Flying is Unsafe		Flying is Inconvenient	
	Yes	No	Yes	No	Yes	No	Yes	No
Agriculture and Forestry	34.8	65.2	91.7	8.3	17.4	82.6	13.0	87.0
Construction	30.0	70.0	84.4	15.6	5.0	95.0	8.3	91.7
Manufacturing and Processing	22.4	77.6	87.2	12.8	7.6	92.4	6.2	93.8
Transportation, Communication	13.3	86.7	88.2	11.8	6.7	93.3	0.0	100.0
Wholesale and Retail Trade	25.0	75.0	82.3	17.7	6.1	93.9	10.9	89.1
Personal Service	22.1	77.9	78.9	21.1	5.6	94.4	0.0	100.0
Amusement and Recreation	25.0	75.0	100.0	0.0	0.0	100.0	0.0	100.0
Professional	37.1	62.9	75.8	24.2	12.1	87.9	6.1	93.9
Government	14.3	85.7	80.9	19.1	9.5	90.5	0.0	100.0

(FROM RESPONDENTS WHO HAVE NEVER FLOWN)

(expressed as a percentage of 100)



Question 4

Do you think you will ever fly in an airplane owned by:

- Private person
- A company
- An airline
- No desire to fly

Question 4 was asked to those individuals who have never flown in an airplane. This question was asked to determine whether or not the 27.1% of the respondents who have never flown have a desire to fly and what type of aircraft they expect to fly aboard.

The answers to this question have been broken down into four separate possibilities. Under each of the four possibilities, the "yes" responses represent respondents who believe they will fly in the future in either a private airplane, a company airplane, an airliner, or they have a desire to fly, but don't know the type of aircraft. The "no" responses represent respondents who do not believe they will fly in the future in a particular type of aircraft.

Each respondent was allowed to answer "yes" to one or more possibilities. The percentages shown in the graphs and tables are a percentage of those who have never flown. Therefore, when we say that 4.5% of the males said they would fly in a private plane in the future, we mean 4.5% of the 27.1% who have never flown and not 4.5% of all males interviewed.

In order to further analyze the results of Question 4, each of the socio-economic variables will be discussed separately.

FUTURE FLIGHT EXPECTATION, by:

SEX

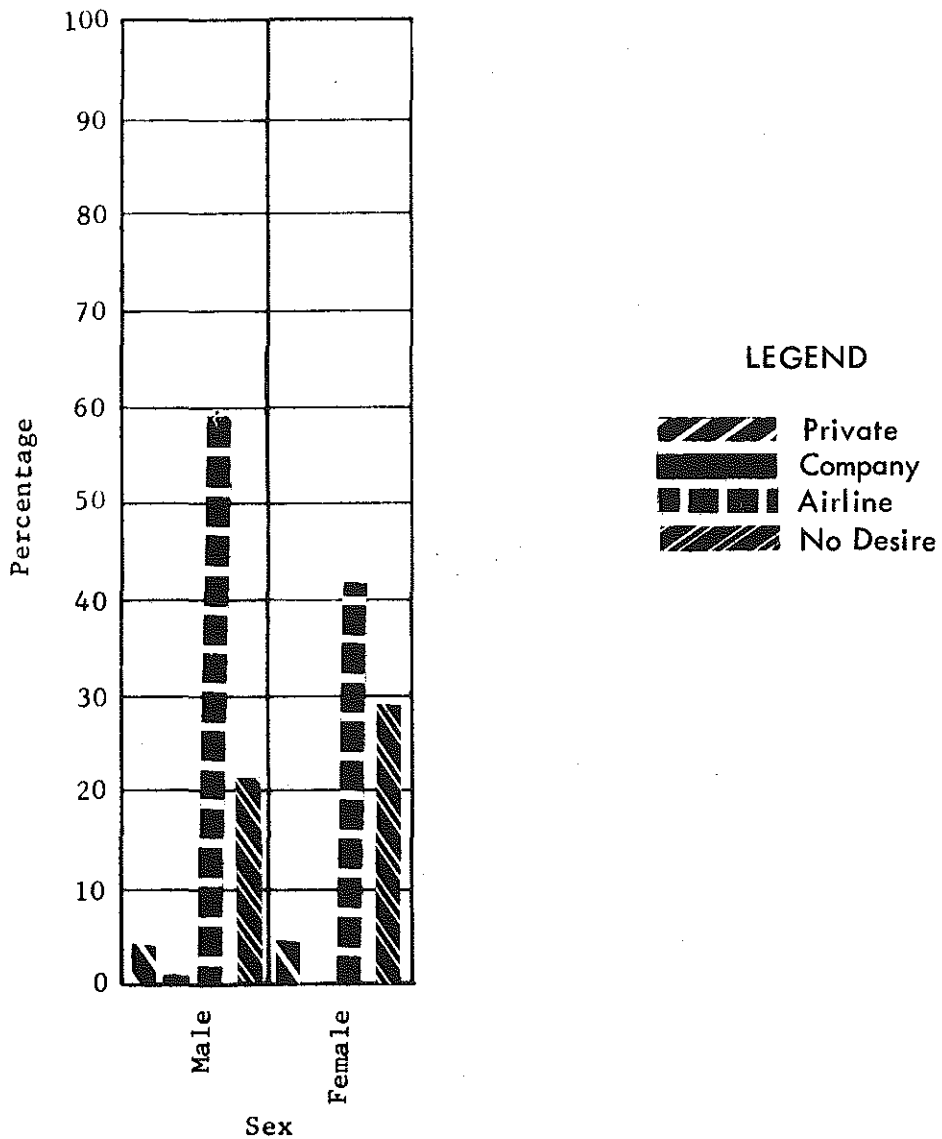
The table and graph on the opposite page show a strong correlation between the male and female respondents with reference to Question 4. Less than 30% of all the respondents have no desire to fly and of the respondents who expect to fly, about one-half expect to fly in commercial airlines. Only a very small percentage expect to fly on company or private aircraft.

FUTURE FLIGHT EXPECTATIONS, by:

SEX

	Private		Company		Airline		No Desire to Fly	
	Yes	No	Yes	No	Yes	No	Yes	No
Male	4.5	95.5	0.4	99.6	59.5	40.5	21.7	78.3
Female	5.8	94.2	0.0	100.0	41.9	58.1	29.7	70.3

(FROM RESPONDENTS WHO HAVE NEVER FLOWN) (expressed as a percentage of 100)



FUTURE FLIGHT EXPECTATIONS, by:

HOME VALUE

The table and graph on the opposite page represent the results of Question 4 with reference to the value of the respondent's home. With the exception of the category that shows the value of the respondent's home over \$30,000, around 50% of all the respondents have no desire to fly. With reference to the respondents who expect to fly, more than 46% expect to fly in commercial aircraft. Only a very small percentage of all the respondents expect to fly in company-owned aircraft. Less than 18% of the respondents expect to fly in privately-owned aircraft; however, of the respondents whose home value ranges from \$25,000 to \$30,000, 51% expect to fly in privately-owned aircraft.

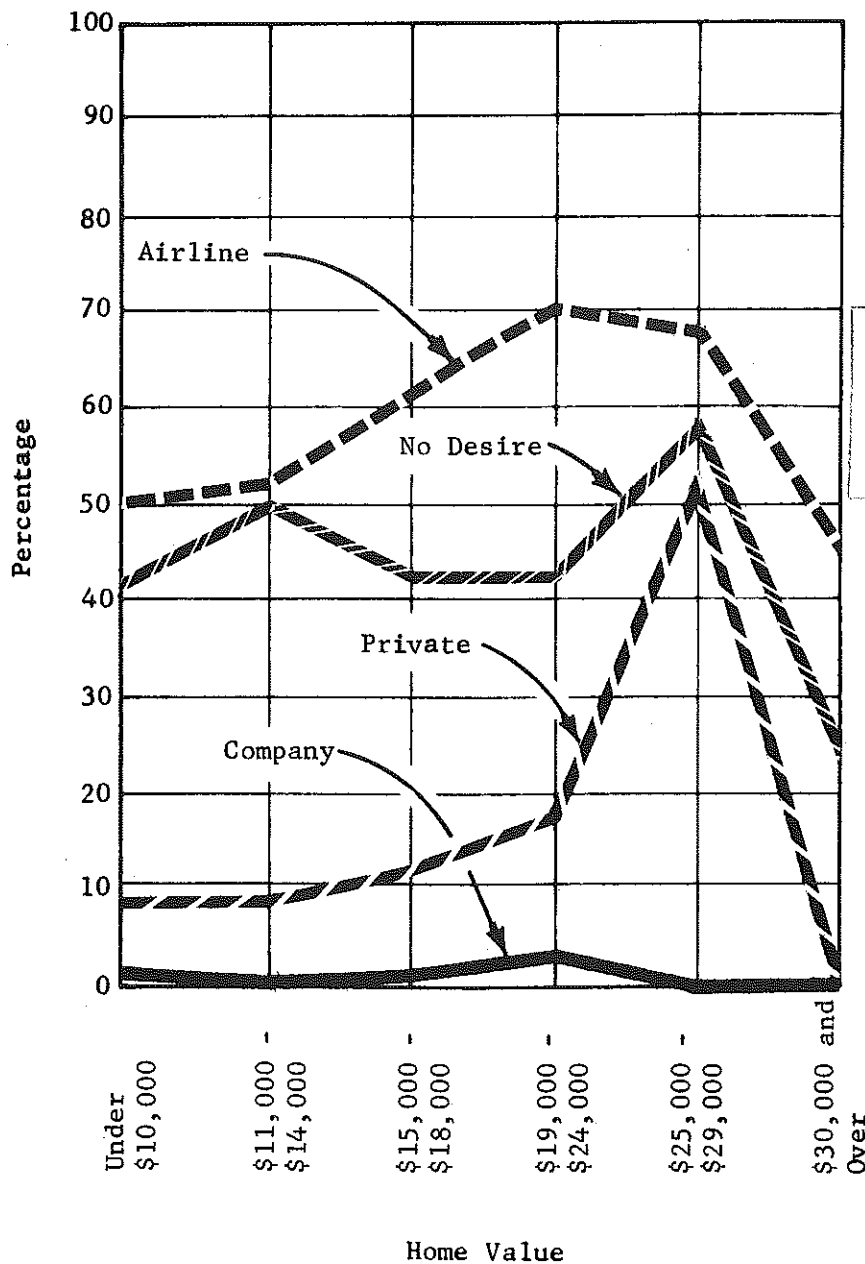
FUTURE FLIGHT EXPECTATIONS, by:

HOME VALUE

	Private		Company		Airline		No Desire to Fly	
	Yes	No	Yes	No	Yes	No	Yes	No
Under \$10,000	8.8	91.2	0.7	99.3	50.0	50.0	42.3	57.7
\$11,000 - \$14,000	8.9	91.1	0.0	100.0	51.1	48.9	50.0	50.0
\$15,000 - \$18,000	12.4	87.6	0.8	99.2	62.1	37.9	43.2	56.8
\$19,000 - \$24,000	18.2	81.8	3.4	96.6	70.8	29.2	43.8	56.2
\$25,000 - \$29,000	51.2	48.8	0.0	100.0	68.1	31.9	58.7	41.3
\$30,000 and Over	0.0	100.0	0.0	100.0	46.1	53.9	25.0	75.0

(FROM RESPONDENTS WHO HAVE NEVER FLOWN)

(expressed as a percentage of 100)



FUTURE FLIGHT EXPECTATIONS, by:

RENT PAID

The table and graph on the opposite page represent the results of Question 4 with reference to the amount of monthly rent the respondents spend for their home. Less than 43% of all the respondents have no desire to fly. Of the respondents who expect to fly, between 50% and 72% expect to fly in commercial aircraft; however, only 17% of the respondents who spend under \$50 per month on rent expect to fly in commercial aircraft. 17% of the respondents whose monthly rent is over \$150 expect to fly in company aircraft, while none of the other respondents expect to fly in company-owned aircraft. Less than 25% of all the respondents expect to fly in privately-owned aircraft.

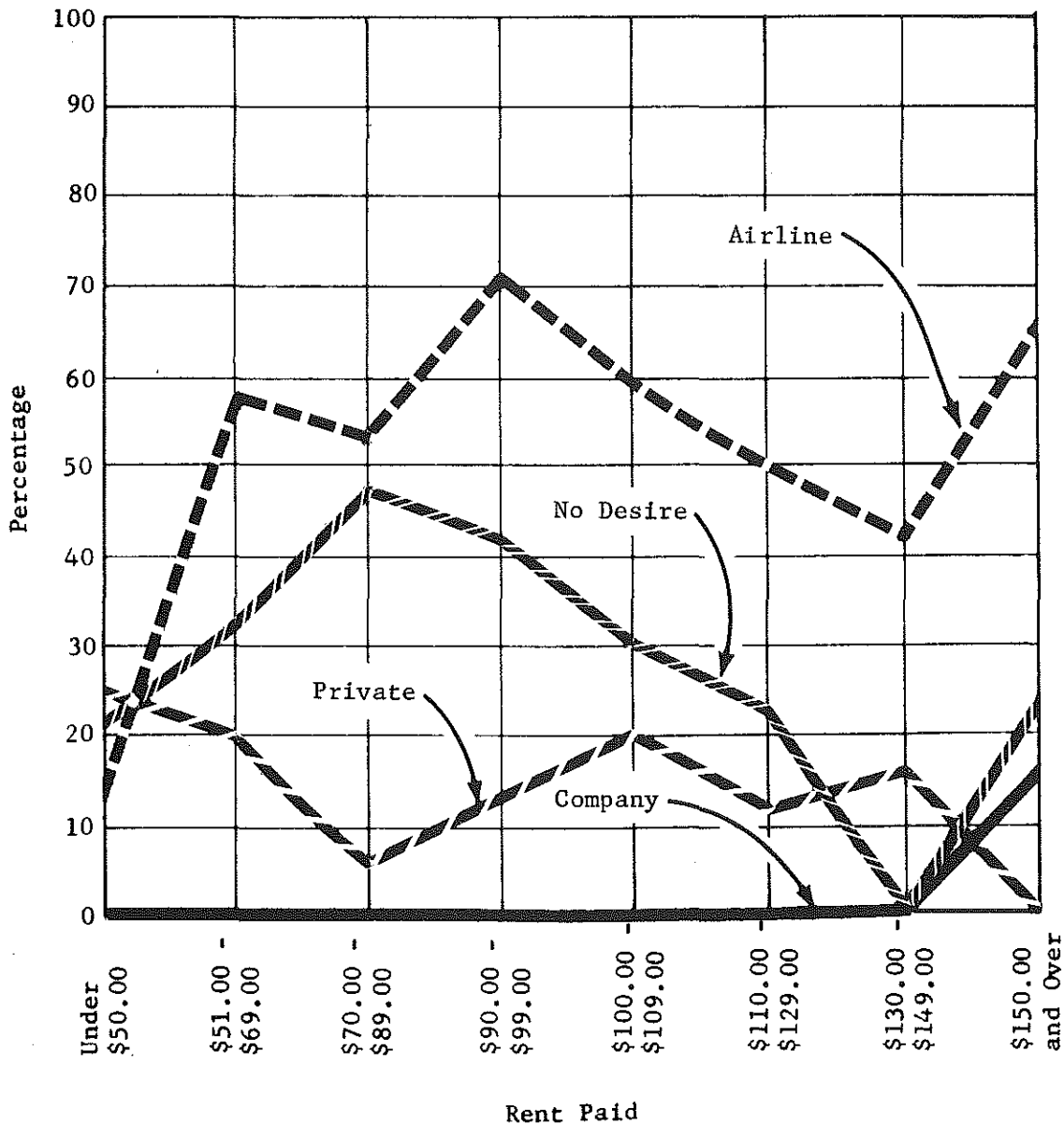
FUTURE FLIGHT EXPECTATIONS, by:

RENT PAID

	Private		Company		Airline		No Desire to Fly	
	Yes	No	Yes	No	Yes	No	Yes	No
Under \$50	25.0	75.0	0.0	100.0	16.7	83.3	21.4	78.6
\$51 - \$69	20.0	80.0	0.0	100.0	58.3	41.7	31.3	68.7
\$70 - \$89	6.2	93.8	0.0	100.0	53.9	46.1	47.1	52.9
\$90 - \$99	14.3	85.7	0.0	100.0	71.4	28.6	42.9	57.1
\$100 - \$109	20.0	80.0	0.0	100.0	60.0	40.0	30.0	70.0
\$110 - \$129	12.5	87.5	0.0	100.0	50.0	50.0	22.2	77.8
\$130 - \$149	16.7	83.3	0.0	100.0	42.9	57.1	00.0	100.0
\$150 and Over	0.0	100.0	16.7	83.3	66.7	33.3	33.3	66.7

(FROM RESPONDENTS WHO HAVE NEVER FLOWN)

(expressed as a percentage of 100)



FUTURE FLIGHT EXPECTATIONS, by:

AGE

The table and graph on the opposite page represent the results of Question 4 with reference to the age of the respondents. 55% or less of all the respondents have no desire to fly. In the age level of 65 years old and older, only 22% of the respondents expect to fly in commercial aircraft, while over 50% of all the other respondents expect to fly in commercial aircraft. Less than 5% of all the respondents expect to fly in company-owned aircraft. Concerning privately-owned aircraft, between 15% and 30% of all the respondents between 15 and 54 years of age expect to fly in privately-owned aircraft while less than 7% of all the other respondents expect to fly in privately-owned aircraft.

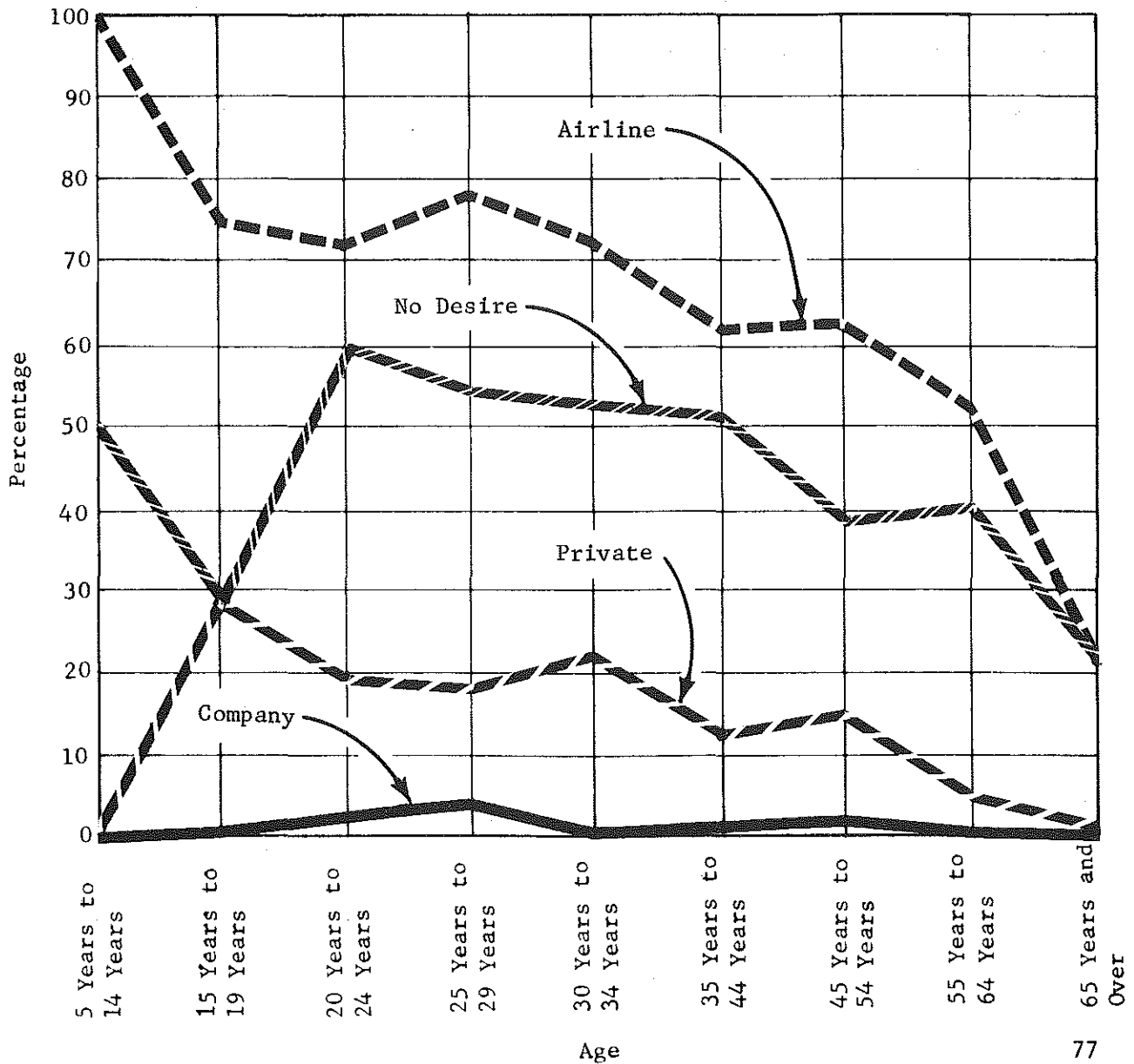
FUTURE FLIGHT EXPECTATIONS, by:

AGE

	Private		Company		Airline		No Desire to Fly	
	Yes	No	Yes	No	Yes	No	Yes	No
5 Years to 14 Years	0.0	100.0	0.0	100.0	100.0	00.0	50.0	50.0
15 Years to 19 Years	28.6	71.4	0.0	100.0	71.4	28.6	28.6	71.4
20 Years to 24 Years	19.5	80.5	2.5	97.5	75.0	25.5	60.0	40.0
25 Years to 29 Years	18.7	81.3	4.8	95.2	78.5	21.5	55.6	44.4
30 Years to 34 Years	22.2	77.8	0.0	100.0	72.6	27.4	52.8	47.2
35 Years to 44 Years	12.7	87.3	0.9	99.1	62.3	37.7	51.3	48.7
45 Years to 54 Years	15.4	84.6	1.1	98.9	62.4	37.6	39.4	60.6
55 Years to 64 Years	6.4	93.6	0.0	100.0	52.1	47.9	40.0	60.0
65 Years and Over	0.8	99.2	0.0	100.0	21.9	78.1	22.8	77.2

(FROM RESPONDENTS WHO HAVE NEVER FLOWN)

(expressed as a percentage of 100)



FUTURE FLIGHT EXPECTATIONS, by:

EDUCATION

The table and graph on the opposite page represents the results of Question 4 with respect to the highest education level the respondents have attained. Around 54% of the respondents who have graduated high school have no desire to fly; however, only around 30% of the respondents who have not graduated from high school have no desire to fly. Concerning the respondents who will fly, between 45% and 70% of the respondents who have graduated from grade school expect to fly in commercial aircraft, while only 21% of the respondents who have only a 7th grade education expect to fly in commercial aircraft. Less than 6% of all the respondents expect to fly in company-owned aircraft and less than 21% of all the respondents expect to fly in privately-owned aircraft.

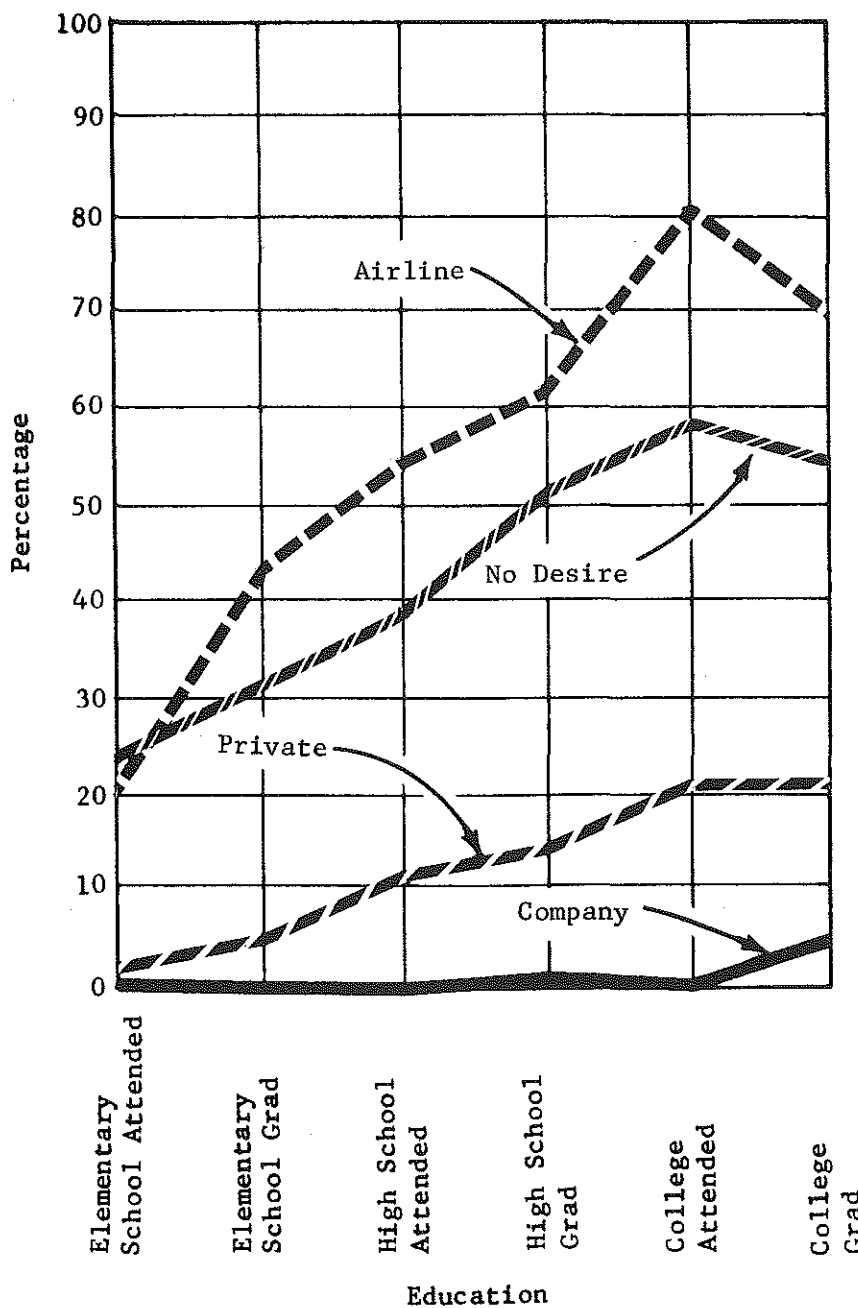
FUTURE FLIGHT EXPECTATIONS, by:

EDUCATION

	Private		Company		Airline		No Desire to Fly	
	Yes	No	Yes	No	Yes	No	Yes	No
Elementary School Attended	3.1	96.9	0.0	100.0	21.2	78.8	23.7	76.3
Elementary School Graduated	6.4	93.6	0.0	100.0	44.6	55.4	31.0	69.0
High School Attended	10.1	89.9	0.0	100.0	55.8	44.2	37.7	62.3
High School Graduated	15.2	84.8	1.9	98.1	63.8	36.2	51.4	48.6
College Attended	20.6	79.4	0.0	100.0	81.6	18.4	57.2	41.8
College Graduated	20.6	79.4	5.9	94.1	70.6	29.4	54.3	45.7

(FROM RESPONDENTS WHO HAVE NEVER FLOWN)

(expressed as a percentage of 100)



FUTURE FLIGHT EXPECTATIONS, by:

INCOME

The table and graph on the opposite page represent the results of Question 4 with reference to the combined household income of the respondents. 50% or less of all the respondents have no desire to fly. Concerning the respondents who desire to fly, less than 72% expect to fly in commercial aircraft. Less than 4% of all the respondents expect to fly in company-owned aircraft and less than 20% of all the respondents expect to fly in privately-owned aircraft.

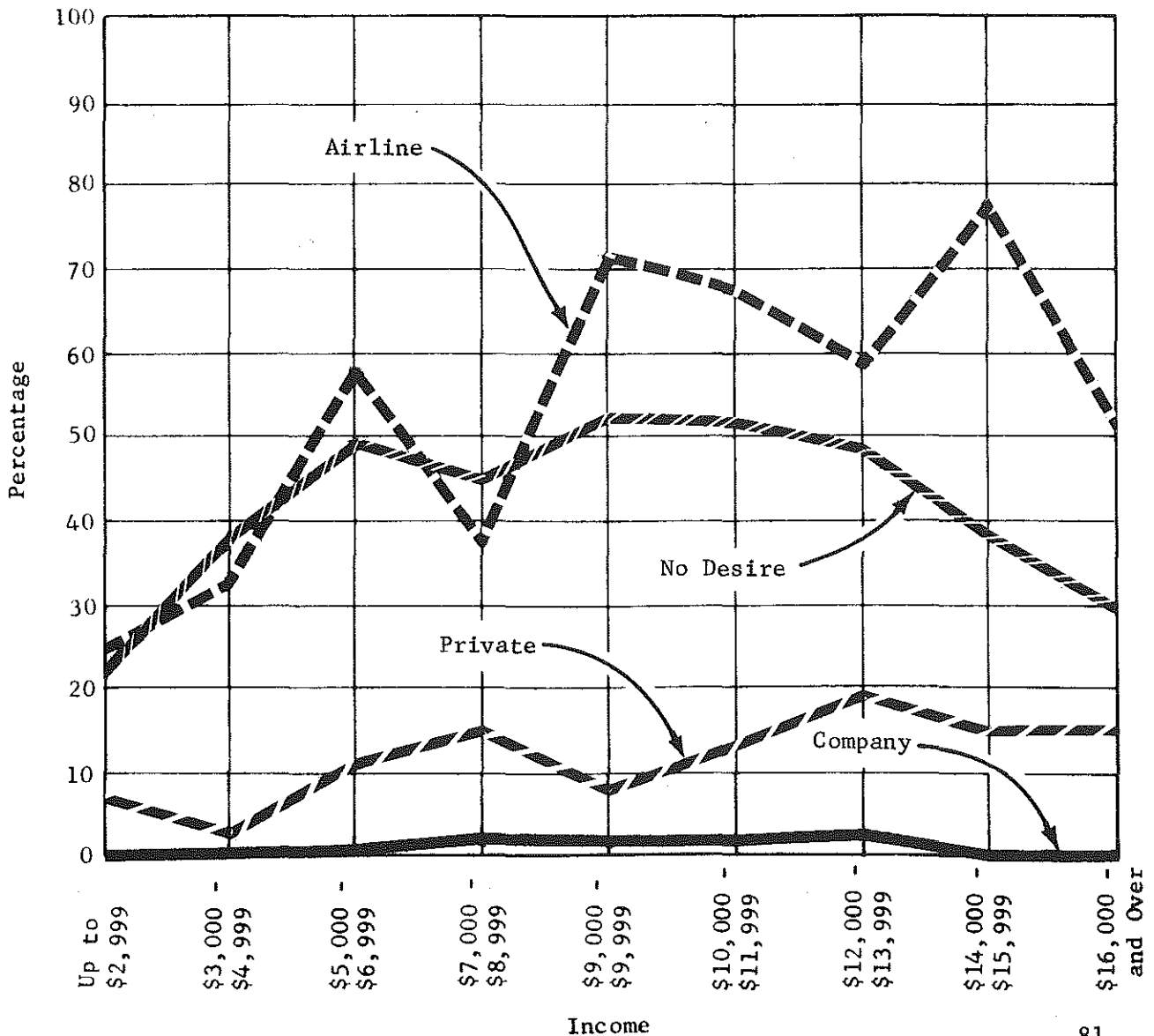
FUTURE FLIGHT EXPECTATIONS, by:

HOUSEHOLD INCOME

	Private		Company		Airline		No Desire to Fly	
	Yes	No	Yes	No	Yes	No	Yes	No
Up to \$2,999	7.6	92.3	0.0	100.0	26.6	73.4	23.6	76.4
\$3,000 to \$4,999	3.3	96.7	0.0	100.0	33.3	66.7	38.8	61.2
\$5,000 to \$6,999	10.5	89.5	0.0	100.0	58.6	41.4	49.2	50.8
\$7,000 to \$8,999	15.5	84.5	1.9	98.1	38.8	61.2	45.3	54.7
\$9,000 to \$9,999	8.1	81.9	1.4	98.6	72.2	27.8	52.1	47.9
\$10,000 to \$11,999	13.5	86.5	1.0	99.0	67.3	32.7	51.0	49.0
\$12,000 to \$13,999	19.6	80.4	3.9	96.1	59.6	40.4	47.1	52.9
\$14,000 to \$15,999	15.4	84.6	0.0	100.0	77.8	22.2	37.9	62.1
\$16,000 and Over	15.0	85.0	0.0	100.0	52.4	47.6	30.0	70.0

(FROM RESPONDENTS WHO HAVE NEVER FLOWN)

(expressed as a percentage of 100)



FUTURE FLIGHT EXPECTATIONS, by:

OCCUPATION

The table and graph on the opposite page represent the results of Question 4 with reference to the occupation of the respondents. Less than 50% of all the respondents in each of the different occupation categories have no desire to fly. With reference to flying in commercial aircraft, over 42% of the respondents expect to fly in commercial aircraft with the exception of the respondents whose occupation is agriculture, forestry and fishing, or mining and mineral extraction. Less than 7% of all the respondents expect to fly in company-owned aircraft and less than 17% expect to fly in privately-owned aircraft.

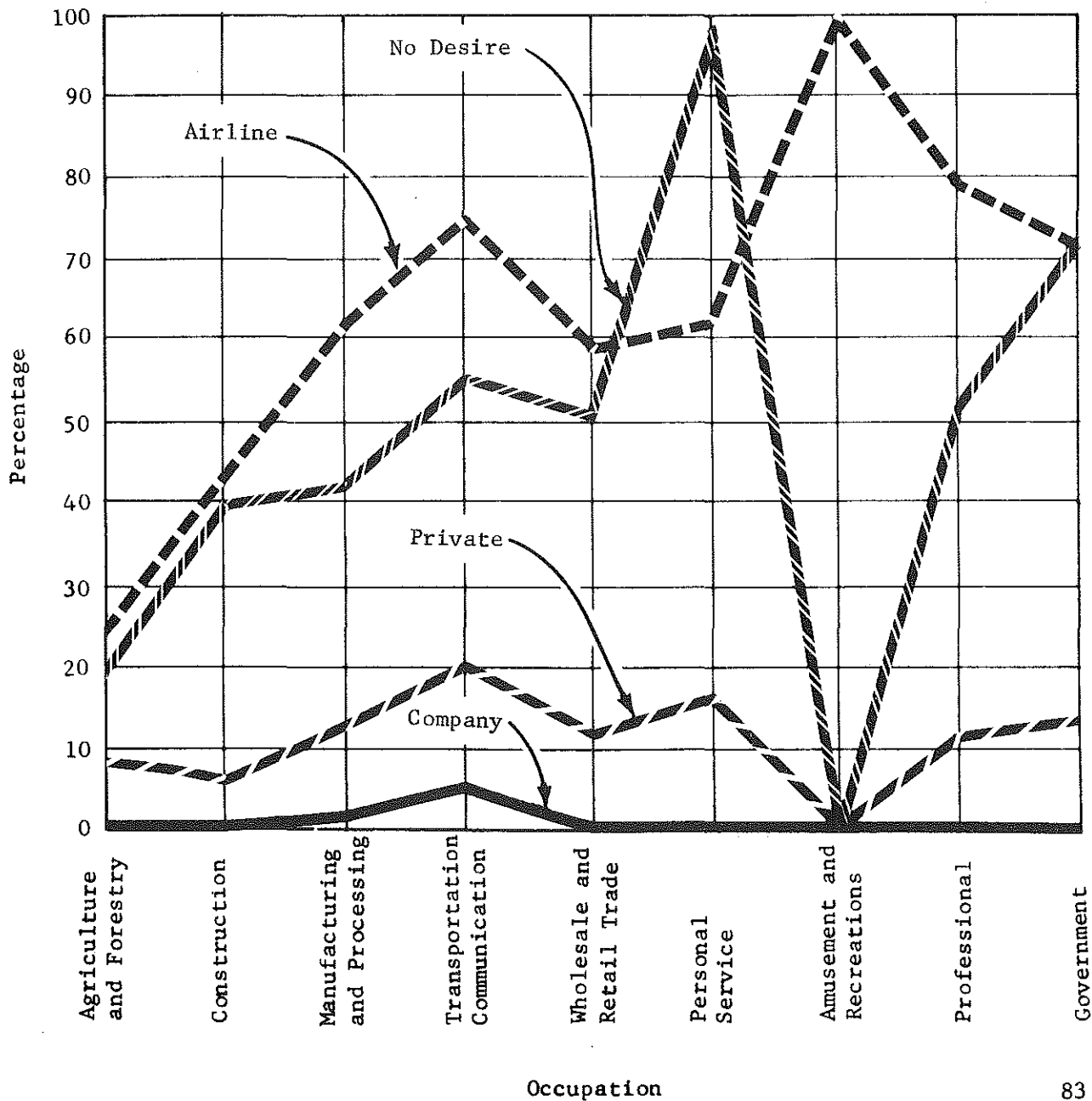
FUTURE FLIGHT EXPECTATIONS, by:

OCCUPATION

	Private		Company		Airline		No Desire to Fly	
	Yes	No	Yes	No	Yes	No	Yes	No
Agriculture and Forestry	8.7	91.3	0.0	100.0	26.1	73.9	20.8	79.2
Construction	6.9	93.1	0.0	100.0	42.4	57.6	40.3	59.7
Manufacturing and Processing	13.1	86.9	1.7	98.3	61.1	38.9	42.8	57.2
Transportation, Communication	20.0	80.0	6.7	93.3	75.0	25.0	56.3	43.7
Wholesale and Retail Trade	12.5	87.5	0.0	100.0	58.5	41.5	52.3	47.7
Personal Service	16.7	83.3	0.0	100.0	63.2	36.8	97.1	2.9
Amusement and Recreation	00.0	100.0	0.0	100.0	100.0	00.0	00.0	100.0
Professional	12.5	87.5	0.0	100.0	78.8	21.2	51.4	48.6
Government	14.3	85.7	0.0	100.0	71.4	28.6	71.4	28.6

(FROM RESPONDENTS WHO HAVE NEVER FLOWN)

(expressed as a percentage of 100)



Question 5

What is your opinion of the location of the Tri-City Airport:

- It is convenient
- It is too far
- We need better roads to airport
- No opinion

Question 5 was asked of all the respondents to bring out their opinion on the location of the Tri-City Airport, Freeland, Michigan. This airport is the air carrier airport that serves Midland, Michigan. This question has been separated into four different opinions. The results listed under each of the socio-economic variables indicate "yes" answers. Each respondent was allowed to answer "yes" to one or all four possibilities. For instance, under "Sex," 51.6% of the males believe the location of the airport is convenient, 3.6% believe the airport is too far, 31.3% would like better roads and 13.5% are of no opinion. These four percentages total 100%. The graphs included illustrate the results contained within each table. For Question 5, each of the socio-economic variables will be discussed independently.

OPINION OF THE LOCATION OF TRI-CITY AIRPORT, by:

SEX

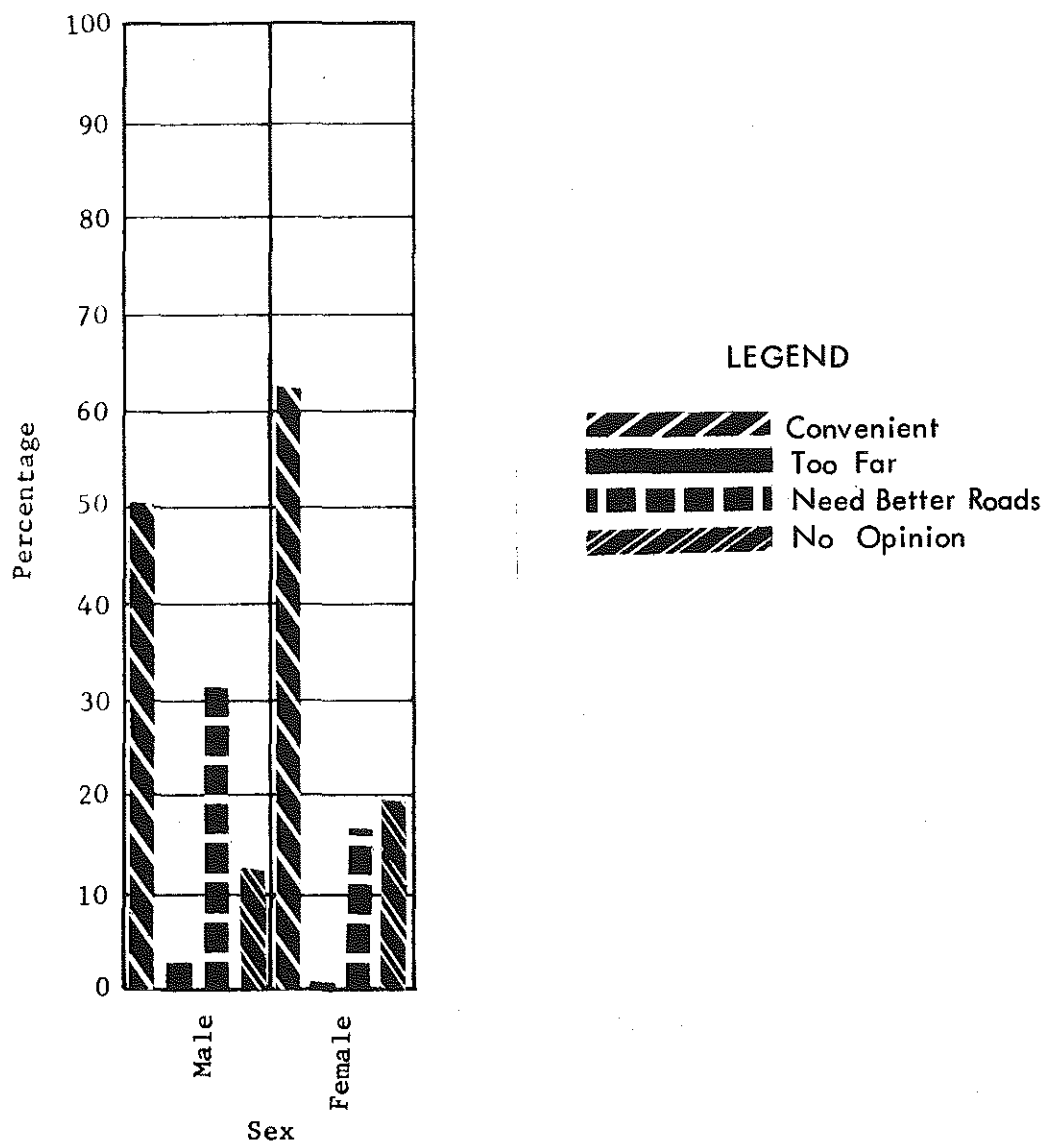
The table and graph on the opposite page represent the results of Question 5 in relation to the sex of the respondents. The male and female responses correlate very well. Both the male and female respondents agree that the airport is in a convenient location but a small percentage believe there should be better roads. Less than 4% of all the male and female respondents believe the airport is located too far from the city.

RESPONDENTS OPINION OF THE LOCATION OF TRI CITY AIRPORT, by:

SEX

	It Is Convenient	It Is Too Far	We Need Better Roads	No Opinion
Male	51.6	3.6	31.3	13.5
Female	63.5	0.9	16.5	19.1

(expressed as a percentage of 100)



OPINION OF THE LOCATION OF TRI-CITY AIRPORT, by:

HOME VALUE

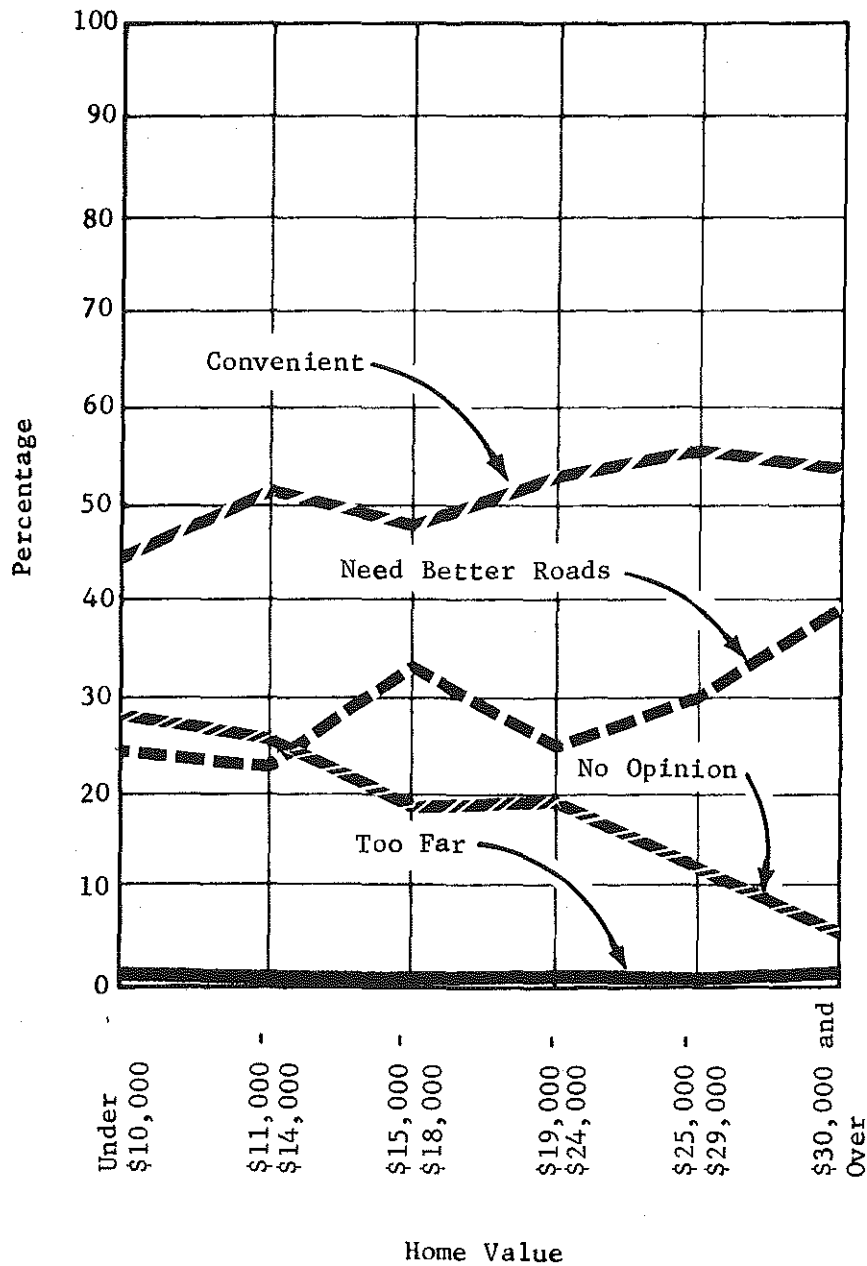
The table and graph on the opposite page represent the results of Question 5 in relation to the value of the respondent's home. Generally, under each of the four subsections of this question, all of the different levels of home value agree with each other; that is, under each of the income levels the four answers were rated in the following order: (1) It is convenient (2) We need better roads (3) No opinion (4) It is too far. Between 45% and 57% of all the respondents who own their own home agree that the location of the airport is convenient. Less than 2% of all the respondents believe the airport is located too far from the city. Between 23% and 39% believe there should be better roads to the airport and less than 28% do not have any opinion on the location of the airport.

RESPONDENTS OPINION OF THE LOCATION OF TRI CITY AIRPORT, by:

HOME VALUE

	It Is Convenient	It Is Too Far	We Need Better Roads	No Opinion
Under \$10,000	45.8	1.1	25.1	28.00
\$11,000 - \$14,000	51.7	0.7	23.1	24.5
\$15,000 - \$18,000	47.9	0.2	33.5	18.4
\$19,000 - \$24,000	52.9	1.4	26.8	19.9
\$25,000 - \$29,000	56.4	0.3	30.7	12.6
\$30,000 and Over	53.0	1.4	39.0	6.6

(expressed as a percentage of 100)



OPINION OF THE LOCATION OF TRI-CITY AIRPORT, by:

RENT PAID

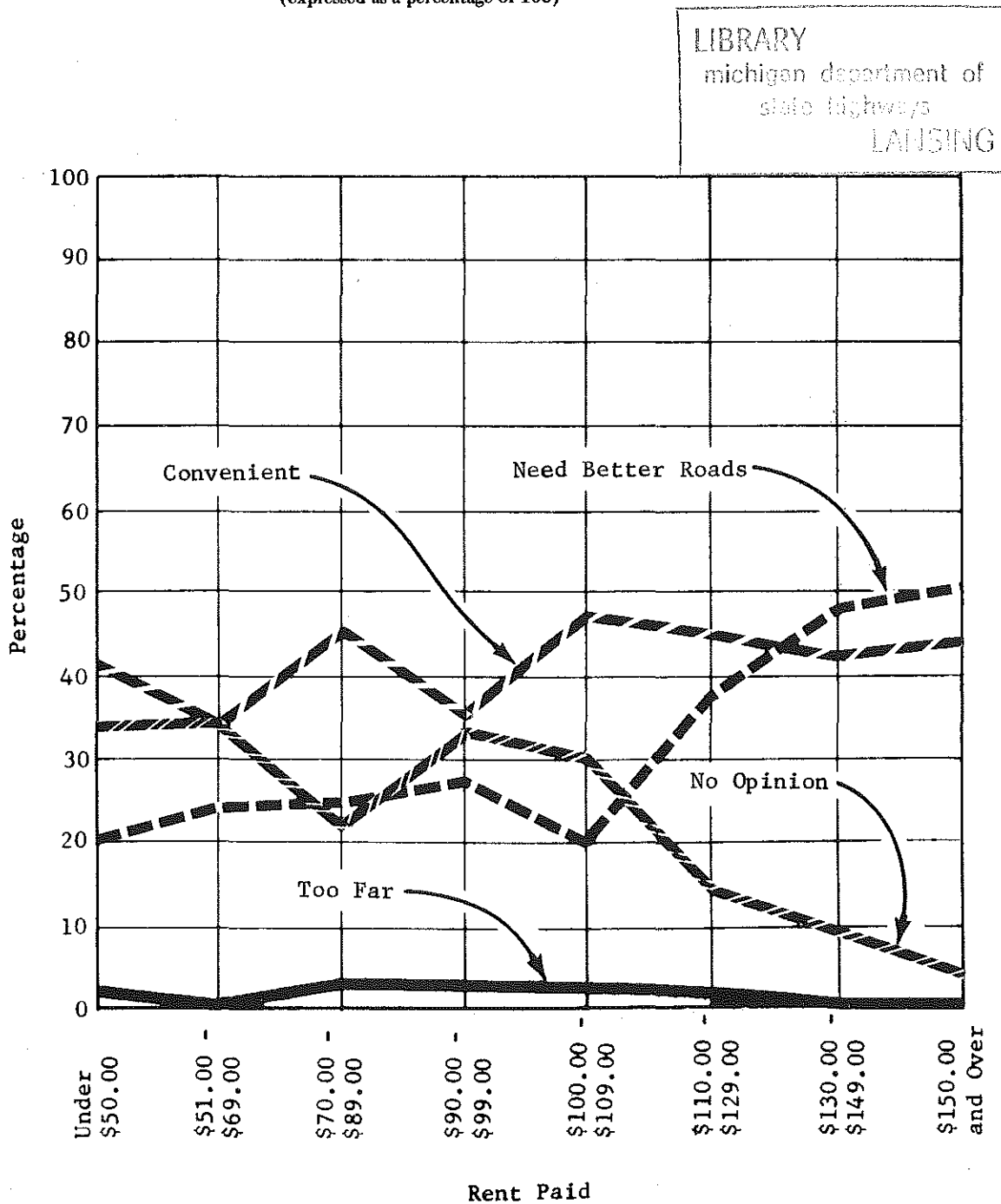
The table and graph on the opposite page represent the results of Question 5 with regard to the amount of monthly rent the respondents who do not own their own homes spend. Concerning the convenience of the airport, all of the different levels of monthly rent agree that the location of the airport is convenient. Less than 4% of all the respondents who rent their homes believe that the airport is located too far from the city. About 20% of the respondents whose monthly rent ranges from 0 to \$109 per month believe the roads to the airport should be improved while 38% to 50% of the respondents whose monthly rent ranges from \$110 to \$150 per month believe the roads should be improved. Between 24% and 36% of the respondents who have no opinion on the location of the airport spend between 0 and \$109 on monthly rent while less than 16% of all the other respondents have no opinion on the location of the airport.

RESPONDENTS OPINION OF THE LOCATION OF TRI CITY AIRPORT, by:

RENT PAID

	It Is Convenient	It Is Too Far	We Need Better Roads	No Opinion
Under \$50	43.3	3.3	20.0	33.4
\$51 - \$69	36.7	0.0	25.8	35.5
\$70 - \$89	46.6	3.5	25.9	24.0
\$90 - \$99	36.1	2.8	27.8	33.3
\$100 - \$109	47.5	2.5	20.0	30.0
\$110 - \$129	45.2	1.2	38.1	15.5
\$130 - \$149	42.1	0.0	47.4	10.5
\$150 and Over	44.7	0.0	50.0	5.3

(expressed as a percentage of 100)



OPINION OF THE LOCATION OF THE TRI-CITY AIRPORT, by:

AGE

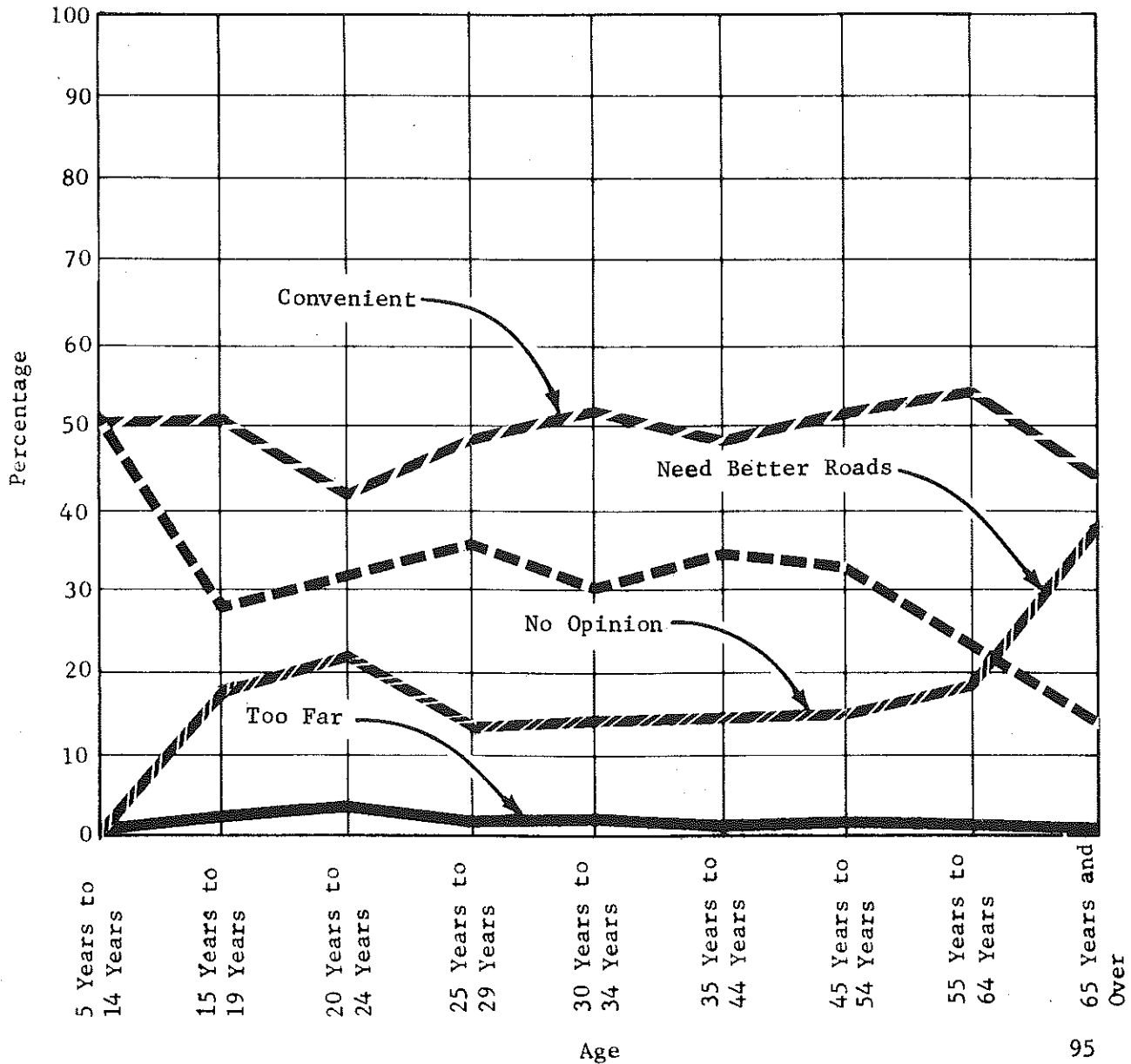
The table and graph on the opposite page represent the results of Question 5 with regard to the age of the respondents. Generally, all of the age levels under each of the four subsections agree with each other. Between 43% and 55% of all of the age levels of the respondents agree that the location of the airport is convenient. Less than 4% of all the respondents believe that the airport is too far and between 15% and 36% of the respondents believe there should be better roads to the airport. With the exception of the 5-14 year old age level, between 13% and 39% of all the respondents have no opinion on the location of the airport.

RESPONDENTS OPINION OF THE LOCATION OF TRI CITY AIRPORT, by:

AGE

	It Is Convenient	It Is Too Far	We Need Better Roads	No Opinion
5 Years to 14 Years	50.0	0.0	50.0	0.0
15 Years to 19 Years	51.4	2.7	27.0	18.9
20 Years to 24 Years	43.5	3.7	31.8	21.0
25 Years to 29 Years	48.8	1.2	36.3	13.7
30 Years to 34 Years	51.9	1.4	30.8	15.9
35 Years to 44 Years	48.5	0.5	35.4	15.6
45 Years to 54 Years	51.2	1.0	32.0	15.8
55 Years to 64 Years	55.6	0.8	24.1	19.5
65 Years and Over	45.6	0.4	15.7	38.3

(expressed as a percentage of 100)



OPINION OF THE LOCATION OF THE TRI-CITY AIRPORT, by:

EDUCATION

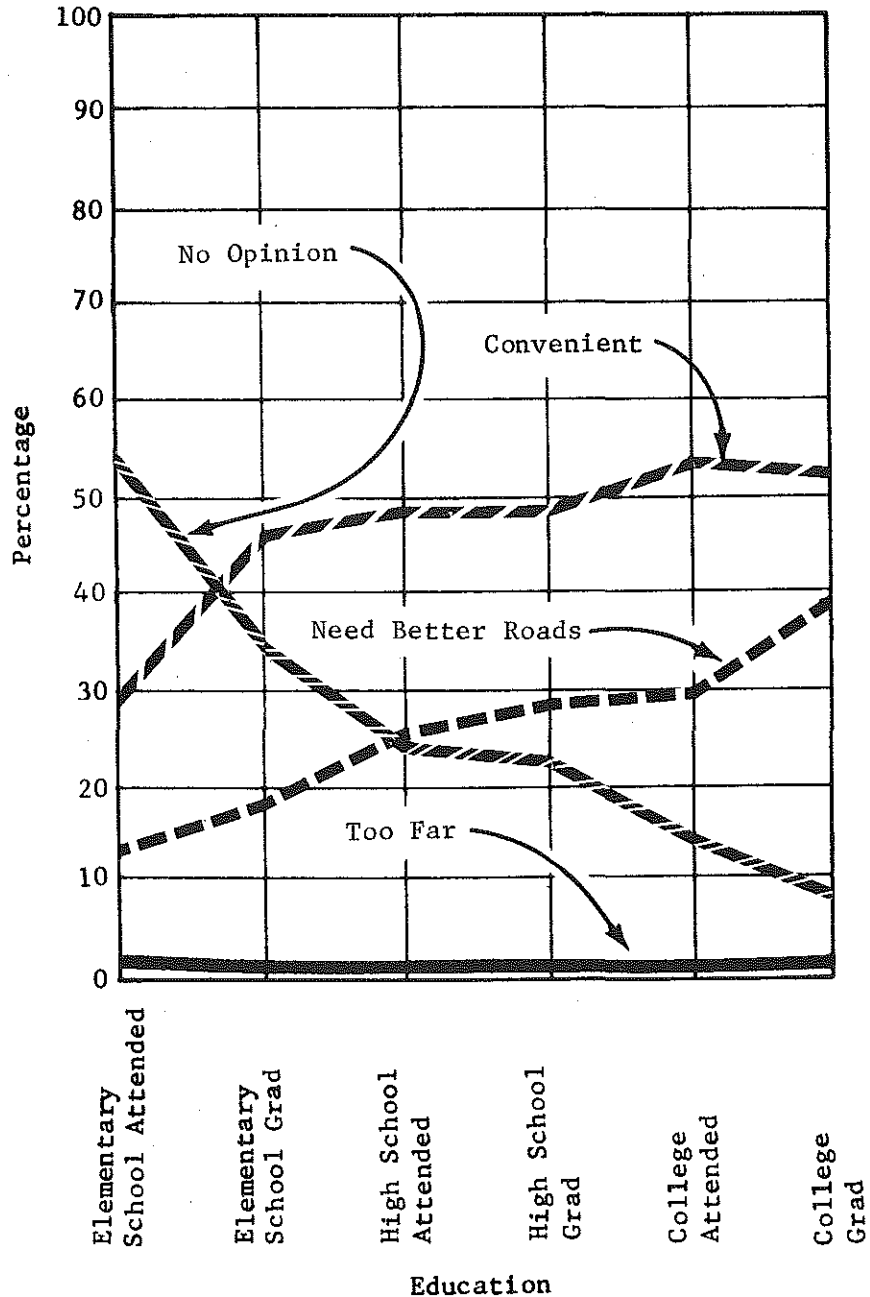
The graph and table on the opposite page represent the results of Question 5 with reference to the highest education level the respondents have attained. Concerning the convenience of the airport, between 46% and 55% of all the respondents, with the exception of the respondents who have only a 7th grade education, believe that the airport is convenient. Less than 2% of all the respondents believe that the airport is located too far from the city. Between 13% and 18% of the respondents who have completed a grade school education believe there should be better roads, while between 26% and 38% of the respondents who have started high school and have a college education believe there should be better roads. 56% of the respondents who have a 7th grade education have no opinion while 21% to 34% of the respondents who have no opinion have graduated from grade school and high school. Between 8% and 15% of the respondents who have no opinion have started or graduated college.

RESPONDENTS OPINION OF THE LOCATION OF TRI CITY AIRPORT, by:

EDUCATION

	It Is Convenient	It Is Too Far	We Need Better Roads	No Opinion
Elementary School Attended	28.8	1.7	13.6	55.9
Elementary School Graduated	46.9	0.7	17.8	34.6
High School Attended	48.1	0.8	26.1	25.0
High School Graduated	48.1	1.1	29.0	21.8
College Attended	54.3	0.9	30.2	14.6
College Graduated	52.1	1.4	38.2	8.3

(expressed as a percentage of 100)



OPINION OF THE LOCATION OF TRI-CITY AIRPORT, by:

INCOME

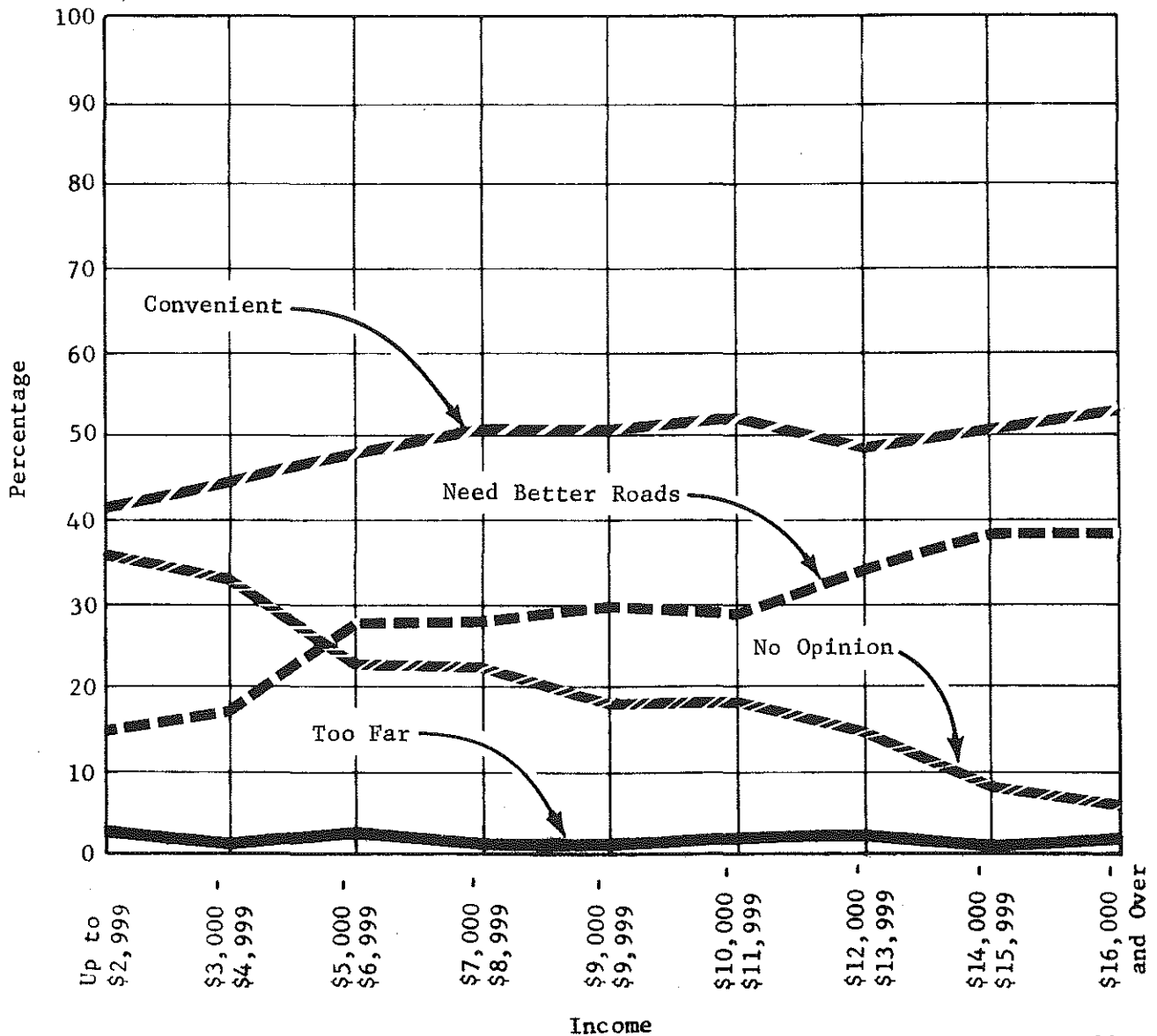
The graph and table on the opposite page represent the results of Question 5 with regard to the combined household income of the respondents. Generally, each of the different levels of income under each of the subsections correlate well. Between 43% and 54% of all the respondents agree that the airport is convenient. Less than 4% of all the respondents believe the airport is too far from the city and between 16% and 39% of the respondents believe the roads should be improved. Between 21% and 37% of the respondents who have no opinion, have a combined household income of less than \$8,999 a year, and less than 18% of the respondents who have no opinion have a combined household income of more than \$9,000 a year.

RESPONDENTS OPINION OF THE LOCATION OF TRI CITY AIRPORT, by:

HOUSEHOLD INCOME

	It Is Convenient	It Is Too Far	We Need Better Roads	No Opinion
Up to \$2,999	43.4	3.2	16.9	36.5
\$3,000 to \$4,999	45.6	0.7	18.8	34.9
\$5,000 to \$6,999	48.5	1.8	27.6	22.1
\$7,000 to \$8,999	50.9	0.9	27.1	21.1
\$9,000 to \$9,999	50.2	0.4	30.9	18.5
\$10,000 to \$11,999	52.6	1.2	29.2	18.0
\$12,000 to \$13,999	48.6	1.1	34.4	15.9
\$14,000 to \$15,999	50.2	0.4	39.5	9.9
\$16,000 and Over	53.9	1.1	38.4	6.6

(expressed as a percentage of 100)



OPINION OF THE LOCATION OF TRI-CITY AIRPORT, by:

OCCUPATION

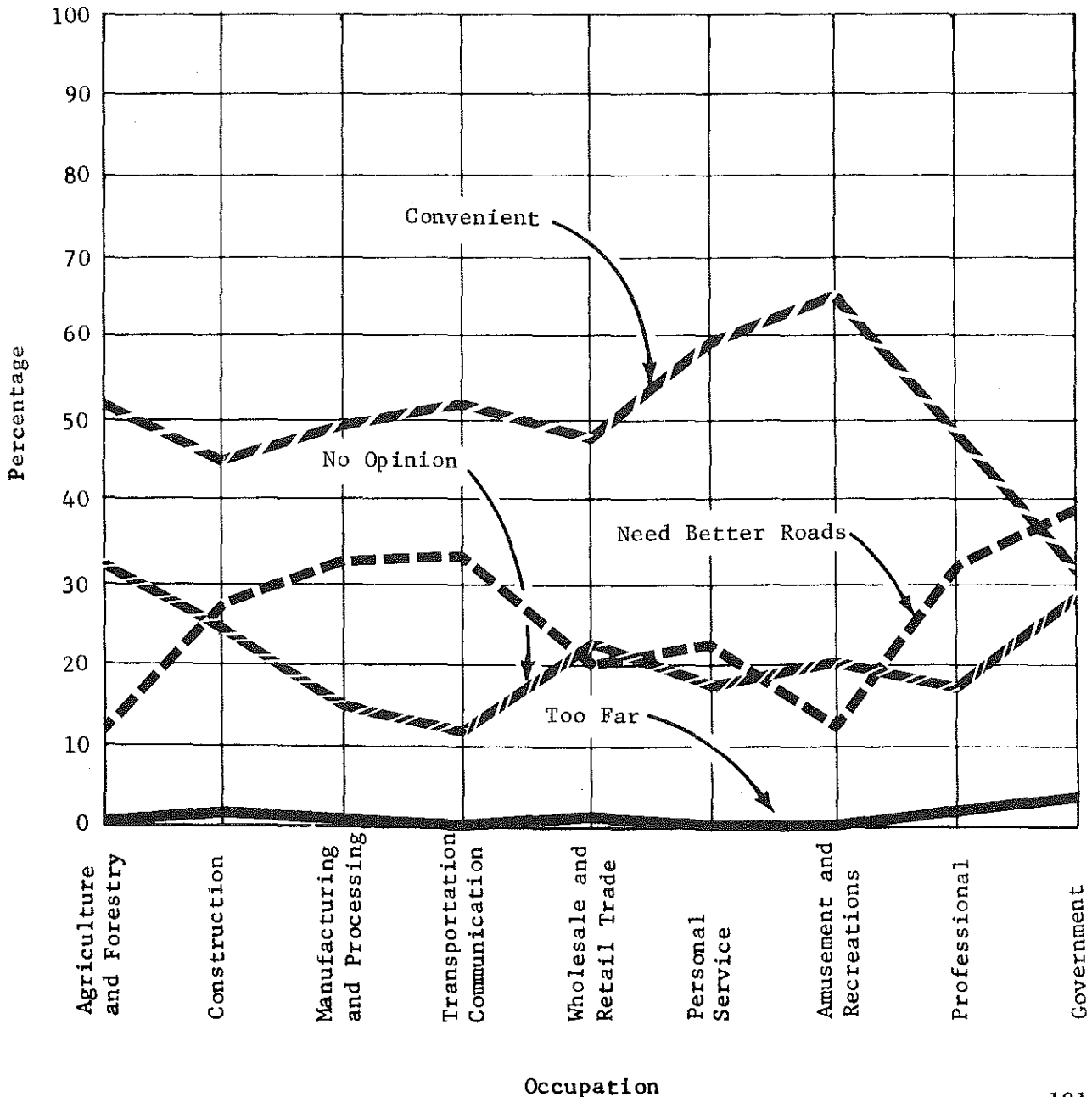
The graph and table on the opposite page represent the results of Question 5 with regard to the occupation of the respondents. Concerning convenience, between 45% and 67% of all the respondents agree that the location of the airport is convenient, with the exception of the respondents employed by the government. Less than 3% of all the respondents believe that the airport is located too far from the city. Less than 37% of all the respondents believe there should be better roads and less than one-third of all the respondents have no opinion.

RESPONDENTS OPINION OF THE LOCATION OF TRI CITY AIRPORT, by:

OCCUPATION

	It Is Convenient	It Is Too Far	We Need Better Roads	No Opinion
Agriculture and Forestry	52.8	0.0	13.9	33.3
Construction	45.1	1.1	27.2	26.6
Manufacturing and Processing	49.9	0.8	33.1	16.2
Transportation, Communication	52.5	0.0	33.8	13.7
Wholesale and Retail Trade	47.1	1.1	20.5	21.3
Personal Service	59.2	0.0	22.5	18.3
Amusement and Recreation	66.7	0.0	13.3	20.0
Professional	49.2	1.1	32.5	17.2
Government	32.9	3.1	37.5	26.5

(expressed as a percentage of 100)



Question 6

Midland Barstow Airport is located approximately 3 miles from the city. Which of the following expresses your opinion of this airport:

- Barstow Airport is not needed
- Barstow Airport serves an important aviation function
- Barstow Airport is an asset to industry
- Doesn't know

Question 6 is also asked of the respondents to bring out their opinion of the Jack Barstow Airport, and if the airport serves as an asset to the community. This question is separated into 4 possible answers. The results, as shown in the graphs and tables, are based on the affirmative. For instance, under Table 1, "Sex," 3.3% of the males said yes, the airport is not needed. 43.4% said yes, the airport serves an important aviation need, 1.1% said yes, the airport is an asset to industry and 52.2% do not know. The following graphs illustrate the results contained within each table. To further analyze the results of Question 6, each of the socio-economic variables will be discussed separately.

OPINION OF JACK BARSTOW AIRPORT, by:

SEX

The table and graph on the opposite page represent the results of Question 6 in relation to the sex of the respondents.

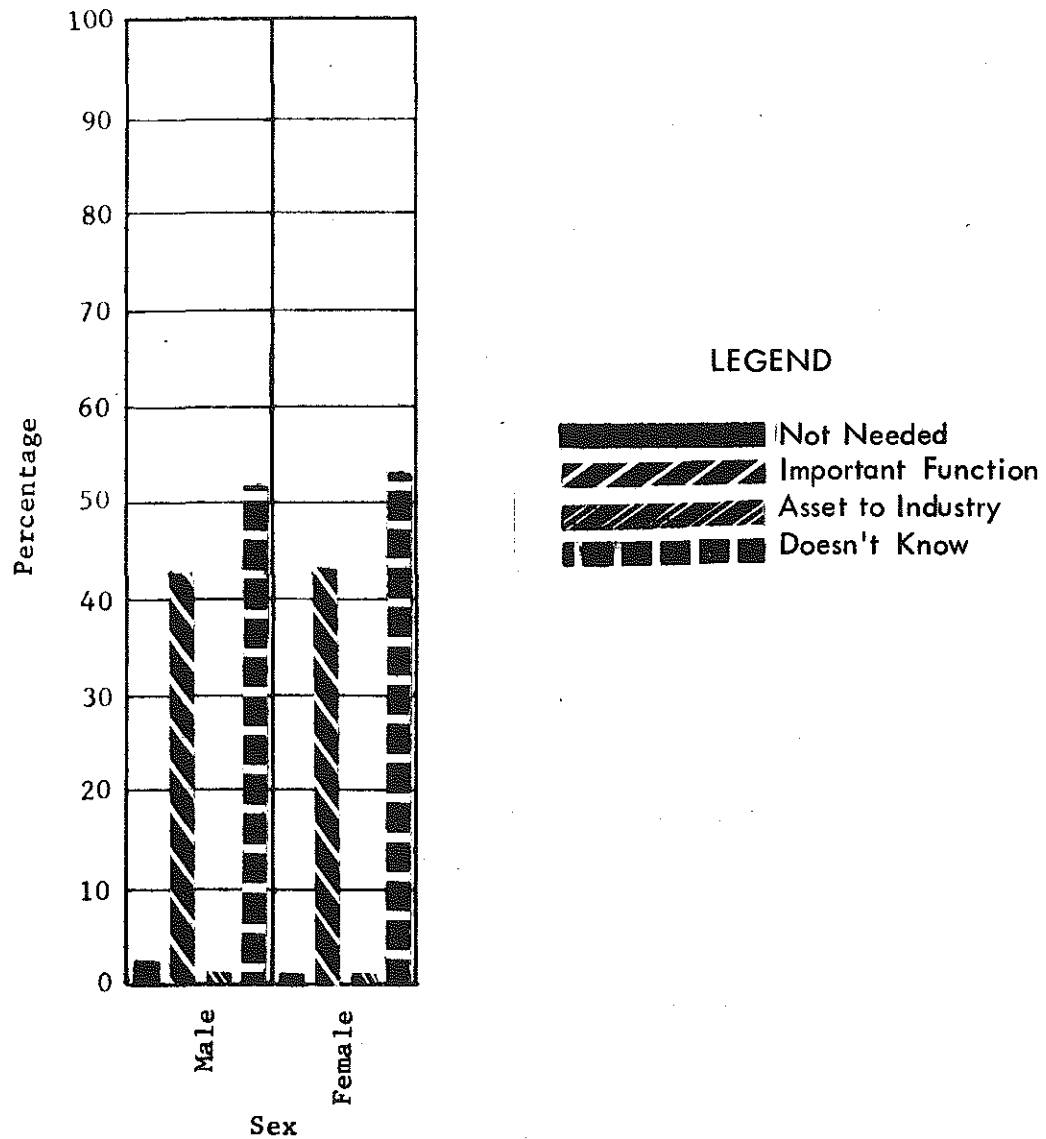
The responses of both the male and female respondents correlate well together. Less than 4% of all the respondents believe the airport is not needed. 43% of both the male and female respondents agree that the airport serves an important aviation function, but only 1% of the respondents believe the airport is an asset to industry. 53% of the respondents to not have an opinion on the value of Midland Barstow Airport.

RESPONDENTS OPINION OF JACK BARSTOW AIRPORT, by:

SEX

	Airport is Not Needed	Airport Serves an Important Aviation Function	Airport is an Asset to Industry	Doesn't Know
Male	3.3	43.3	1.1	52.2
Female	1.3	43.7	1.3	53.7

(expressed as a percentage of 100)



OPINION OF JACK BARSTOW AIRPORT, by:

HOME VALUE

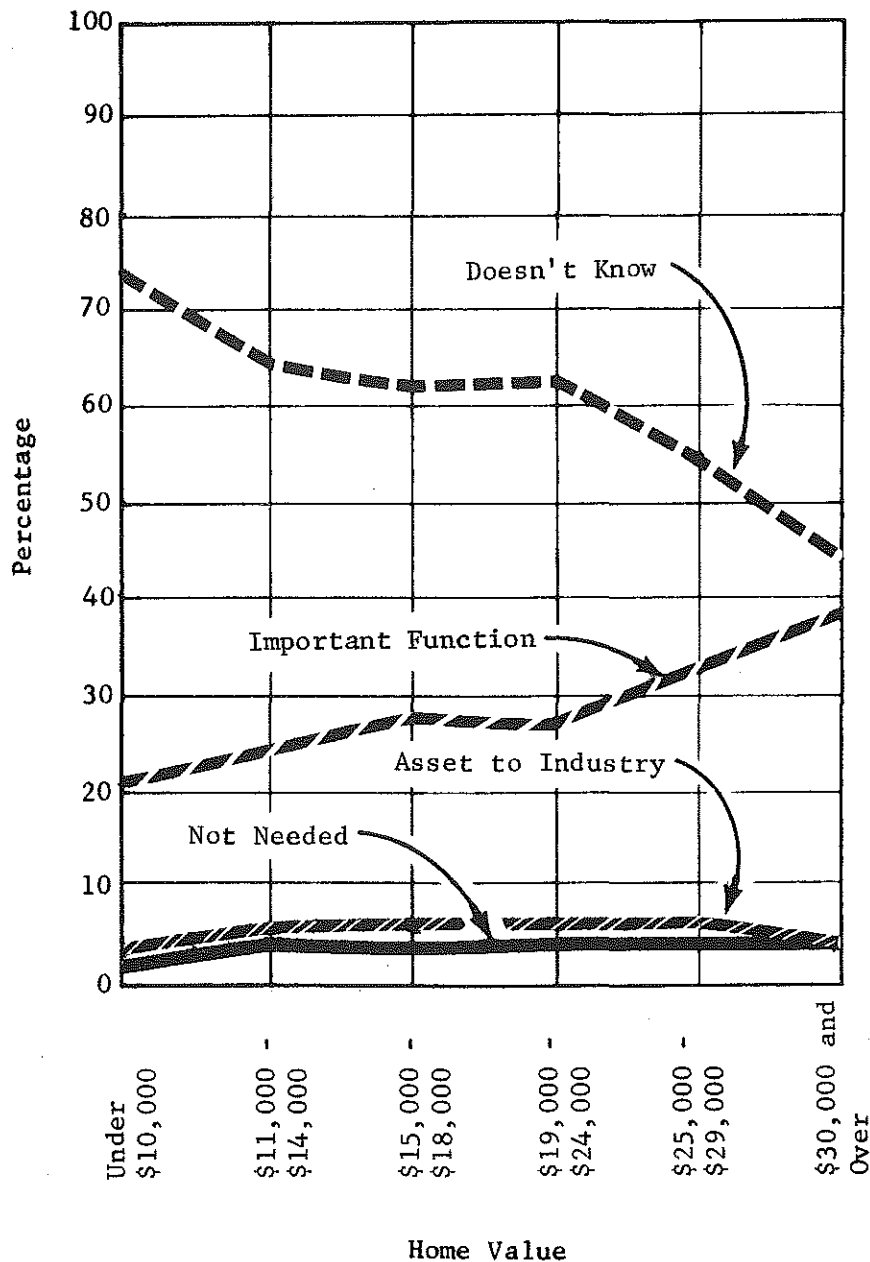
The table and graph on the opposite page represent the results of Question 6 with regards to the value of the respondent's home. Generally, the results for each level of the respondent's home correlate well under each of the four subsections. Between 2% and 5% of all of the respondents believe the airport is not needed. Between 21% and 37% of all the respondents agree that the airport serves an important aviation function and less than 7% believe that the airport is an asset to industry. Between 54% and 74% of all the respondents do not have an opinion about the airport.

RESPONDENTS OPINION OF JACK BARSTOW AIRPORT, by:

HOME VALUE

	Airport is Not Needed	Airport Serves an Important Aviation Function	Airport is an Asset to Industry	Doesn't Know
Under \$10,000	2.2	21.0	2.2	74.6
\$11,000 - \$14,000	4.8	25.3	5.2	64.7
\$15,000 - \$18,000	3.9	27.5	5.9	62.7
\$19,000 - \$24,000	4.5	27.0	6.0	62.5
\$25,000 - \$29,000	4.2	32.7	6.5	56.6
\$30,000 and Over	4.1	37.3	4.1	54.5

(expressed as a percentage of 100)



OPINION OF JACK BARSTOW AIRPORT, by:

RENT PAID

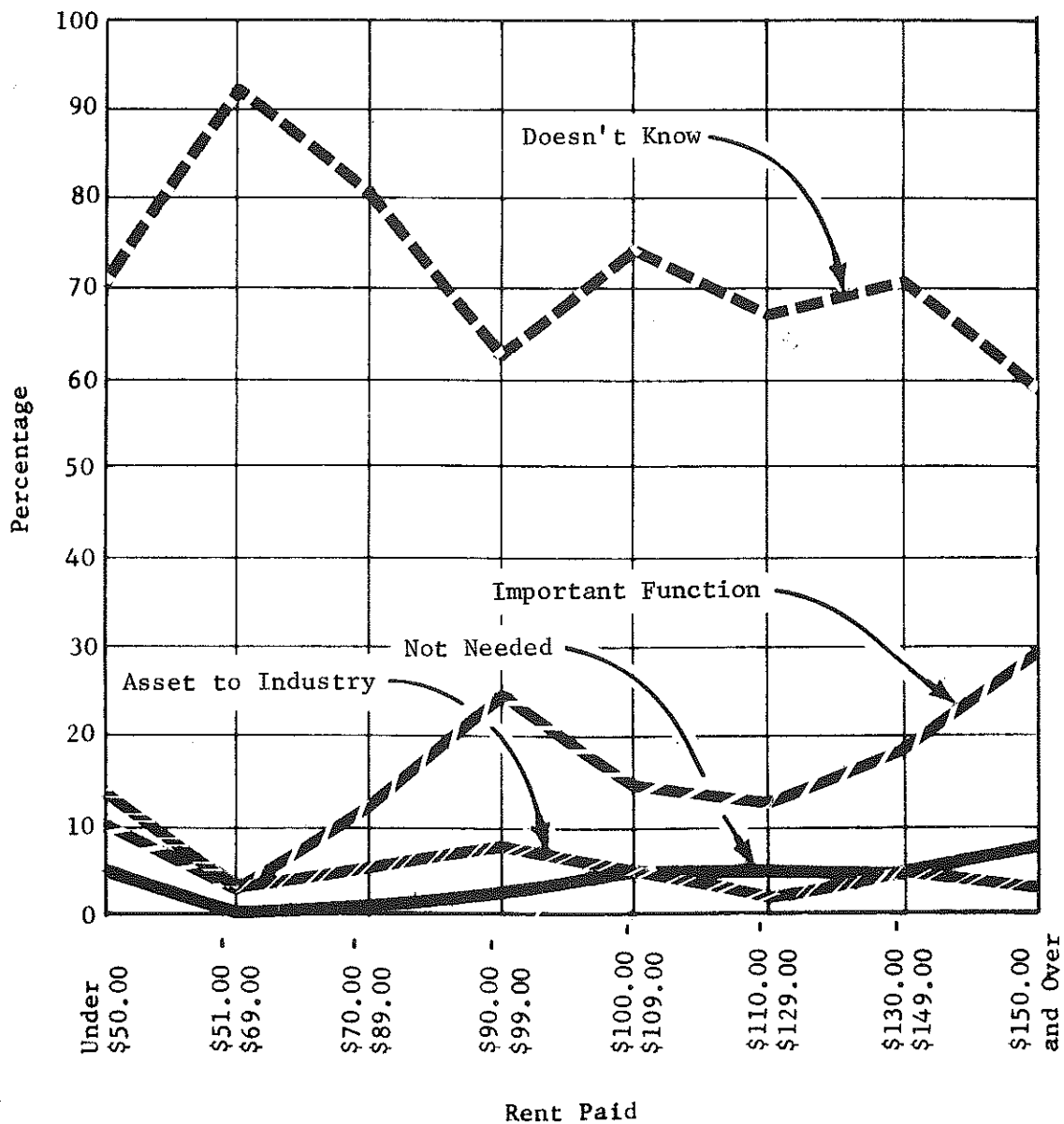
The table and graph on the opposite page represent the results of Question 6 with regards to the amount of monthly rent the respondents spend. Less than 8% of all of the respondents who rent their home believe the airport is not needed. Between 3% and 15% of all the respondents believe the airport serves an important aviation function, with the exception of the respondents who spend between \$90 and \$99, and \$110 and over. The percentage of respondents in this group is between 19% and 29%. Less than 13% of all the respondents believe the airport is an asset to industry. Over 63% of all the respondents do not have an opinion.

RESPONDENTS OPINION OF JACK BARSTOW AIRPORT, by:

RENT PAID

	Airport is Not Needed	Airport Serves an Important Aviation Function	Airport is an Asset to Industry	Doesn't Know
Under \$50	6.7	10.0	13.3	70.0
\$51 - \$69	0.0	3.3	3.3	93.4
\$70 - \$89	1.7	12.1	5.2	81.0
\$90 - \$99	2.8	25.0	8.3	63.9
\$100 - \$109	5.0	15.0	5.0	75.0
\$110 - \$129	4.8	13.8	3.6	67.8
\$130 - \$149	5.3	19.3	5.3	70.1
\$150 and Over	7.5	28.7	4.3	59.5

(expressed as a percentage of 100)



OPINION OF JACK BARSTOW AIRPORT, by:

AGE

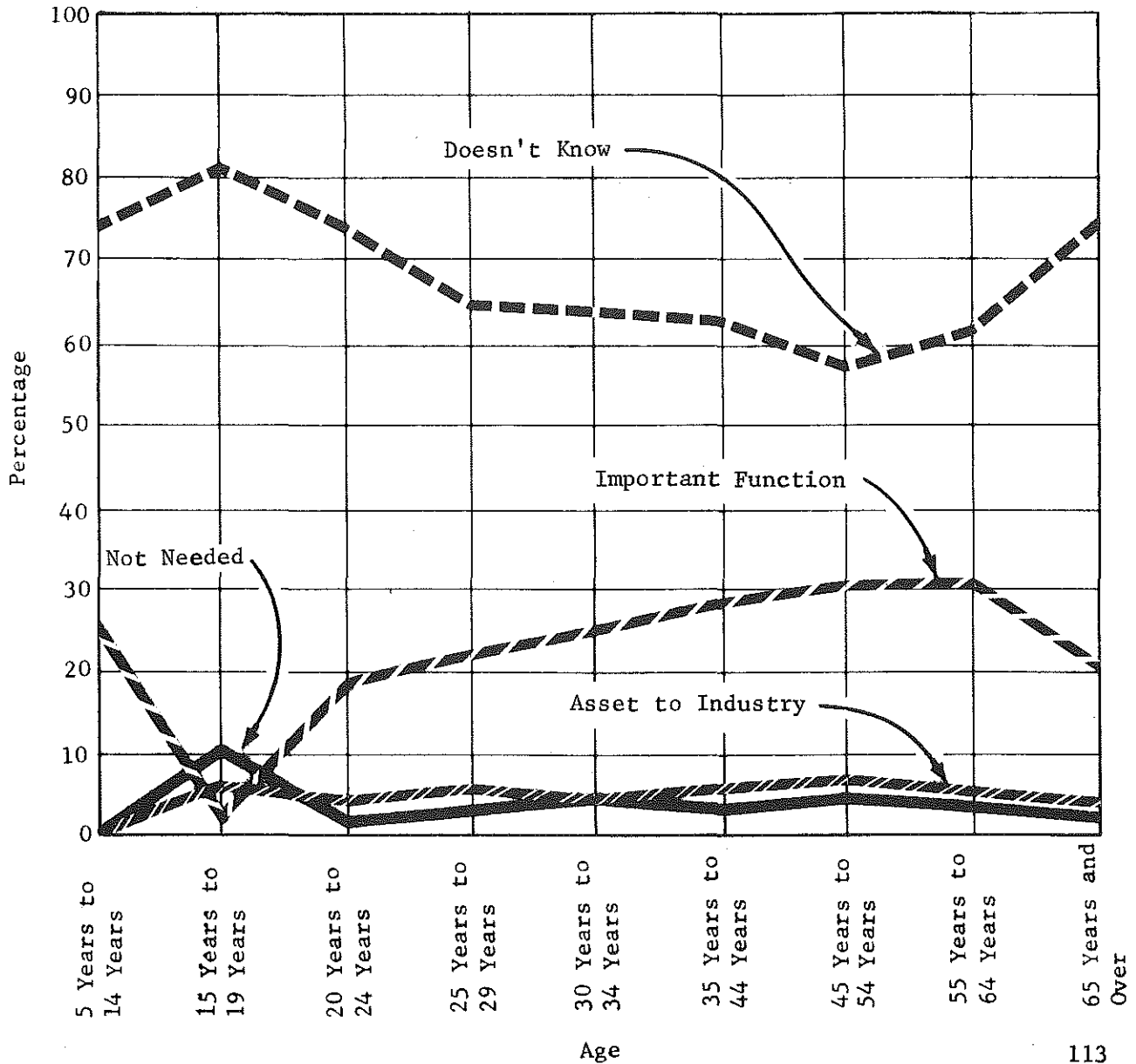
The table and graph on the opposite page represent the results of Question 6 with regards to the age of the respondents. Only 11% or less of all the respondents believe the airport is not needed. With the exception of the respondents whose age ranges from 15 to 19, between 18% and 30% of all the respondents agree that the airport serves an important aviation function. Less than 6% of all the respondents believe the airport is an asset to industry. Over 62% of all of the respondents do not have an opinion concerning the airport.

RESPONDENTS OPINION OF JACK BARSTOW AIRPORT, by:

AGE

	Airport is Not Needed	Airport Serves an Important Aviation Function	Airport is an Asset to Industry	Doesn't Know
5 Years to 14 Years	00.0	25.0	0.0	75.0
15 Years to 19 Years	10.8	2.7	5.4	81.1
20 Years to 24 Years	2.8	18.7	4.2	74.3
25 Years to 29 Years	3.6	23.5	6.0	66.9
30 Years to 34 Years	5.2	25.4	5.2	64.2
35 Years to 44 Years	3.1	29.5	5.0	62.4
45 Years to 54 Years	5.7	30.2	6.2	57.9
55 Years to 64 Years	3.7	30.2	4.3	61.8
65 Years and Over	2.1	20.9	2.8	74.2

(expressed as a percentage of 100)



OPINION OF JACK BARSTOW AIRPORT, by:

EDUCATION

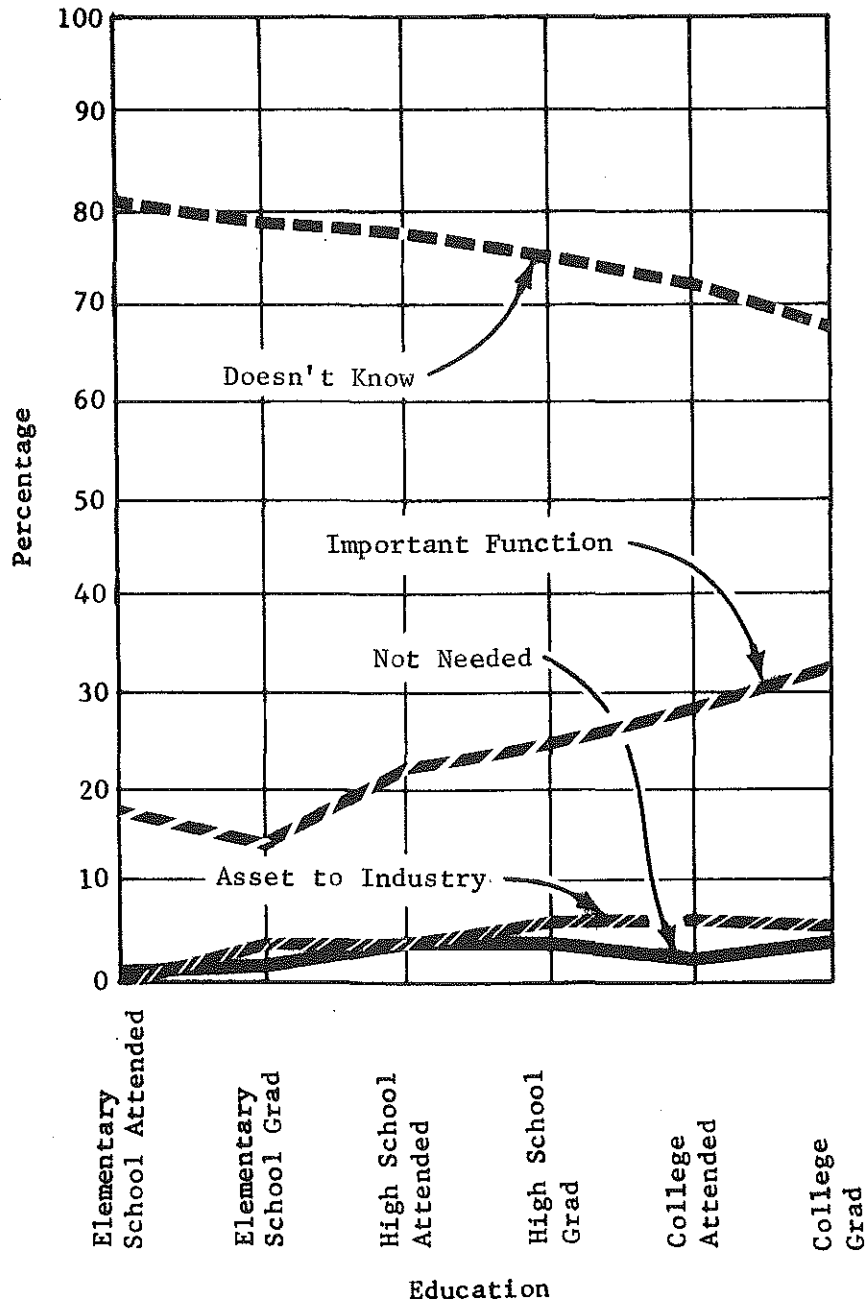
The table and graph on the opposite page represent the results of Question 6 with regard to the highest educational level the respondents have attained. Less than 5% of all of the respondents believe the airport is not needed. Between 14% and 33% of all the respondents believe the airport serves an important aviation function; however, only less than 7% of the respondents believe the airport is an asset to industry. Over 57% of all of the respondents do not have an opinion on the airport.

RESPONDENTS OPINION OF JACK BARSTOW AIRPORT, by:

EDUCATION

	Airport is Not Needed	Airport Serves an Important Aviation Function	Airport is an Asset to Industry	Doesn't Know
Elementary School Attended	1.7	17.0	0.0	81.3
Elementary School Graduated	2.6	14.9	2.6	79.9
High School Attended	4.2	22.7	4.2	68.9
High School Graduated	4.9	25.2	5.9	65.0
College Attended	2.8	28.2	6.6	62.4
College Graduated	4.2	33.3	4.9	57.6

(expressed as a percentage of 100)



OPINION OF JACK BARSTOW AIRPORT, by:

INCOME

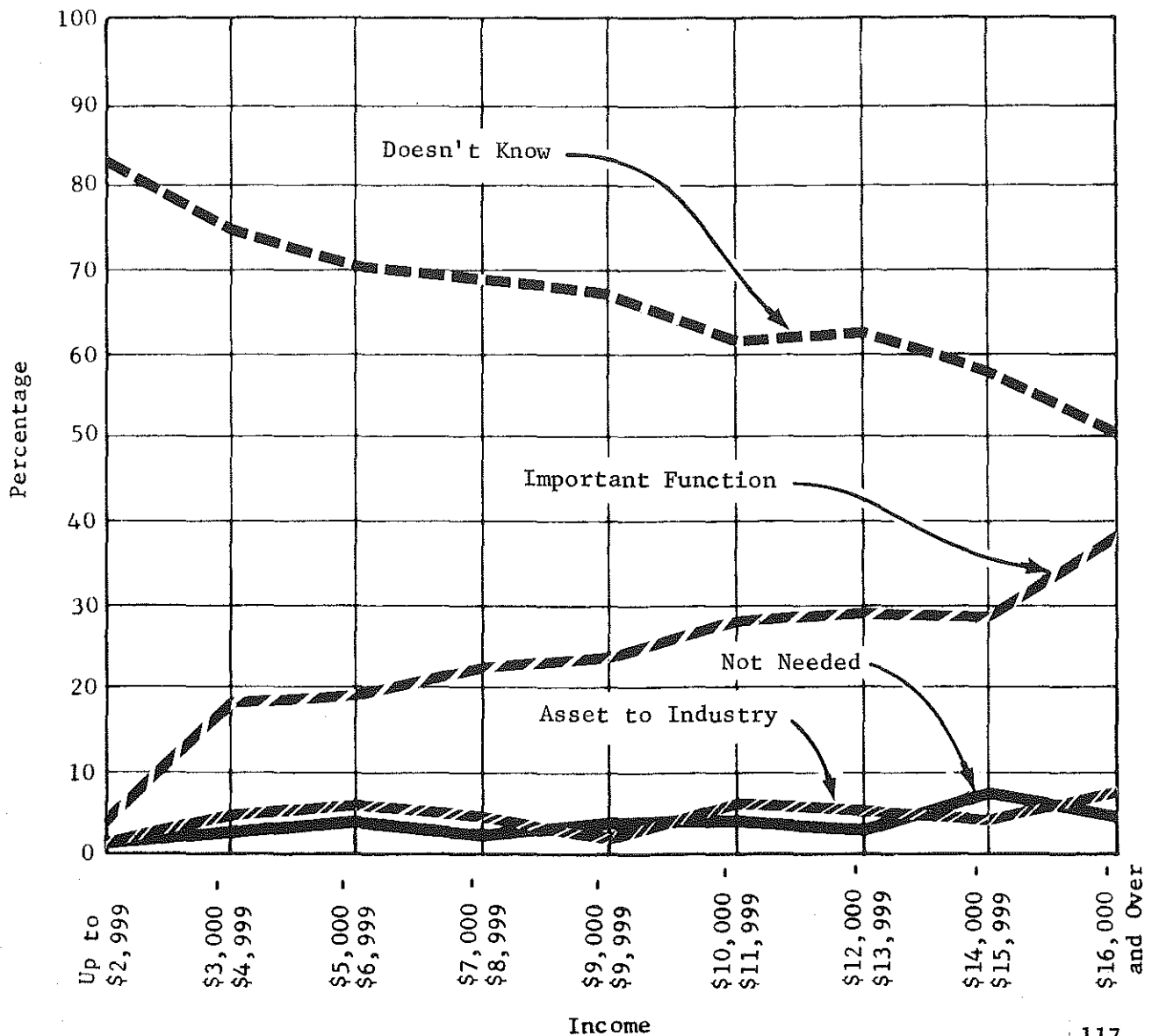
The table and graph on the opposite page represent the results of Question 6 in relation to the combined household income of the respondents. Less than 7% of all the respondents believe the airport is not needed. Between 18% and 38% of all of the respondents believe the airport serves an important aviation function with the exception of the respondents whose income is below \$2,000 per year. Less than 7% of all the respondents believe the airport is an asset to industry. Over 60% of all the respondents do not have an opinion.

RESPONDENTS OPINION OF JACK BARSTOW AIRPORT, by:

HOUSEHOLD INCOME

	Airport is Not Needed	Airport Serves an Important Aviation Function	Airport is an Asset to Industry	Doesn't Know
Up to \$2,999	1.8	4.2	1.8	82.2
\$3,000 to \$4,999	2.7	18.1	3.4	75.8
\$5,000 to \$6,999	4.3	19.0	6.1	70.6
\$7,000 to \$8,999	2.1	23.8	4.2	69.9
\$9,000 to \$9,999	4.6	23.9	3.5	68.0
\$10,000 to \$11,999	4.4	27.6	6.1	61.9
\$12,000 to \$13,999	3.0	29.2	5.2	62.6
\$14,000 to \$15,999	7.2	28.4	6.1	58.3
\$16,000 and Over	5.1	37.2	7.2	50.5

(expressed as a percentage of 100)



OPINION OF JACK BARSTOW AIRPORT, by:

OCCUPATION

The table and graph on the opposite page represent the results of Question 6 with respect to the occupation of the respondents. Less than 8% of all the respondents believe the airport is not needed. With the exception of the respondents whose occupation include agriculture, forestry and fishing or construction and related maintenance, between 20% and 40% of all the other respondents believe the airport serves an important aviation function. Less than 8% of all the respondents believe the airport is an asset to industry. Over 45% of all the respondents do not have any opinion.

RESPONDENTS OPINION OF JACK BARSTOW AIRPORT, by:

OCCUPATION

	Airport is Not Needed	Airport Serves an Important Aviation Function	Airport is an Asset to Industry	Doesn't Know
Agriculture and Forestry	2.7	10.8	2.7	83.8
Construction	3.4	6.3	4.9	67.4
Manufacturing and Processing	4.3	27.8	5.3	62.6
Transportation, Communication	7.6	39.2	7.6	45.6
Wholesale and Retail Trade	2.9	27.1	5.9	64.1
Personal Service	5.6	23.9	2.8	67.7
Amusement and Recreation	6.7	20.0	6.7	66.6
Professional	2.6	29.8	3.1	64.5
Government	7.8	29.7	7.8	54.7

(expressed as a percentage of 100)

