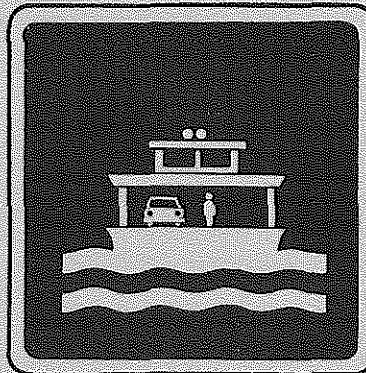
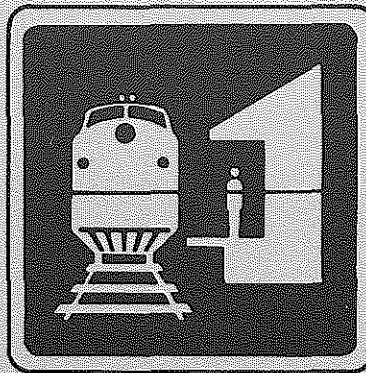


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PUBLIC TRANSPORTATION IN MICHIGAN

Michigan
Air Carrier Airport
Statistics
1982-1986

May 1987



**PASSENGER TRANSPORTATION PLANNING SECTION
MICHIGAN DEPARTMENT OF TRANSPORTATION**

MICHIGAN DEPARTMENT
OF
TRANSPORTATION

Michigan
Air Carrier Airport
Statistics
1982-1986

May 1987

Bureau of Transportation Planning
Intercity Transportation Planning Division
Passenger Transportation Planning Section

This report represents the findings and/or
professional opinions of the Michigan
Department of Transportation staff and
publication does not represent an official
opinion of the State Transportation Commission

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EXECUTIVE SUMMARY

The Aviation Planning Unit maintains historical data on passengers, mail and cargo handled at each of Michigan's air carrier airports. These statistics are provided by the airport managers and compiled by the Aviation Planning Unit. These figures are used both to measure aviation activity and to justify projects for state and federal programs. They are also provided to other governmental agencies, private industry, the news media and the general public.

The following are the major findings identified in this report:

- (1) Since the ten year low experienced in 1982, the state has seen a stable growth in total passengers culminating in an 11.5 percent increase for 1986 over the previous year. In 1986, there were 20,288,826 statewide total passengers, an all time high.
- (2) Due to the dominance of the Detroit Metro and Grand Rapids, Kent County facilities, it should be noted that the remainder of the state increased by 84,098 total passengers or 4.3 percent over the previous year.
- (3) Total passengers for the past five years have increased by 9,295,791 or 84.6 percent.
- (4) Detroit Metropolitan Wayne County Airport experienced a record high of 17,071,730 total passengers, an increase of 13.0 percent. Detroit Metro was the top ranked location in the state in terms of total passengers. Detroit Metro also ranked first in Michigan in air mail handled with a total of

48,295.7 tons, an increase of 6.6 percent over the previous year.

- (5) Grand Rapids Kent County International Airport experienced a record high of 1,243,629 total passengers. This represented an increase of 4.0 percent. Grand Rapids was ranked second in the state in total passengers. Kent County also ranked second in Michigan in air mail handled with a total of 6,996.2 tons, an increase of 8.8 percent over the previous year.
- (6) Also experiencing a record high was Kalamazoo County Airport which handled 396,810 total passengers.
- (7) The statewide 1986 monthly figures represented five year highs in all months except January and April (which were higher in 1983).
- (8) Individually, half of the northern locations show slight seasonal variation with their peaks in the summer months. Even so, some 1986 and 1985 winter monthly totals are larger than the summer months of 1982. As a whole, statewide passenger totals show little or no seasonal variation.
- (9) Statewide air cargo levels decreased 17.2 percent in 1986, to 239,539.3 tons. Air cargo levels in Michigan had experienced a gradual increase since 1981.
- (10) Unschéduled cargo at Detroit Willow Run Airport totaled 129,039.8 tons, a decrease of 24.4 percent. This made Willow Run the top ranked air cargo facility with 53.9 percent of the statewide total tons of cargo handled.
- (11) Statewide air mail levels increased 6.2 percent in 1986, to

56,805.4 tons. Air mail levels have been increasing since 1983.

- (12) All flights arriving at Detroit Metro from origins within Michigan are either flown by Northwest Airlines or their shared designation airline, Northwest Airlinck.

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AIR SERVICE - PASSENGERS

AIR SERVICE - PASSENGERS

Commercial Service Airport Locations

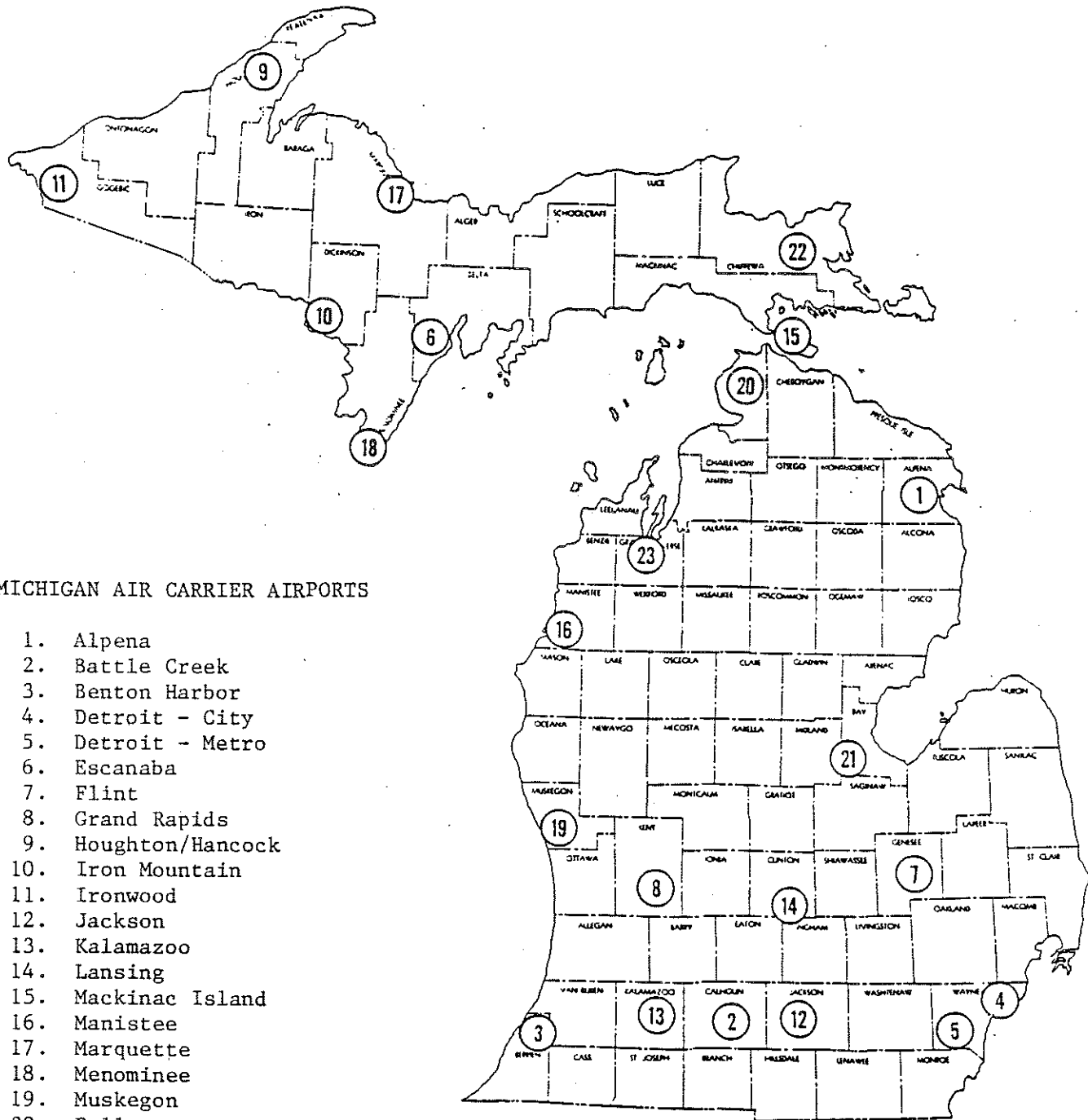
During 1986, scheduled air passenger services were provided at 23 Michigan airports. Map 1 identifies those airports with scheduled air service during the reporting period. All locations have year round, scheduled, air carrier service except Mackinac Island (which has scheduled service from May to September). Mackinac Island Airport is opened year round. Scheduled service began in 1982.

Air Service Statistics and Trends

Table 1 identifies the deplaned, enplaned and total passengers at the 23 commercial service airports for the past five years. The percentage change in total passengers from the previous year is also identified. Table 2 provides the 1986 monthly deplaned, enplaned and total passengers. Table 3 provides the percentage change between 1985 and 1986. The ten year trend in enplaned passengers is graphically portrayed in Informational Group I (Page 16).

Overall, Michigan experienced an 11.5 percent increase in total passengers in 1986 over the previous year. Historically, the state has enjoyed a tremendous rate of increase in the level of total passengers since 1982. Total annual passenger movements over the last five years have nearly doubled, with an increase of 9,295,791 (84.6 percent). This continues the growth pattern which Michigan has established in the post regulatory environment.

MICHIGAN AIR CARRIER AIRPORTS



MICHIGAN AIR CARRIER AIRPORTS

1. Alpena
2. Battle Creek
3. Benton Harbor
4. Detroit - City
5. Detroit - Metro
6. Escanaba
7. Flint
8. Grand Rapids
9. Houghton/Hancock
10. Iron Mountain
11. Ironwood
12. Jackson
13. Kalamazoo
14. Lansing
15. Mackinac Island
16. Manistee
17. Marquette
18. Menominee
19. Muskegon
20. Pellston
21. Saginaw
22. Sault Ste. Marie
23. Traverse City

DEPLANED, ENPLANED AND TOTAL PASSENGERS
AT AIR CARRIER AIRPORTS
1982 - 1986

CITY	YEAR	PASSENGERS DEPLANED	PASSENGERS ENPLANED	TOTAL PASSENGERS	PERCENT CHANGE
ALPENA	1982	4,056	3,963	8,019	
	1983	4,074	4,091	8,165	1.8%
	1984	4,196	4,375	8,571	5.0%
	1985	5,008	4,985	9,993	16.6%
	1986	5,169	4,879	10,048	0.6%
BATTLE CREEK	1982	20,348	20,851	41,199	
	1983	18,212	18,698	36,910	-10.4%
	1984	18,791	18,940	37,731	2.2%
	1985	16,255	17,112	33,367	-11.6%
	1986	8,531	9,311	17,842	-46.5%
BENTON HARBOR	1982	8,498	9,898	18,396	
	1983	10,673	11,454	22,127	20.3%
	1984	13,069	13,749	26,818	21.2%
	1985	11,255	11,536	22,791	-15.0%
	1986	7,410	8,128	15,538	-31.8%
DETROIT-CITY	1982	25,856	25,217	51,073	
	1983	22,868	23,080	45,948	-10.0%
	1984	21,286	22,354	43,640	-5.0%
	1985	22,352	23,306	45,658	4.6%
	1986	20,097	19,317	39,414	-13.7%
DETROIT-METRO	1982	4,457,037	4,418,887	8,875,924	
	1983	4,580,235	4,548,393	9,128,628	2.8%
	1984	5,654,617	5,643,208	11,297,825	23.8%
	1985	7,517,719	7,585,820	15,103,539	33.7%
	1986	8,423,383	8,648,347	17,071,730	13.0%
ESCANABA	1982	16,571	15,933	32,504	
	1983	14,797	15,824	30,621	-5.8%
	1984	15,160	15,459	30,619	0.0%
	1985	10,577	10,865	21,442	-30.0%
	1986	7,836	7,725	15,561	-27.4%
FLINT	1982	45,487	43,286	88,773	
	1983	83,606	85,005	168,611	89.9%
	1984	115,163	118,257	233,420	38.4%
	1985	132,891	134,588	267,479	14.6%
	1986	128,715	131,210	259,925	-2.8%
GRAND RAPIDS	1982	366,762	373,477	740,239	
	1983	494,525	491,416	985,941	33.2%
	1984	519,085	520,686	1,039,771	5.5%
	1985	599,636	595,605	1,195,241	15.0%
	1986	626,168	617,461	1,243,629	4.0%

Table 1

DEPLANED, ENPLANED AND TOTAL PASSENGERS
AT AIR CARRIER AIRPORTS
1982 - 1986

CITY	YEAR	PASSENGERS DEPLANED	PASSENGERS ENPLANED	TOTAL PASSENGERS	PERCENT CHANGE
HOUGHTON/HANCOCK	1982	18,389	18,727	37,116	
	1983	21,344	19,939	41,283	11.2%
	1984	20,002	19,644	39,646	-4.0%
	1985	20,448	21,167	41,615	5.0%
	1986	16,026	16,674	32,700	-21.4%
IRON MOUNTAIN	1982	10,095	10,370	20,465	
	1983	10,336	10,662	20,998	2.6%
	1984	10,718	10,845	21,563	2.7%
	1985	8,713	8,683	17,396	-19.3%
	1986	5,488	5,583	11,071	-36.4%
IRONWOOD	1982	7,152	6,702	13,854	
	1983	5,131	5,158	10,289	-25.7%
	1984	3,026	3,079	6,105	-40.7%
	1985	2,893	2,996	5,889	-3.5%
	1986	3,663	3,873	7,536	28.0%
JACKSON	1982	1,893	1,994	3,887	
	1983	1,585	1,429	3,014	-22.5%
	1984	1,342	1,103	2,445	-18.9%
	1985	1,021	1,029	2,050	-16.2%
	1986	570	608	1,178	-42.5%
KALAMAZOO	1982	89,563	86,364	175,927	
	1983	106,162	100,989	207,151	17.7%
	1984	124,975	124,684	249,659	20.5%
	1985	172,828	168,065	340,893	36.5%
	1986	199,533	197,277	396,810	16.4%
LANSING	1982	127,315	129,779	257,094	
	1983	177,255	172,858	350,113	36.2%
	1984	170,235	163,569	333,804	-4.7%
	1985	171,033	172,966	343,999	3.1%
	1986	189,256	193,007	382,263	11.1%
MACKINAC ISLAND (1)	1982	946	990	1,936	
	1983	870	881	1,751	-9.6%
	1984	630	783	1,413	-19.3%
	1985	582	720	1,302	-7.9%
	1986	320	339	659	-49.4%
MANISTEE (2)	1982	665	901	1,566	
	1983	814	852	1,666	6.4%
	1984	834	890	1,724	3.5%
	1985	72	97	169	-90.2%
	1986	672	672	1,344	695.3%

1) Service to Mackinac Island is from May through September only.

2) Manistee had no air service from December, 1984 through October, 1985

DEPLANED, ENPLANED AND TOTAL PASSENGERS
AT AIR CARRIER AIRPORTS
1982 - 1986

CITY	YEAR	PASSENGERS		TOTAL PASSENGERS	PERCENT CHANGE
		DEPLANED	ENPLANED		
MARQUETTE	1982	26,624	27,255	53,879	
	1983	32,815	32,942	65,757	22.0%
	1984	36,258	35,898	72,156	9.7%
	1985	37,039	38,171	75,210	4.2%
	1986	34,847	35,085	69,932	-7.0%
MENOMINEE	1982	2,327	2,206	4,533	
	1983	1,675	1,494	3,169	-30.1%
	1984	1,615	1,571	3,186	0.5%
	1985	1,062	1,056	2,118	-33.5%
	1986	667	641	1,308	-38.2%
MUSKEGON	1982	46,036	48,612	94,648	
	1983	44,413	44,690	89,103	-5.9%
	1984	43,802	43,986	87,788	-1.5%
	1985	42,314	44,468	86,782	-1.1%
	1986	46,921	48,751	95,672	10.2%
PELLSTON	1982	16,648	17,307	33,955	
	1983	19,731	20,154	39,885	17.5%
	1984	20,833	20,706	41,539	4.1%
	1985	15,681	14,740	30,421	-26.8%
	1986	16,700	17,645	34,345	12.9%
SAGINAW	1982	144,413	150,312	294,725	
	1983	156,801	163,499	320,300	8.7%
	1984	158,621	159,014	317,635	-0.8%
	1985	188,739	191,981	380,720	19.9%
	1986	199,250	206,131	405,381	6.5%
SAULT STE. MARIE	1982	5,318	5,569	10,887	
	1983	4,783	4,969	9,752	-10.4%
	1984	3,849	4,198	8,047	-17.5%
	1985	5,060	5,017	10,077	25.2%
	1986	5,222	4,971	10,193	1.2%
TRAVERSE CITY	1982	64,021	65,368	129,389	
	1983	70,156	68,927	139,083	7.5%
	1984	68,828	67,295	136,123	-2.1%
	1985	75,458	74,540	149,998	10.2%
	1986	81,037	83,710	164,747	9.8%
TOTAL	1982	5,506,041	5,486,994	10,993,035	
	1983	5,883,017	5,847,599	11,730,616	6.7%
	1984	7,026,934	7,014,290	14,041,224	19.7%
	1985	9,058,636	9,129,513	18,188,149	29.5%
	1986	10,027,481	10,261,345	20,288,826	11.5%

Source: MICHIGAN DEPARTMENT OF TRANSPORTATION, AVIATION PLANNING UNIT

Table 2

1986 MICHIGAN AIR PASSENGER RIDERSHIP
(Monthly)

CITY	*	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOT
ALPENA	D	408	397	386	419	354	429	524	544	396	480	408	424	5,169
	E	404	405	350	364	365	409	487	500	382	462	381	370	4,879
	T	812	802	736	783	719	838	1,011	1,044	778	942	789	794	10,048
BATTLE CREEK	D	950	700	1,034	1,068	1,127	1,039	628	606	492	426	194	267	8,531
	E	943	886	1,037	1,131	1,282	1,098	646	719	593	440	280	256	9,311
	T	1,893	1,586	2,071	2,199	2,409	2,137	1,274	1,325	1,085	866	474	523	17,842
BENTON HARBOR	D	771	643	879	989	1,068	700	416	567	477	403	269	228	7,410
	E	881	713	938	1,012	1,067	812	474	700	430	501	303	297	8,128
	T	1,652	1,356	1,817	2,001	2,135	1,512	890	1,267	907	904	572	525	15,538
DETROIT - CITY	D	1,820	1,342	1,360	1,711	1,754	1,852	2,211	1,675	1,655	2,013	1,555	1,149	20,097
	E	1,774	1,322	1,302	1,705	1,798	1,809	1,639	1,611	1,661	1,965	1,596	1,135	19,317
	T	3,594	2,664	2,662	3,416	3,552	3,661	3,850	3,286	3,316	3,978	3,151	2,284	39,414
DETROIT - METRO	D	585,040	560,216	736,323	738,113	723,730	735,473	787,385	834,189	669,310	685,811	676,785	691,008	8,423,383
	E	579,258	605,487	753,638	689,621	720,462	743,844	779,387	836,020	682,401	761,820	702,306	794,103	8,648,347
	T	1,164,298	1,165,703	1,489,961	1,427,734	1,444,192	1,479,317	1,566,772	1,670,209	1,351,711	1,447,631	1,379,091	1,485,111	17,071,730
ESCANABA	D	867	632	720	601	667	771	715	668	602	602	448	543	7,836
	E	871	627	721	585	656	719	695	648	546	658	472	527	7,725
	T	1,738	1,259	1,441	1,186	1,323	1,490	1,410	1,316	1,148	1,260	920	1,070	15,561
FLINT	D	10,493	9,352	11,563	12,553	10,762	11,613	11,041	11,029	9,576	9,844	9,887	11,003	128,715
	E	11,164	10,488	12,585	11,298	10,621	11,586	11,097	11,124	9,440	10,271	9,655	11,881	131,210
	T	21,657	19,840	24,148	23,851	21,383	23,199	22,138	22,153	19,015	20,115	19,542	22,884	259,925
GRAND RAPIDS	D	46,604	43,696	58,193	63,075	51,688	52,787	55,156	56,582	46,418	50,193	46,725	55,051	626,168
	E	47,105	48,014	60,252	54,795	48,975	50,160	52,347	56,650	46,152	51,479	46,205	55,327	617,461
	T	93,709	91,710	118,445	117,870	100,663	102,947	107,503	113,232	92,570	101,672	92,930	110,378	1,243,629
HOUGHTON/HANCOCK	D	1,427	1,228	1,440	1,520	1,326	1,316	1,593	1,508	1,095	1,432	1,011	1,130	16,026
	E	1,392	1,532	1,373	1,433	1,272	1,199	1,532	1,816	1,123	1,548	1,128	1,326	16,674
	T	2,819	2,760	2,813	2,953	2,598	2,515	3,125	3,324	2,218	2,980	2,139	2,456	32,700
IRON MOUNTAIN	D	630	472	560	479	419	463	527	491	340	346	371	390	5,488
	E	628	453	493	482	457	499	458	559	414	365	388	387	5,583
	T	1,258	925	1,053	961	876	962	985	1,050	754	711	759	777	11,071
IRONWOOD	D	414	405	375	207	284	329	367	340	165	252	187	338	3,663
	E	396	384	379	227	255	293	408	387	242	242	186	474	3,873
	T	810	789	754	434	539	622	775	727	407	494	373	812	7,536
JACKSON	D	45	42	19	51	36	84	89	59	43	32	38	32	570
	E	50	31	26	47	40	107	66	56	48	48	42	47	608
	T	95	73	45	98	76	191	155	115	91	80	80	79	1,178

NOTES : D = Deplaned passengers E = Enplaned Passengers T = Total passengers

1986 MICHIGAN AIR PASSENGER RIDERSHIP
(Monthly)

CITY	*	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOT
KALAMAZOO	D	14,777	13,752	17,499	18,036	17,016	16,871	17,193	17,898	15,806	17,584	15,644	17,457	199,533
	E	14,949	14,595	17,523	16,664	16,126	16,525	16,534	17,406	16,427	17,088	15,581	17,859	197,277
	T	29,726	28,347	35,022	34,700	33,142	33,396	33,727	35,304	32,233	34,672	31,225	35,316	396,810
LANSING	D	14,306	12,928	17,437	17,475	16,411	16,752	15,153	16,401	15,272	15,474	15,352	16,295	189,256
	E	14,178	13,772	17,351	16,512	15,771	16,556	15,854	17,593	15,092	16,419	15,510	18,399	193,007
	T	28,484	26,700	34,788	33,987	32,182	33,308	31,007	33,994	30,364	31,893	30,862	34,694	382,263
HACKINAC ISLAND	D	0	0	0	0	32	45	75	86	82	0	0	0	320
	E	0	0	0	0	27	30	100	95	87	0	0	0	339
	T	0	0	0	0	59	75	175	181	169	0	0	0	659
MANISTEE	D	20	10	18	37	61	62	91	130	60	69	48	66	672
	E	24	5	20	37	65	66	93	121	60	68	50	63	672
	T	44	15	38	74	126	128	184	251	120	137	98	129	1,344
MARQUETTE	D	2,355	2,011	2,917	3,165	3,208	3,283	3,892	3,295	2,574	2,742	2,425	2,980	34,847
	E	2,982	2,601	2,703	2,823	2,866	2,943	3,572	2,975	3,009	3,257	2,399	2,955	35,085
	T	5,337	4,612	5,620	5,988	6,074	6,226	7,464	6,270	5,583	5,999	4,824	5,935	69,932
HENOMINEE	D	30	22	30	49	70	66	80	70	84	84	37	45	667
	E	32	21	27	54	66	70	72	61	76	76	41	45	641
	T	62	43	57	103	136	136	152	131	160	160	78	90	1,308
HUSKEGON	D	3,467	3,226	3,723	4,076	4,197	4,376	4,716	5,085	4,109	3,874	2,876	3,196	46,921
	E	3,867	3,562	3,987	4,410	4,070	4,458	4,838	4,967	4,028	4,243	3,000	3,321	48,751
	T	7,334	6,788	7,710	8,486	8,267	8,834	9,554	10,052	8,137	8,117	5,876	6,517	95,672
PELLSTON	D	791	772	715	580	1,101	1,896	3,237	3,497	1,389	1,141	649	932	16,700
	E	784	739	707	607	1,092	1,572	3,361	3,857	1,932	1,296	842	856	17,645
	T	1,575	1,511	1,422	1,187	2,193	3,468	6,598	7,354	3,321	2,437	1,491	1,788	34,345
SAGINAW	D	14,459	14,078	18,254	17,192	17,515	16,773	17,581	19,196	14,372	17,105	15,361	17,364	199,250
	E	16,085	15,722	18,894	16,978	17,358	17,059	17,892	19,664	16,850	15,705	15,769	18,155	206,131
	T	30,544	29,800	37,148	34,170	34,873	33,832	35,473	38,860	31,222	32,810	31,130	35,519	405,381
SAULT STE. MARIE	D	363	319	344	345	428	461	625	736	425	491	330	355	5,222
	E	384	316	357	320	403	439	603	714	416	383	301	335	4,971
	T	747	635	701	665	831	900	1,228	1,450	841	874	631	690	10,193
TRAVERSE CITY	D	4,575	4,079	4,704	4,041	5,130	8,027	11,985	13,188	7,230	6,796	5,135	6,147	81,037
	E	4,703	4,299	4,673	4,053	5,320	7,528	11,779	14,799	8,041	7,244	5,320	5,951	83,710
	T	9,278	8,378	9,377	8,094	10,450	15,555	23,764	27,987	15,271	14,040	10,455	12,098	164,747
T O T A L	D	704,612	670,322	878,493	885,782	858,384	875,468	935,280	987,840	791,971	817,194	795,735	826,400	10,027,481
	E	702,854	725,974	899,336	825,158	850,414	879,781	923,934	993,042	809,450	895,578	821,755	934,069	10,261,345
	T	1,407,466	1,396,296	1,777,829	1,710,940	1,708,798	1,755,249	1,859,214	1,980,882	1,601,421	1,712,772	1,617,490	1,760,469	20,288,826

SOURCE: MICHIGAN DEPARTMENT OF TRANSPORTATION, AVIATION PLANNING UNIT

Table 3

DEPLANED, ENPLANED AND TOTAL PASSENGERS
AT AIR CARRIER AIRPORTS
1985 vs. 1986

LOCATION		1985	1986	% CHANGE
ALPENA	D	5,008	5,169	3.2%
	E	4,985	4,879	-2.1%
	T	9,993	10,048	0.6%
BATTLE CREEK	D	16,255	8,531	-47.5%
	E	17,112	9,311	-45.6%
	T	33,367	17,842	-46.5%
BENTON HARBOR	D	11,255	7,410	-34.2%
	E	11,536	8,128	-29.5%
	T	22,791	15,538	-31.8%
DETROIT CITY	D	22,352	20,097	-10.1%
	E	23,306	19,317	-17.1%
	T	45,658	39,414	-13.7%
DETROIT METRO	D	7,517,719	8,423,383	12.0%
	E	7,585,820	8,648,347	14.0%
	T	15,103,539	17,071,730	13.0%
ESCANABA	D	10,577	7,836	-25.9%
	E	10,865	7,725	-28.9%
	T	21,442	15,561	-27.4%
FLINT	D	132,891	128,715	-3.1%
	E	134,588	131,210	-2.5%
	T	267,479	259,925	-2.8%
GRAND RAPIDS	D	599,636	626,168	4.4%
	E	595,605	617,461	3.7%
	T	1,195,241	1,243,629	4.0%
HOUGHTON/HANCOCK	D	20,448	16,026	-21.6%
	E	21,167	16,674	-21.2%
	T	41,615	32,700	-21.4%
IRON MOUNTAIN	D	8,713	5,488	-37.0%
	E	8,683	5,583	-35.7%
	T	17,396	11,071	-36.4%
IRONWOOD	D	2,893	3,663	26.6%
	E	2,996	3,873	29.3%
	T	5,889	7,536	28.0%
JACKSON	D	1,021	570	-44.2%
	E	1,029	608	-40.9%
	T	2,050	1,178	-42.5%
KALAMAZOO	D	172,828	199,533	15.5%
	E	168,065	197,277	17.4%
	T	340,893	396,810	16.4%

DEPLANED, ENPLANED AND TOTAL PASSENGERS
AT AIR CARRIER AIRPORTS
1985 vs. 1986

LOCATION		1985	1986	% CHANGE
LANSING	D	171,033	189,256	10.7%
	E	172,966	193,007	11.6%
	T	343,999	382,263	11.1%
MACKINAC ISLAND	D	582	320	-45.0%
	E	720	339	-52.9%
	T	1,302	659	-49.4%
MANISTEE	D	72	672	833.3%
	E	97	672	592.8%
	T	169	1,344	695.3%
MARQUETTE	D	37,039	34,847	-5.9%
	E	38,171	35,085	-8.1%
	T	75,210	69,932	-7.0%
MENOMINEE	D	1,062	667	-37.2%
	E	1,056	641	-39.3%
	T	2,118	1,308	-38.2%
MUSKEGON	D	42,314	46,921	10.9%
	E	44,468	48,751	9.6%
	T	86,782	95,672	10.2%
PELLSTON	D	15,681	16,700	6.5%
	E	14,740	17,645	19.7%
	T	30,421	34,345	12.9%
SAGINAW	D	188,739	199,250	5.6%
	E	191,981	206,131	7.4%
	T	380,720	405,381	6.5%
SAULT STE. MARIE	D	5,060	5,222	3.2%
	E	5,017	4,971	-0.9%
	T	10,077	10,193	1.2%
TRAVERSE CITY	D	75,458	81,037	7.4%
	E	74,540	83,710	12.3%
	T	149,998	164,747	9.8%
TOTAL	D	9,058,636	10,027,481	10.7%
	E	9,129,513	10,261,345	12.4%
	T	18,188,149	20,288,826	11.5%

SOURCE: MICHIGAN DEPARTMENT OF TRANSPORTATION, AVIATION PLANNING UNIT.

NOTES: D = Deplaned Passenger E = Enplaned Passengers T = Total Passengers

However, these figures should be examined more closely.

The bulk of the 1986 increase was due to the continued strength of Detroit Metropolitan Wayne County Airport. Metro accounted for 93.7 percent of the statewide growth experienced in 1986. This is not particularly surprising considering Metro's 84.1 percent share of the statewide total passengers. It does, however, illustrate the importance of Detroit Metro to Michigan's total, scheduled air service network. Also instrumental in Michigan's increase were the record performances at Grand Rapids and Kalamazoo.

Despite this record breaking performance, Jackson and Mackinac Island have experienced steady five year declines. Additionally, Battle Creek, Detroit City, Ironwood, and Menominee experienced decreases in four of the past five years. Two of these, Jackson and Menominee, are federally subsidized under the Essential Air Service Program.

Informational Groups II through XXIV contain analysis and graphic portrayals of the statistics of individual airports. Each of these includes graphs showing monthly and annual passenger statistics and a percentage comparison to other air carrier airports. Also included in the informational groups are an analysis of the tables and a summary of local comments on each specific location. This information is shown for the state as a whole in Informational Group I.

Please note that the graphs in the informational groups have been rendered in varying scales. This is unavoidable due to the disparity in passenger levels at Michigan air carrier airports. It should be noted that there are four different scales for the annual total passengers and monthly enplanement graphs. These are based on factors of ten so that some comparison is possible.

Airline Contract Marketing Agreements

Deregulation of the airline industry has allowed air carriers to enter and leave markets virtually at will. Due to the inefficiency and unprofitability of operating larger, jet aircraft in smaller demand markets, many major airlines have exercised this right and ceased service to smaller communities. This has left a niche in the air service market which has been filled by the smaller, regional/commuter airline. To combat some of the perceived and real disadvantages, both classes of airline have sought mutually advantageous agreements which effectively link the smaller, regional carrier to the larger, national airline. This technique is known as a contract marketing agreement. It consists of a sharing of the airline designator code (the unique two character code assigned to each airline). This agreement makes the regional carrier the contract carrier, and the major airline the contracting carrier. To differentiate between the two corporate entities, a four digit flight number is used instead of the customary three digits, and an asterix is placed after the airline designation code for the contract carrier. This flight number differentiation is important to those people using the

"Official Airline Guide" or the computer reservation systems (ticketing personnel, travel agents, airline scheduling and air travelers). In this way the larger airline gains a passenger feeder system which can operate profitably in the smaller markets, and the smaller airline gains the advantages of through ticketing, baggage checking and passenger access to destinations outside it's normal markets. Perhaps even more important is the access to busy "hub" markets of the contracting carrier.

Essential Air Service

Under Section 419 of the Airline Deregulation Act of 1978, certain air service markets were designated as requiring air service, but being currently unable to support a profitable service. To provide this needed service, federal monies were made available to carriers which would operate services into some of these markets. These monies were termed Essential Air Service (EAS) subsidies.

Four Michigan air markets currently receive monies under this program. They are shown in Table 4 along with the dollar values of their subsidies.

EAS subsidies are scheduled to expire in October, 1988. No action has yet been taken by the U.S. Congress to renew it, although there are now some Congressional efforts being made to extend the EAS subsidies.

Table 4
1986 Essential Air Service Subsidies and Service

<u>Location</u>	<u>Annual Subsidy</u>	<u>Weekly Arrivals</u>
Jackson	\$ 249,678	12
Manistee	371,077	12
Menominee	371,077	29
Sault Ste. Marie	242,953	19
<u>Total</u>	<u>\$ 1,234,785</u>	<u>72</u>

Source: U.S. Department of Transportation,
Office of Essential Air Service and
Michigan Department of Transportation,
Aviation Planning Unit

The Governor's Air Service Task Force Study

In response to the concerns of those individuals working with or utilizing air service, Gov. James J. Blanchard established a statewide task force to study the changes in Michigan's air service in the post regulatory environment. This study was done during 1986 and published in January, 1987. Appendix A contains an account of the accomplishments of this task force and a summary of the recommendations which were made. Appendix B gives a brief description of the way in which the study was conducted.

Air Service Inventory

Table 29 is a summary of air service features in the state. The various services at the 23 scheduled air service locations are identified by the carriers serving the market. Each service is described in terms of the number of weekly non-stop arrivals at the location, the type of carrier and the equipment used to serve the location. It is hoped that a comparison of this summary over time will provide some correlation to passenger levels at

specific facilities.

To gather the information for the summary in Table 29, it was necessary to inventory the air service. This inventory is shown in Table 30. To prevent this from becoming a needlessly complex task, two guidelines were used. The first was that a "snapshot" was taken of air service as of December 31, 1986, as opposed to inventorying the entire year. The second was that total weekly non-stop arrivals would be the statistic counted, not merely those flights which were daily. Though it is not true that there is a corresponding departure for every arrival, it was found that this factor did not affect the counts to any great degree. This inventory is indexed by destination, origin, frequency of service, departure and arrival times, flight number, and equipment. The column entitled days is a quick reference guide to the number of weekly arrivals. An explanation of the equipment, carrier and frequency codes is found in tables 31, 32 and 33 respectively.

The air service inventory shows some interesting features of Michigan's air service network.

- 1) All non-stop flights arriving at Detroit Metropolitan Airport from origins in Michigan are either flown by Northwest Airlines or their contract carriers under the Northwest Airlink designation.
- 2) At five of the eight upper peninsula air carrier airports, it is impossible for a passenger to fly non-stop to the

lower peninsula. From Escanaba, Houghton/Hancock, Iron Mountain, Ironwood and Menominee, a passenger may only fly non-stop to destinations in the upper peninsula or outside the state.

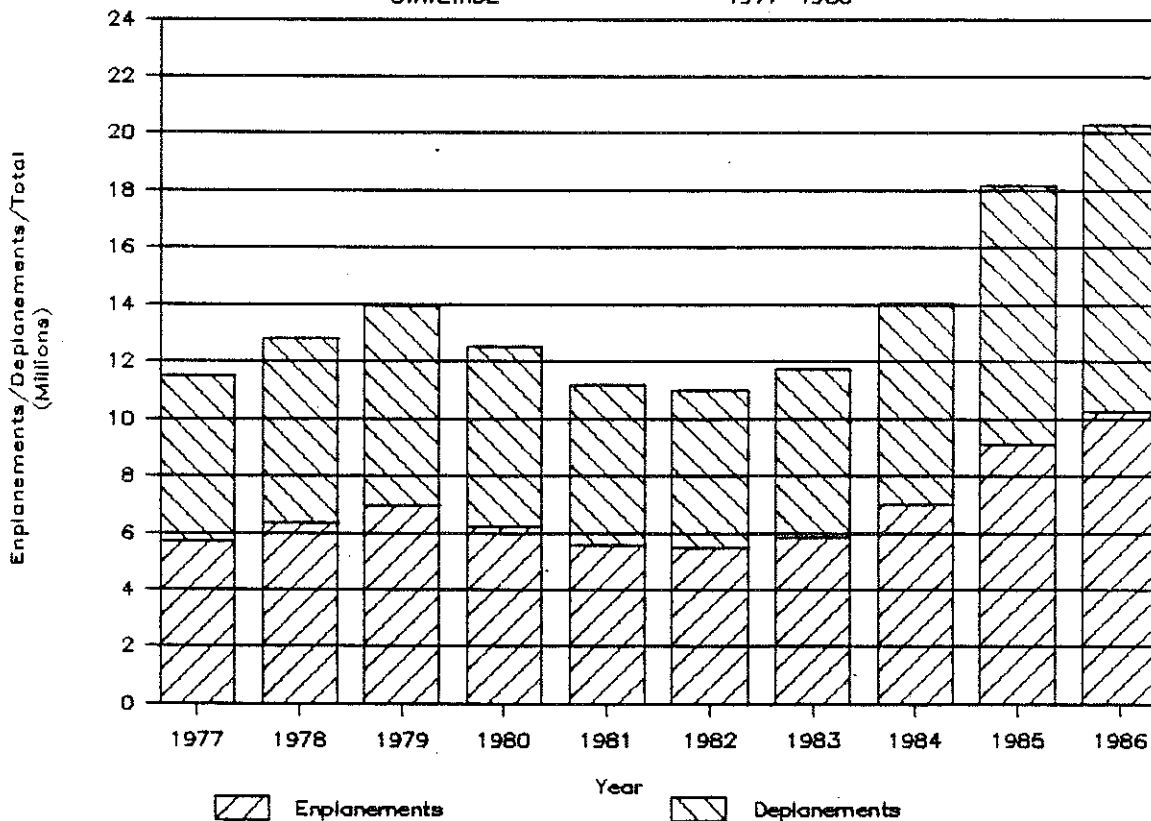
- 3) Detroit City Airport is unusual in that it has no scheduled air service on the weekends, nor does it have service to any city in Michigan.

STATEWIDE PASSENGERS

Michigan, with 20,288,826 total passengers, experienced an 11.5 percent increase in 1986 over the previous year. This figure represents an all time high. Historically, the state has enjoyed a tremendous rate of increase in the level of total passengers since 1982. Monthly figures for 1986 have shown increases in each month over the previous year since 1982 (with the exception of January and April of 1983). The state as a whole shows little or no seasonal variation. There is no doubt that Detroit Metropolitan Airport plays the dominant role in Michigan's air service network. It accounts for 84.1 percent of the state's total passengers, 64.6 percent of all non-stop arrivals and 34.9 percent of the non-stop arrivals from Michigan origins. The overall statewide increase without Detroit Metro included was 202,486 total passenger or 6.7 percent.

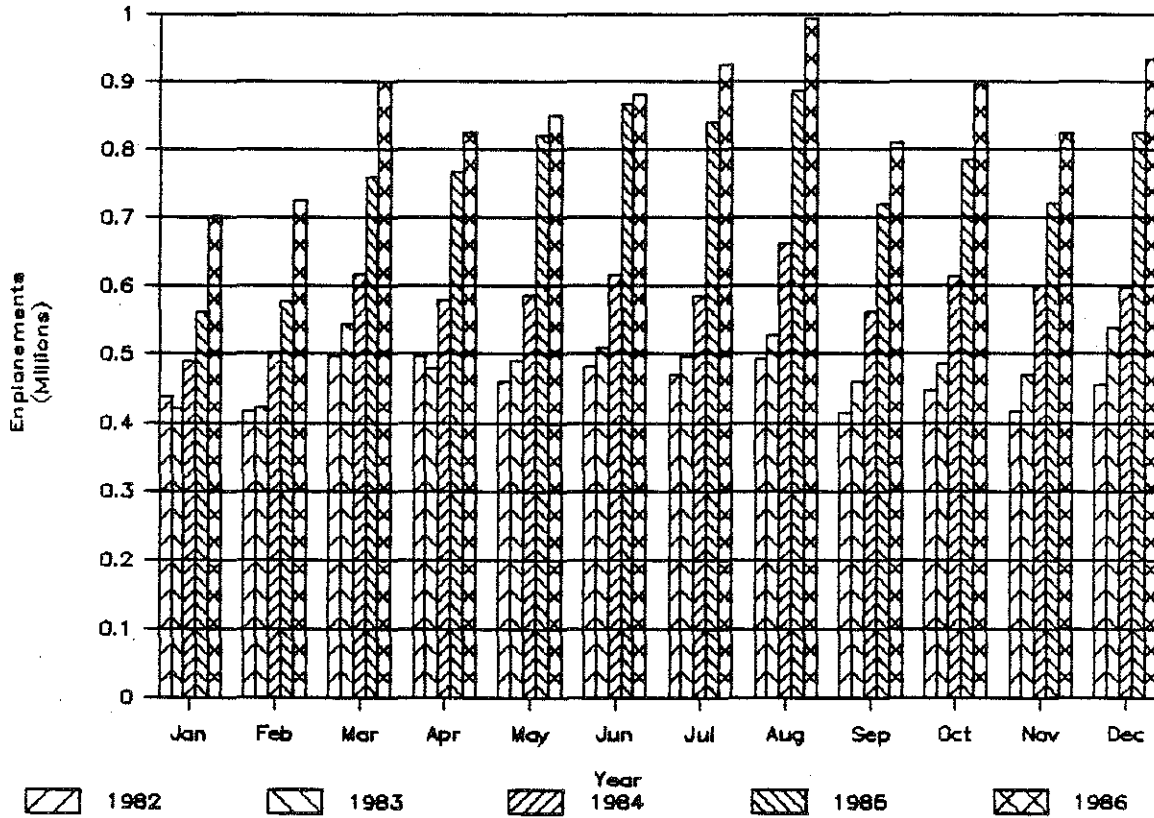
ANNUAL TOTAL PASSENGERS—10 YEAR HISTORY

STATEWIDE 1977-1986



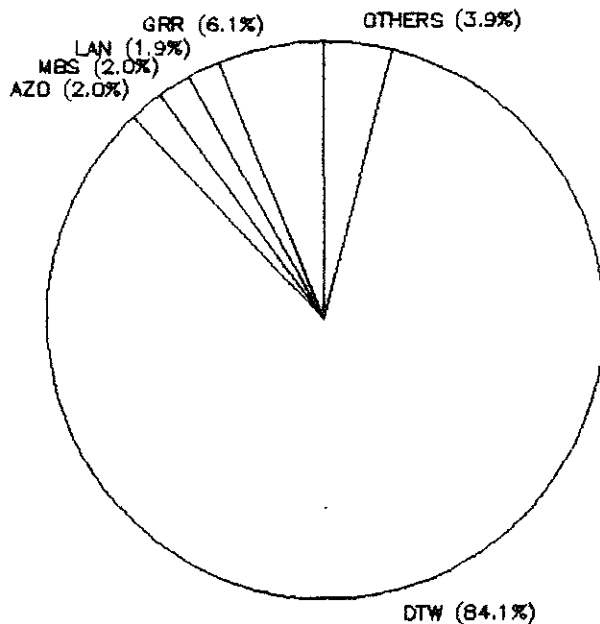
MONTHLY ENPLANEMENTS — 5 YEAR HISTORY

STATEWIDE 1982-1986



COMPARISON OF AIR CARRIER AIRPORTS

STATEWIDE 1986



AZO: Kalamazoo
 DTW: Detroit Metro
 GRR: Grand Rapids
 LAN: Lansing
 MBS: Saginaw

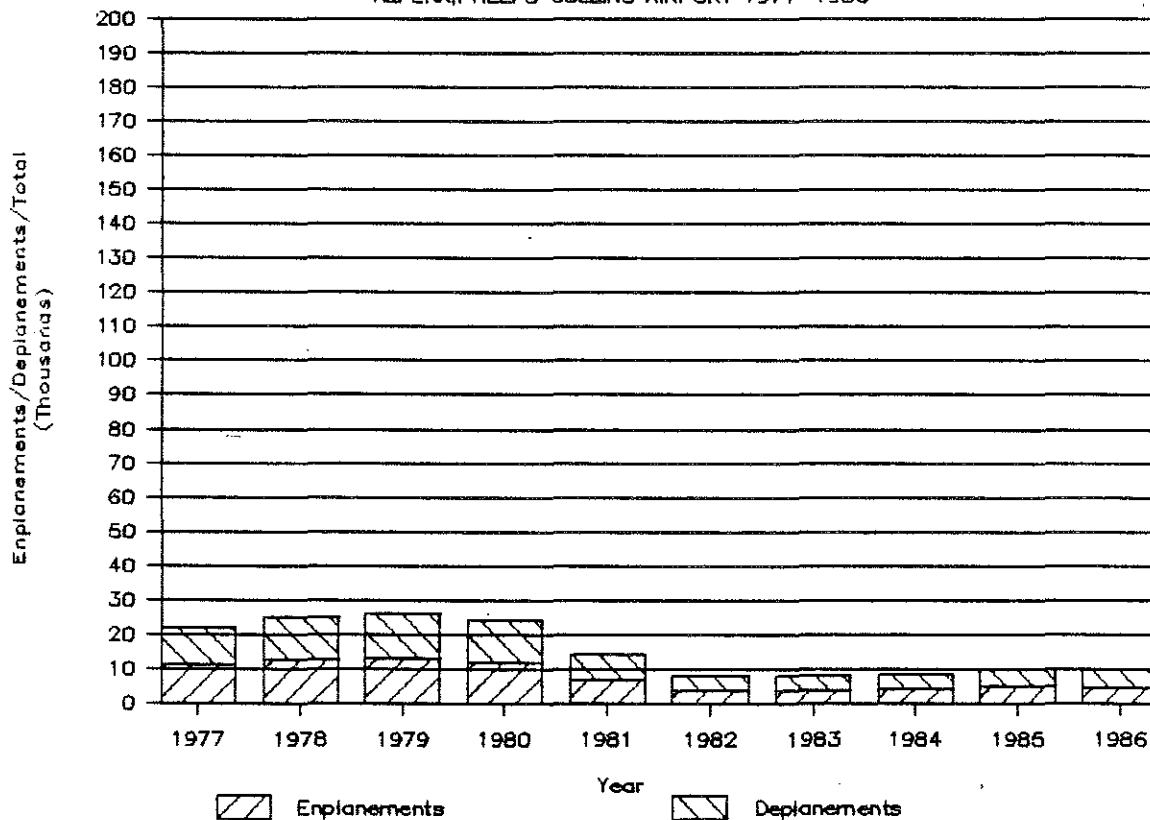
ALPENA, PHELPS COLLINS AIRPORT

Alpena, with 10,048 total passengers, experienced a 0.6 percent increase in 1986 over the previous year. Historically, the Phelps Collins Airport has experienced a decline in total passengers from the 1979 high to a low point in 1982. Since that time, there has been steady growth. The 1986 monthly figures show five months with higher levels of passengers enplanements than in 1985. The months of August and October showed five year highs in 1986. In the past five years, Alpena has not shown the degree of tourist related, seasonal variation that is shown by other northern lower peninsula air carrier locations. Phelps Collins ranked eighteenth in the state in total passengers with less than 0.1 percent of the statewide total.

Airport management expressed the opinion that they are maintaining a steady level of activity. In 1986, the sole air carrier serving Alpena made more seats available. A March 1986 crash, which resulted in several fatalities, did not apparently have any significant effect on passenger levels at the facility.

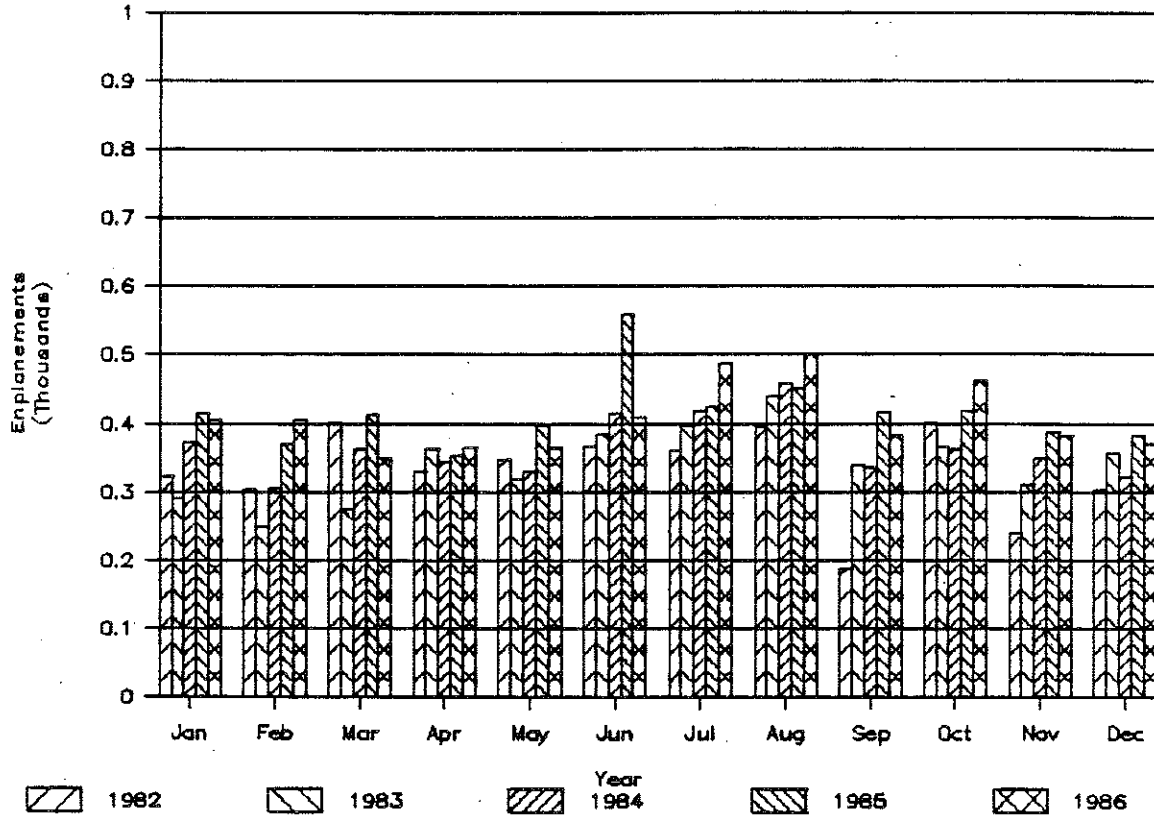
ANNUAL TOTAL PASSENGERS—10 YEAR HISTORY

ALPENA, PHELPS COLLINS AIRPORT 1977-1986



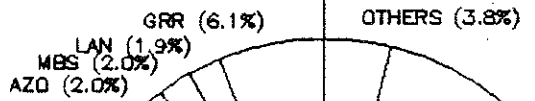
MONTHLY ENPLANEMENTS — 5 YEAR HISTORY

ALPENA, PHELPS COLLINS AIRPORT 1982-1986



COMPARISON OF AIR CARRIER AIRPORTS

ALPENA, PHELPS COLLINS AIRPORT 1986
APN (0.0%)



APN: Alpena
 KID: Kalamazoo
 DTW: Detroit Metro
 GRR: Grand Rapids
 LAN: Lansing
 MBS: Saginaw

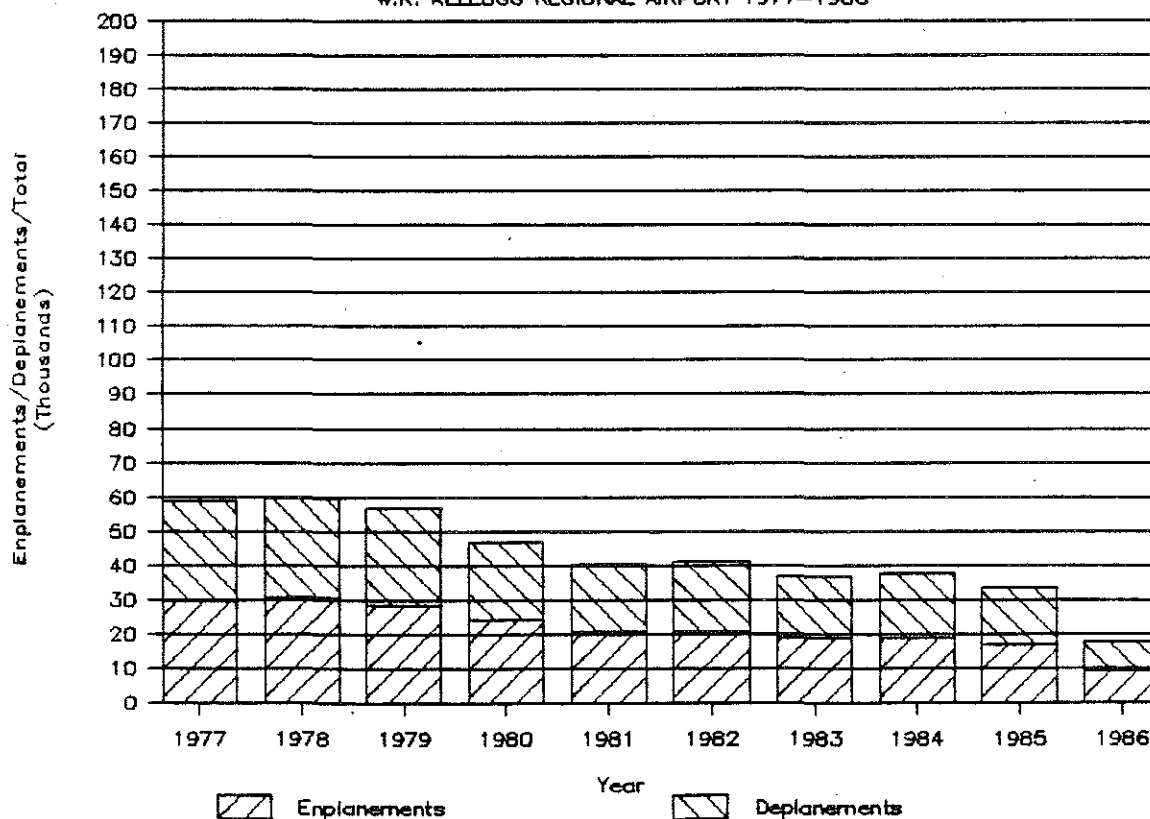
BATTLE CREEK, W.K. KELLOGG REGIONAL AIRPORT

Battle Creek, with 17,842 total passengers, experienced a 46.5 percent decline in 1986 from the previous year. This was Battle Creek's most significant decrease in ten years. Historically, Kellogg Regional Airport has experienced a general decline in total passengers over the last ten years. The 1986 monthly figures show a three year downward trend in each of the months except for May (when 1985 was greater than 1984). Battle Creek has shown a slight tendency towards seasonal downswings at the end of the year. Kellogg Regional Airport ranked thirteenth in the state in total passengers with 0.1 percent of the statewide total.

Airport management stated that the decline in total passengers was due to the direct impact of airline instituted service cuts. The service curtailment resulted in far less convenience for Battle Creek area passengers, perhaps driving them to other regional facilities offering superior service, such as Kalamazoo. This decline in service occurs even though the Battle Creek area economy is stable.

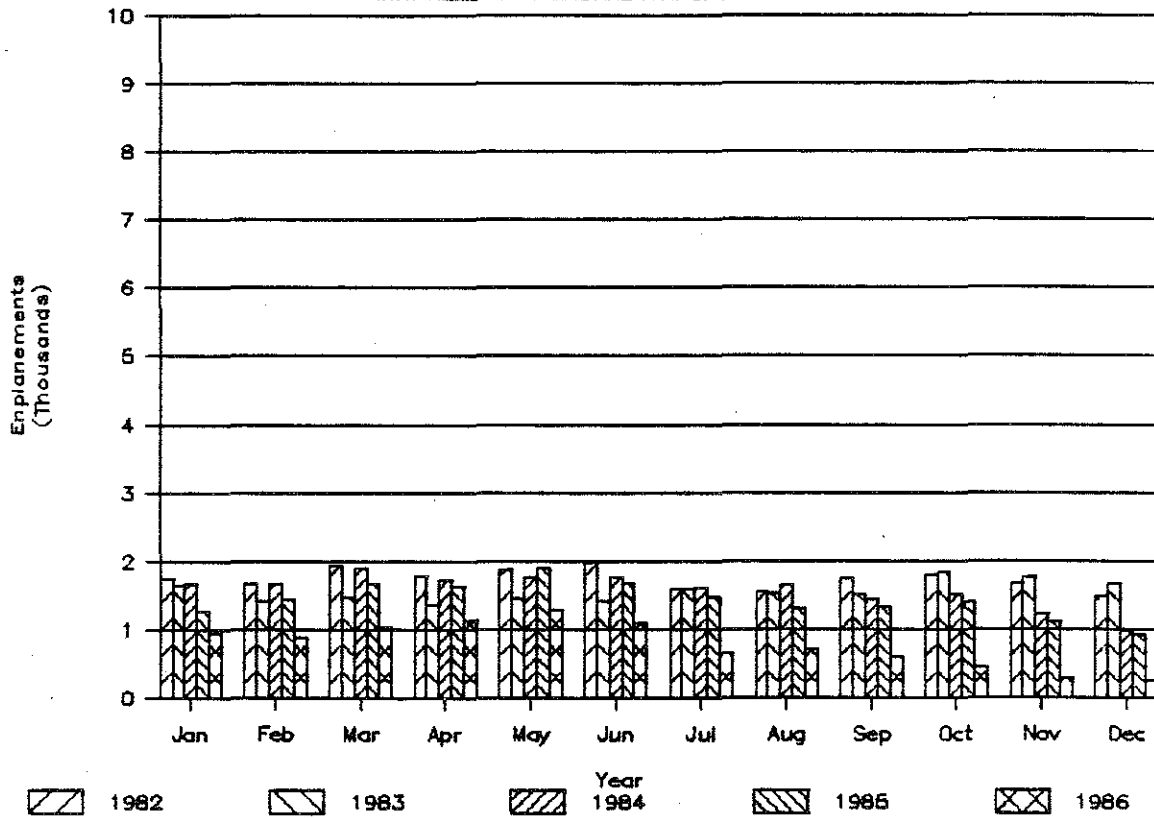
ANNUAL TOTAL PASSENGERS—10 YEAR HISTORY

W.K. KELLOGG REGIONAL AIRPORT 1977-1986



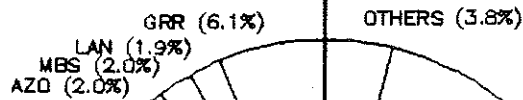
MONTHLY ENPLANEMENTS — 5 YEAR HISTORY

W.K. KELLOGG REGIONAL AIRPORT 1982-1986



COMPARISON OF AIR CARRIER AIRPORTS

W.K. KELLOGG REGIONAL AIRPORT 1986
BTL (0.1%)



DTW (84.1%)

- AZD: Kalamazoo
- BTL: Battle Creek
- DTW: Detroit Metro
- GRR: Grand Rapids
- LAN: Lansing
- MBS: Saginaw

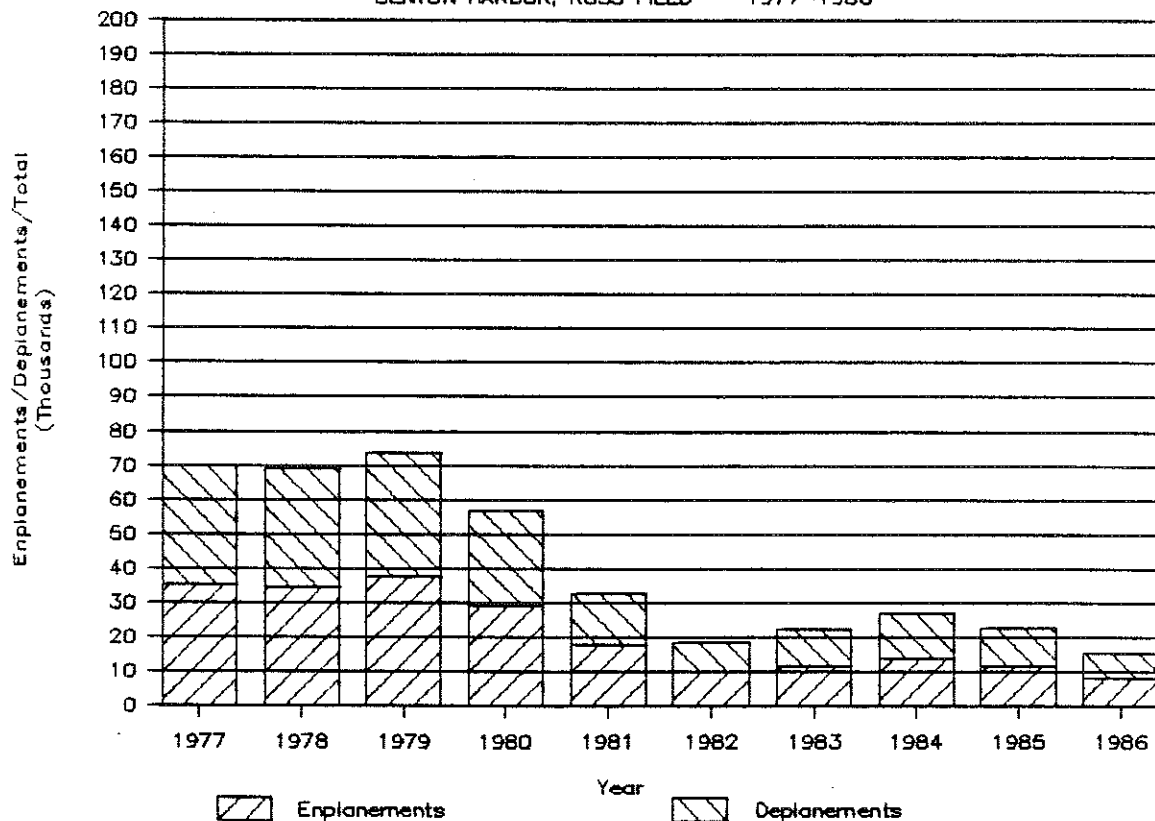
BENTON HARBOR, ROSS FIELD

Benton Harbor, with 15,538 total passengers, experienced a 31.8 percent decline in 1986 from the previous year. Historically, Ross Field has experienced a gradual decline in total passengers over the last three years. The 1986 monthly figures were individually lower than their 1985 counterparts except in May. Benton Harbor shows little or no seasonal variation. Ross Field ranked fifteenth in the state in total passengers with 0.1 percent of the statewide total.

Airport management stated that the major reasons for the downturn in total passengers were a sluggish economy and the loss of the early morning (7:00 a.m.) flight to Chicago. The inability to reach Chicago for early morning appointments was due to the loss (in mid-1985) of service by the carrier operating this flight. The takeover of service by another airline did not result in a replacement for this convenient service. The overall level of service from Ross Field to Chicago in 1986, was half that of 1985 (from four flights per day to two).

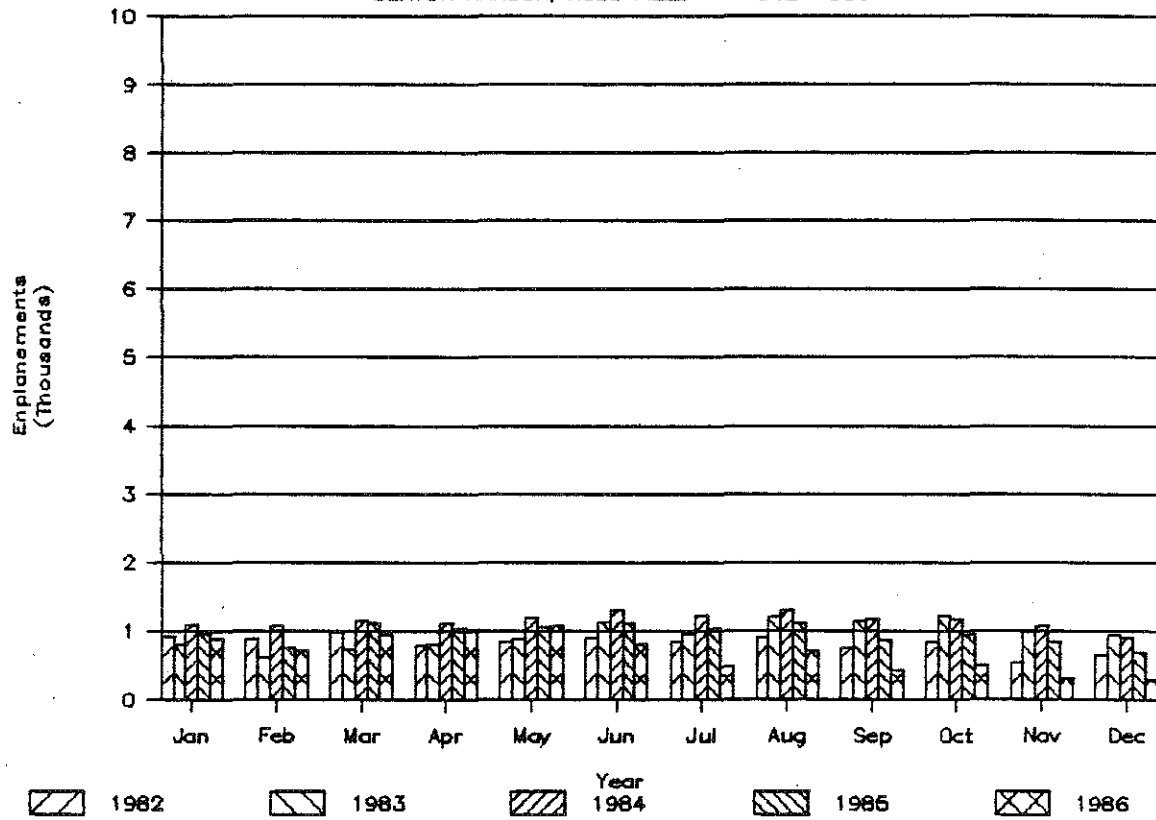
ANNUAL TOTAL PASSENGERS—10 YEAR HISTORY

BENTON HARBOR, ROSS FIELD 1977-1986



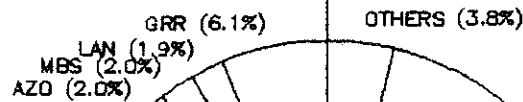
MONTHLY ENPLANEMENTS — 5 YEAR HISTORY

BENTON HARBOR, ROSS FIELD 1982-1986



COMPARISON OF AIR CARRIER AIRPORTS

BENTON HARBOR, ROSS FIELD 1986
BEH (0.1%)



DTW (84.1%)

- AZO: Kalamazoo
- BEH: Benton Harbor
- DTW: Detroit Metro
- GRR: Grand Rapids
- LAN: Lansing
- MBS: Saginaw

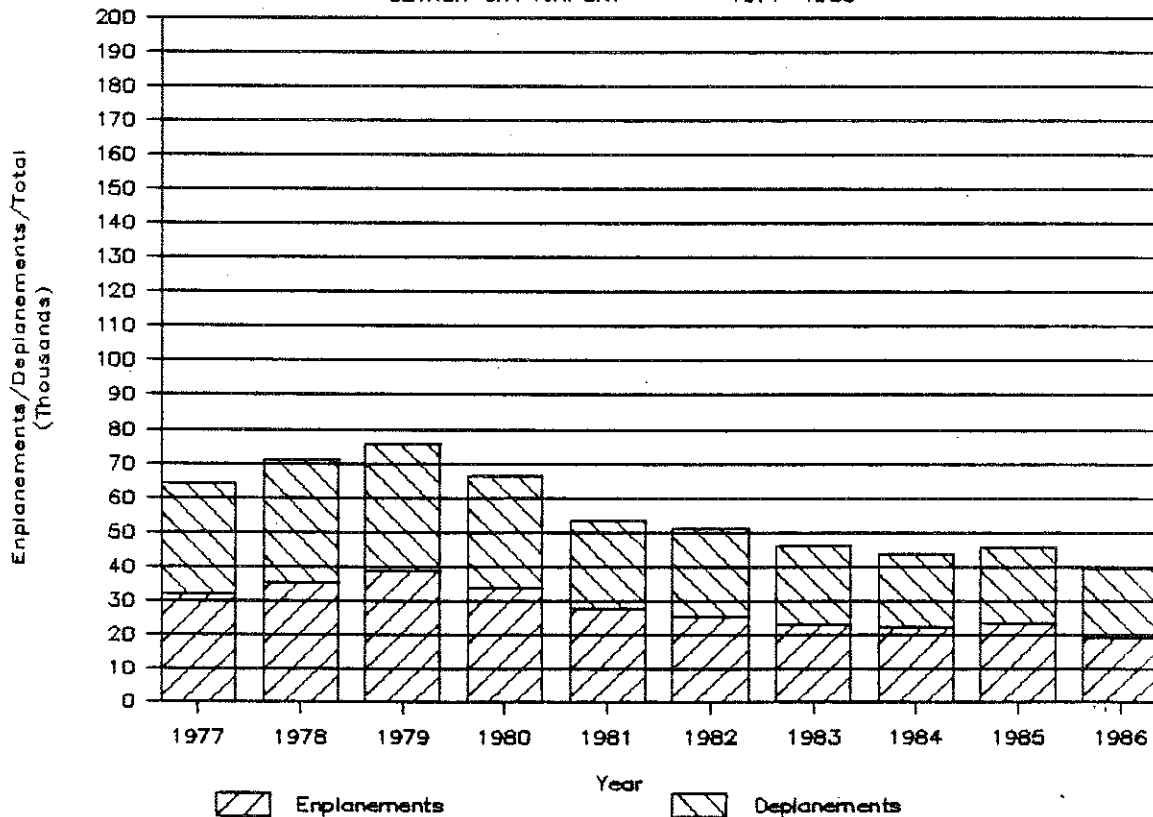
DETROIT CITY AIRPORT

Detroit City Airport, with 39,414 total passengers, experienced a 13.7 percent decline in 1986 from the previous year. Historically, Detroit City Airport has experienced a gradual decline in total passengers since 1979 with the exception of a minor upturn in 1985. The 1986 monthly figures showed decreases in each month from the 1985 figures. However, seven months had higher totals than the same month in 1984. This location shows little or no seasonal variation. Detroit City Airport ranked tenth in the state in total passengers with 0.2 percent of the statewide total.

Airport management attributed the downturn to the loss of two commuter carriers during the year. This combined with the loss of one other carrier at the end of 1985 left the facility with only three carriers providing service. This has resulted in fewer flights and seats to and from this facility. It has also left Detroit City Airport with a market which is restricted primarily to service between the central business districts of it's destination cities. This service is a major advantage of Detroit City Airport over other facilities in the Detroit metropolitan area.

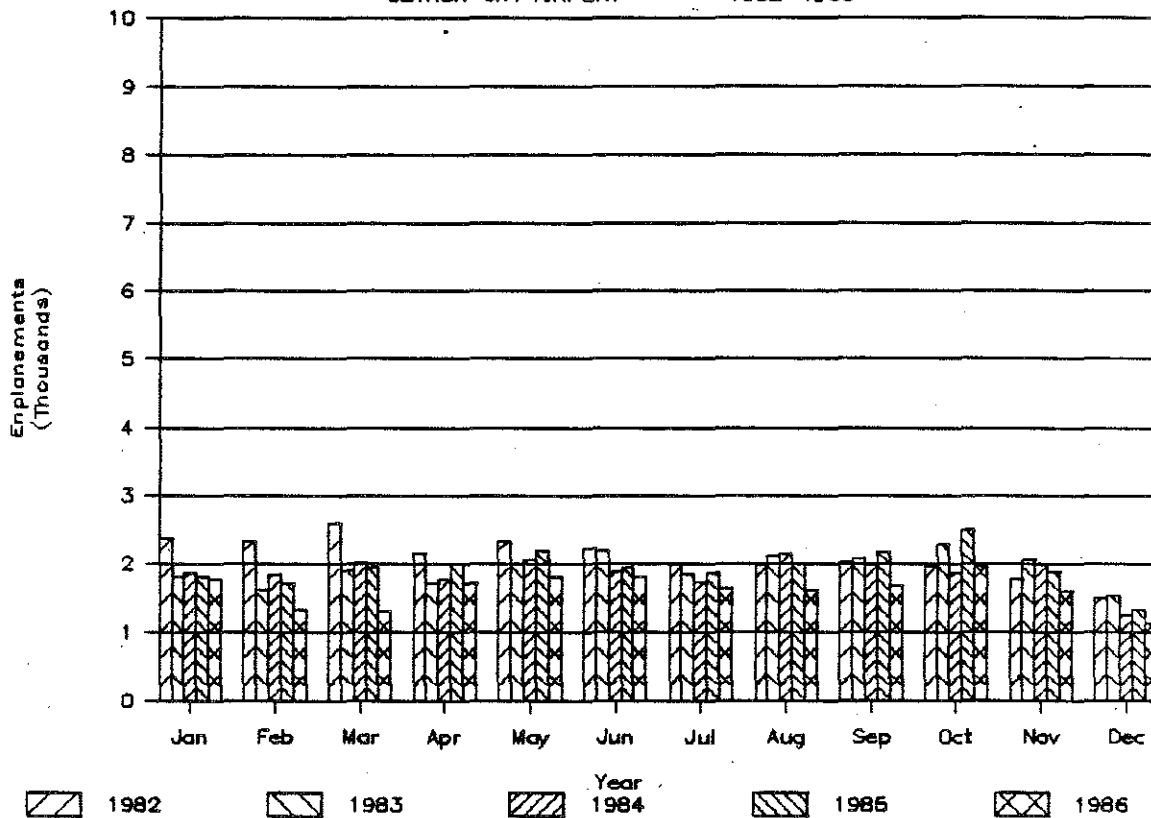
ANNUAL TOTAL PASSENGERS—10 YEAR HISTORY

DETROIT CITY AIRPORT 1977-1986



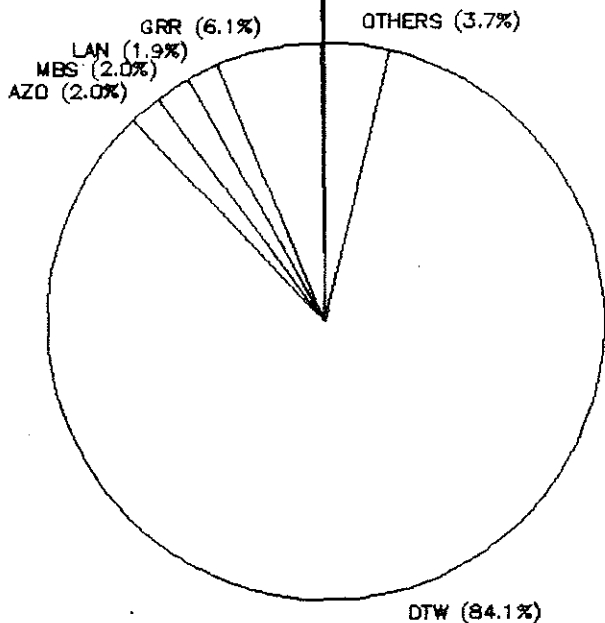
MONTHLY ENPLANEMENTS — 5 YEAR HISTORY

DETROIT CITY AIRPORT 1982-1986



COMPARISON OF AIR CARRIER AIRPORTS

DETROIT CITY AIRPORT 1986
DET (0.2%)



AZO: Kalamazoo
DET: Detroit City
DTW: Detroit Metro
GRR: Grand Rapids
LAN: Lansing
MBS: Saginaw

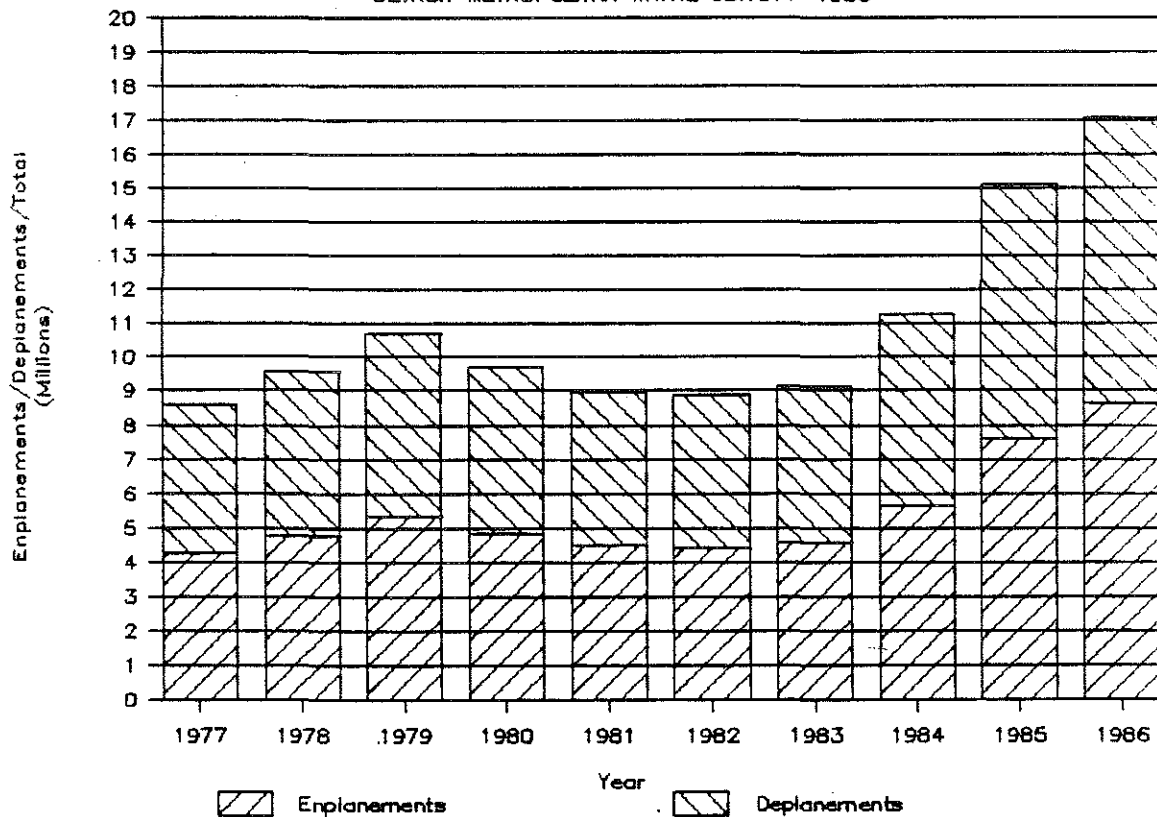
DETROIT METROPOLITAN WAYNE COUNTY AIRPORT

Detroit Metro Airport, with 17,071,730 total passengers, experienced a 13.0 percent increase in 1986 over the previous year. This surpasses the previous all time record set in 1985. Historically, Metro Airport has enjoyed a strong growth in total passengers since 1982. After 1982, each year's monthly figures have shown increases over the previous year. Since 1983, Detroit Metro has shown a seasonal variation, with increases in total passengers occurring over the summer months and peaking in August. Increases occur during the traditional family holiday periods as well. Metro Airport ranked first in the state in total passengers with 84.1 percent of the statewide total. Metropolitan Airport's share of the statewide total passengers has increased in each of the years since 1983.

One of the factors to which airport management attributed the strong figures were the "hubbing" activities of a major carrier and it's regional/commuter feeder airlines. Additionally, the competitive market at Metro led to lower rates and more convenient schedules (more non-stop services). It was felt that this factor drew cost conscious passengers from a broader region. Metro Airport management expressed the opinion that the growth was directly attributable to the continued efficiency of the deregulated air service environment. Increases were also attributed to the general improvement and diversification of the Detroit area economy.

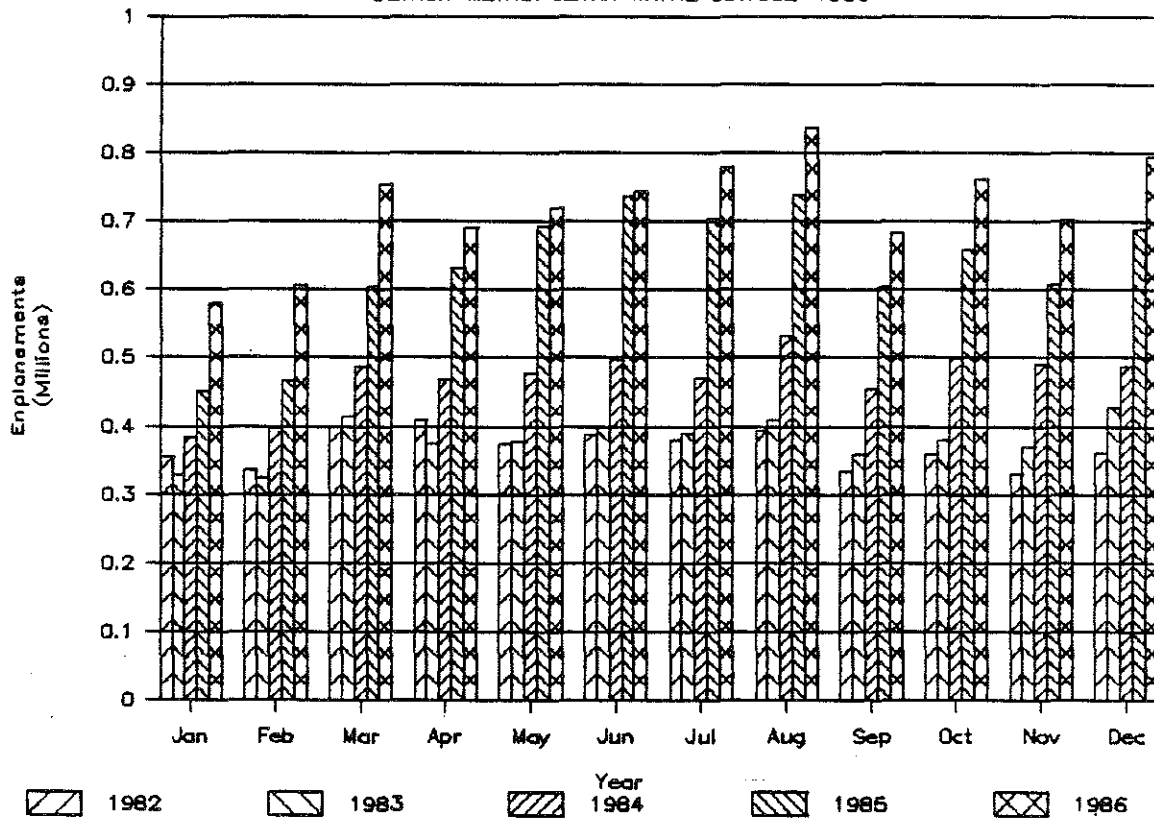
ANNUAL TOTAL PASSENGERS—10 YEAR HISTORY

DETROIT METROPOLITAN WAYNE CO. 1977-1986



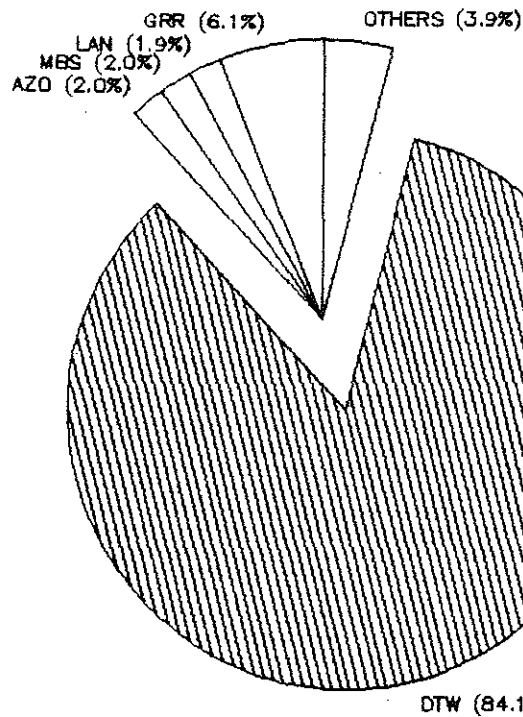
MONTHLY ENPLANEMENTS — 5 YEAR HISTORY

DETROIT METROPOLITAN WAYNE CO. 1982-1986



COMPARISON OF AIR CARRIER AIRPORTS

DETROIT METROPOLITAN WAYNE COUNTY 1986



AZO: Kalamazoo
 DTW: Detroit Metro
 GRR: Grand Rapids
 LAN: Lansing
 MBS: Saginaw

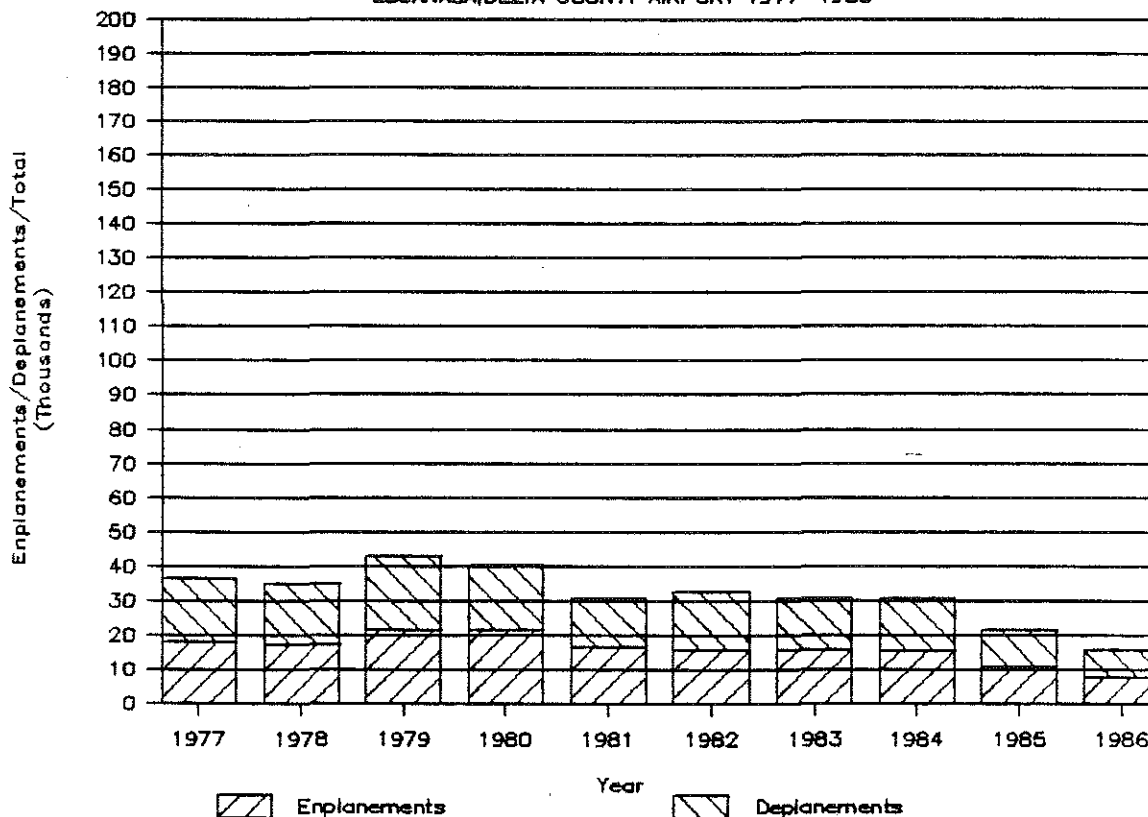
ESCANABA, DELTA COUNTY AIRPORT

Escanaba, with 15,561 total passengers, experienced a 27.4 percent decline in 1986 from the previous year. Historically, Delta County Airport has experienced a gradual decline in total passengers since 1979 with the exception of a minor upturn in 1982. The 1986 monthly figures have shown decreases in each month from the previous year since 1983. Escanaba shows little or no seasonal variation. Delta County Airport ranked fourteenth in the state in total passengers with 0.1 percent of the statewide total.

Airport management has attributed the decline in total passengers to the increasing inconvenience and costs involved with flying in and out of Escanaba. An example given was the decrease in the number of destinations served non-stop from Escanaba (as in the loss of a flight to Lansing in October, 1985). It was felt that passenger dissatisfaction with the lone air carrier serving Delta County Airport, led to their driving to Green Bay, Wisconsin to obtain less expensive service and a greater choice of flights. Results of the Governor's Air Service Task Force Study confirmed this observation. Of nine categories rated by passengers who had completed a flight to or from Escanaba, seven categories were rated as less than good.

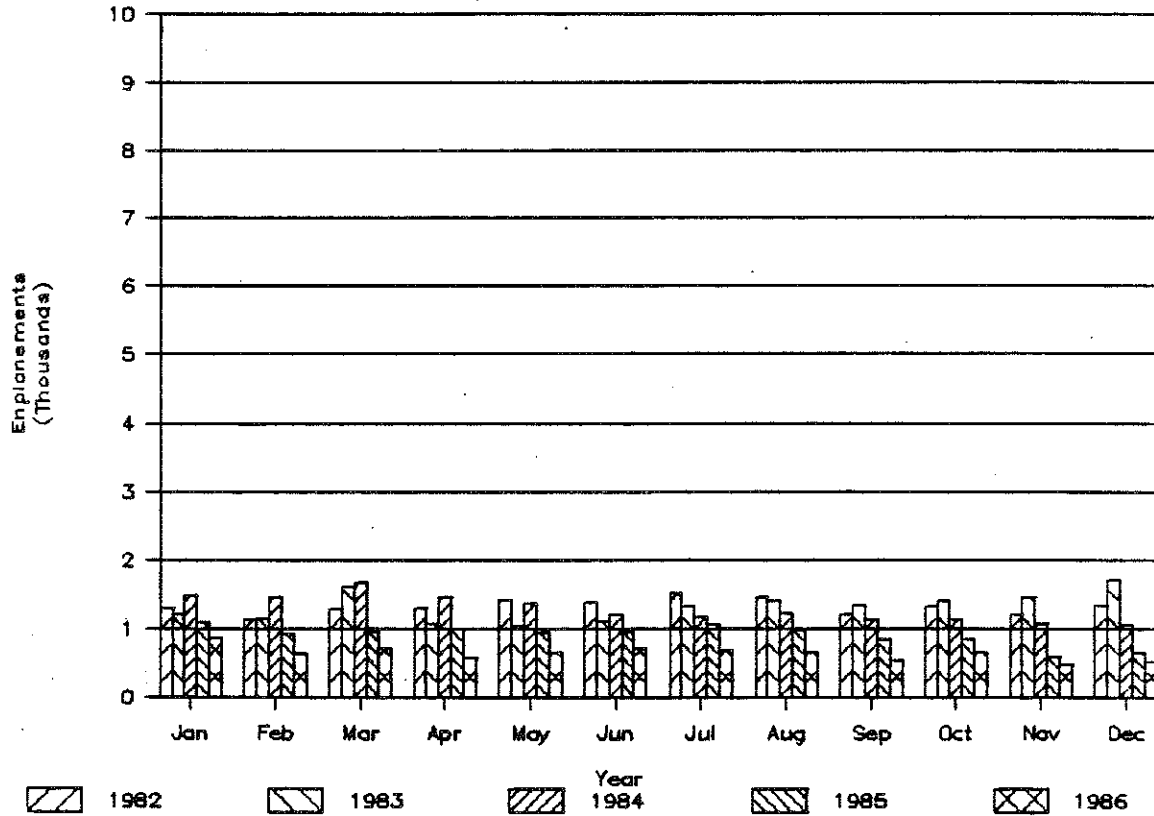
ANNUAL TOTAL PASSENGERS—10 YEAR HISTORY

ESCANABA, DELTA COUNTY AIRPORT 1977-1986



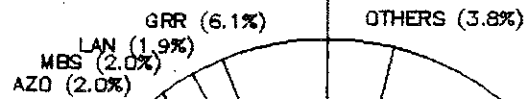
MONTHLY ENPLANEMENTS — 5 YEAR HISTORY

ESCANABA, DELTA COUNTY AIRPORT 1982-1986



COMPARISON OF AIR CARRIER AIRPORTS

ESCANABA, DELTA COUNTY AIRPORT 1986
 ESC (0.1%)



DTW (84.1%)

AZO: Kalamazoo
 DTW: Detroit Metro
 ESC: Escanaba
 GRR: Grand Rapids
 LAN: Lansing
 MBS: Saginaw

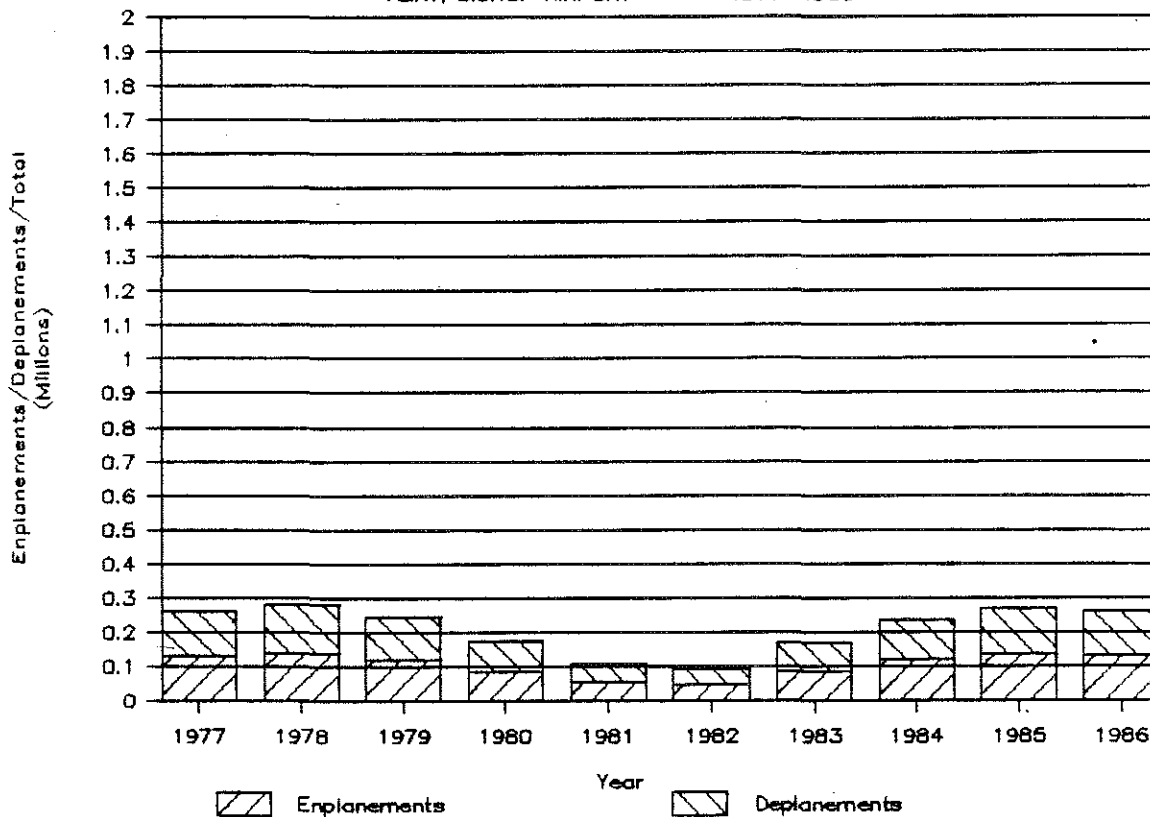
FLINT, BISHOP AIRPORT

Flint, with 259,925 total passengers, experienced a 2.8 percent decline in 1986 from the previous year. Historically, Bishop Airport has experienced a gradual increase in total passengers since 1982 with the exception of the minor downturn in 1986. The monthly figures show increases in each month from the previous year for the period 1982 through 1985. The 1986 monthly figures showed increases in only three months. Flint shows little or no seasonal variation. Bishop Airport ranked sixth in the state in total passengers with 1.3 percent of the statewide total.

Airport management attributed the decline to a general reluctance of passengers to utilize Simmons Airlines, due to their perception of the large number of cancelled flights by the carrier. This factor, combined with the relatively short drive to Detroit Metropolitan Airport (73 freeway miles separate the facilities) is felt to have led a number of passengers to make the drive to Detroit for less expensive service and a greater choice of flights. In 1986, there was a great deal of change with the carriers serving Bishop Airport. Comair began service in December, replacing two carriers, one of which terminated service in May and the other which served only during the month of August.

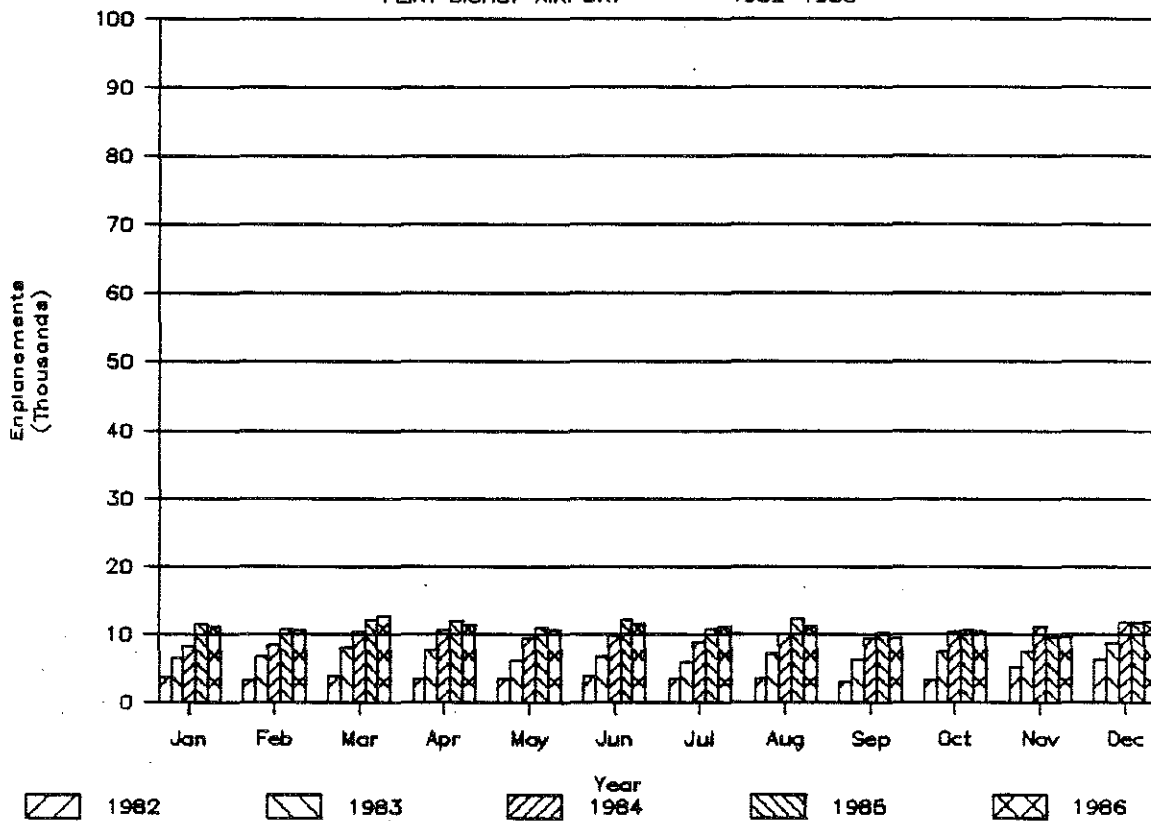
ANNUAL TOTAL PASSENGERS—10 YEAR HISTORY

FLINT, BISHOP AIRPORT 1977-1986



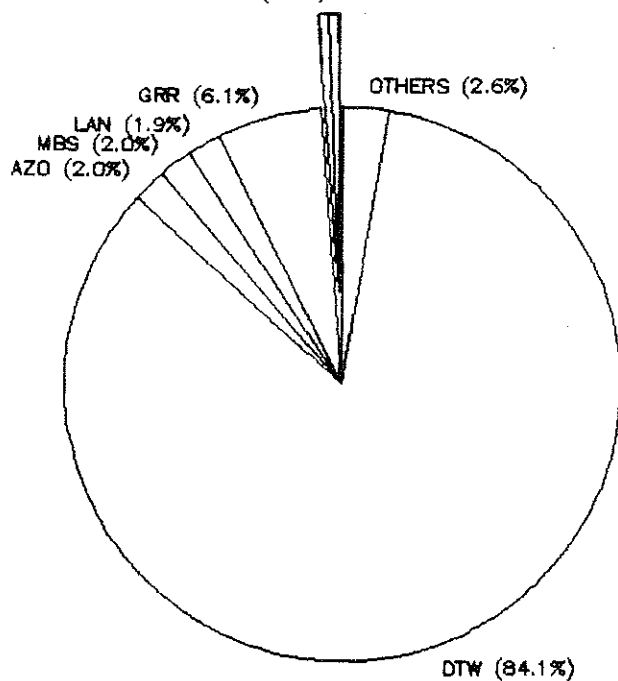
MONTHLY ENPLANEMENTS — 5 YEAR HISTORY

FLINT BISHOP AIRPORT 1982-1986



COMPARISON OF AIR CARRIER AIRPORTS

FLINT, BISHOP AIRPORT FNT (1.3%) 1986



AZO: Kalamazoo
 DTW: Detroit Metro
 FNT: Flint
 GRR: Grand Rapids
 LAN: Lansing
 MBS: Saginaw

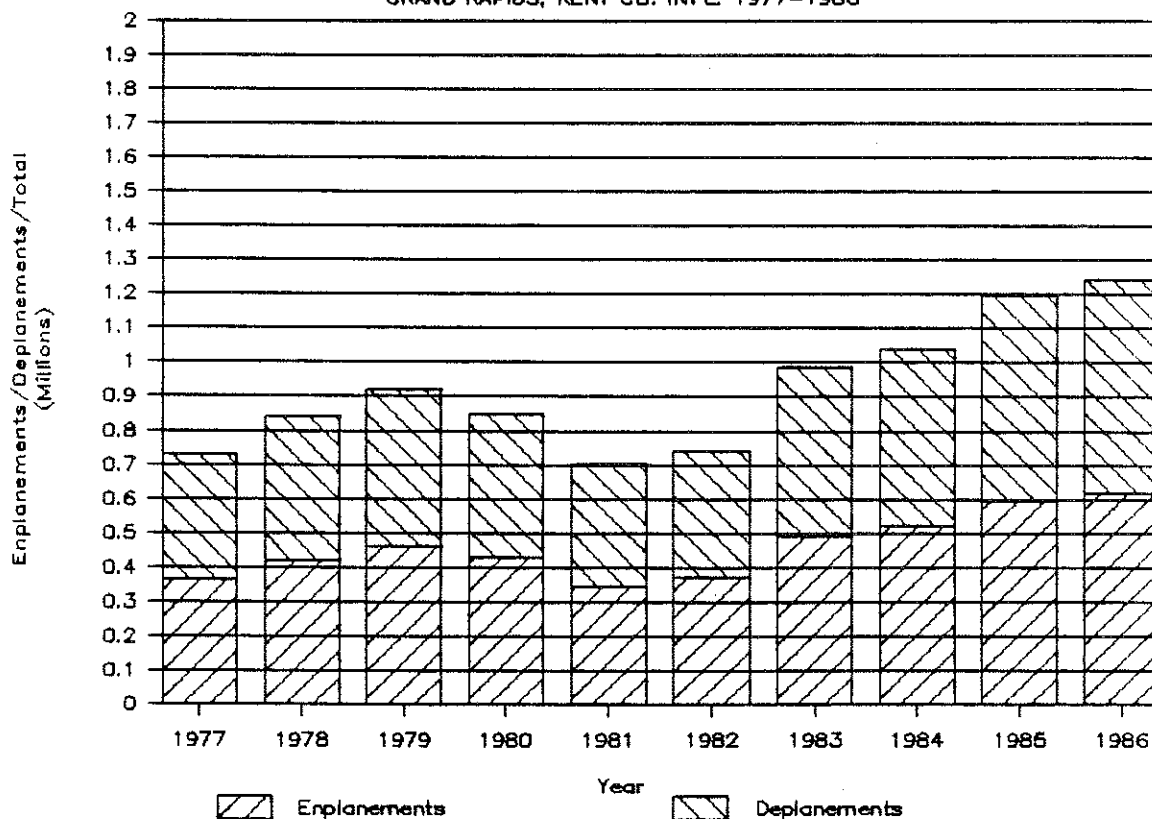
GRAND RAPIDS, KENT COUNTY INTERNATIONAL AIRPORT

Grand Rapids, with 1,243,629 total passengers, experienced a 4.0 percent increase in 1986 over the previous year. This figure represented an all time record high for the facility. Historically, Kent County Airport has enjoyed steady growth since 1981. Monthly figures for 1986 showed increases in nine of the twelve months. Grand Rapids has been subject to shifting seasonal variations in total passengers since 1982. Kent County Airport ranked second in the state in total passengers with 6.1 percent of the statewide total.

Airport management attributed the increase to the effective pursuit of airlines by the airport board and community leaders. The western Michigan geography and its economic separation from the Detroit area, also were noted as reasons for the increase. The Grand Rapids economy is more diversified and not as sensitive to fluctuations in the automobile industry. Airlines expressed satisfaction with the 10,000 foot runway available at Kent County Airport. It was also noted that the airlines enjoyed relatively high load factors. Passengers appreciated the choice of services. The fact that the increase was relatively low was attributed to ongoing construction, which has affected the parking facilities and terminal areas used by passengers since 1985.

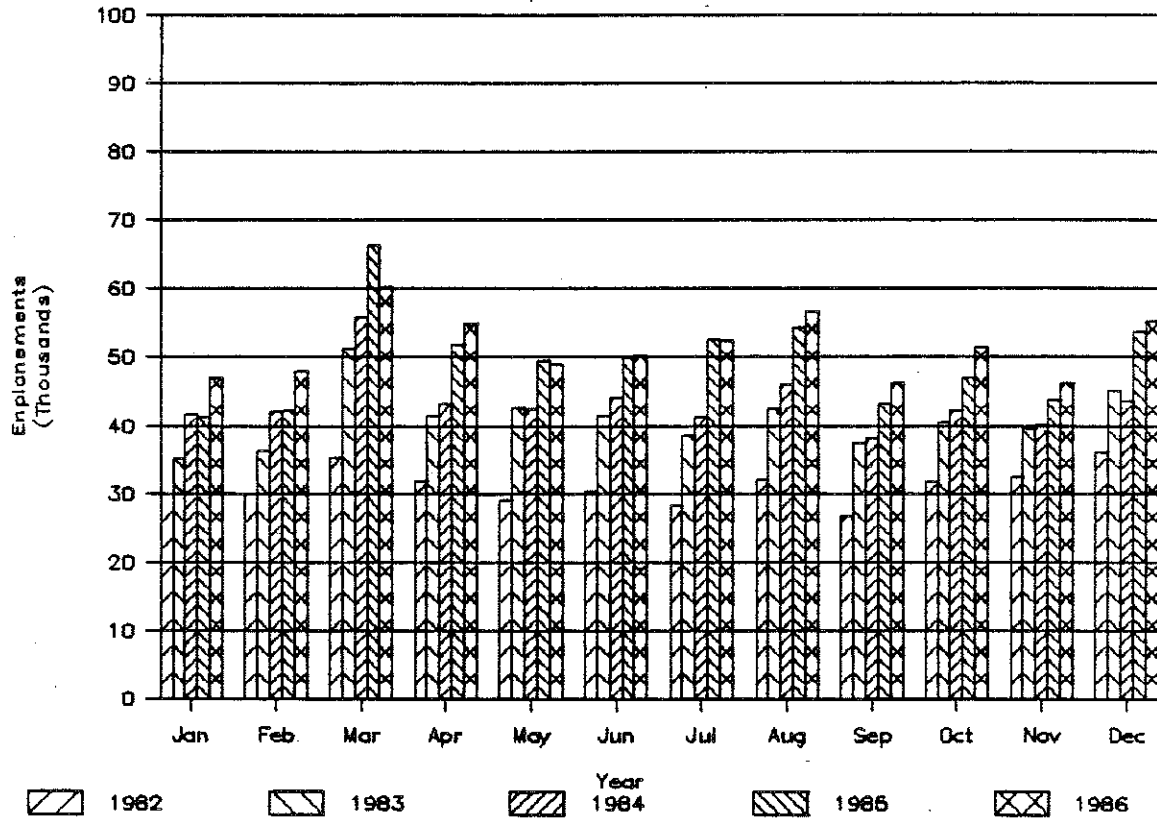
ANNUAL TOTAL PASSENGERS—10 YEAR HISTORY

GRAND RAPIDS, KENT CO. INTL. 1977-1986



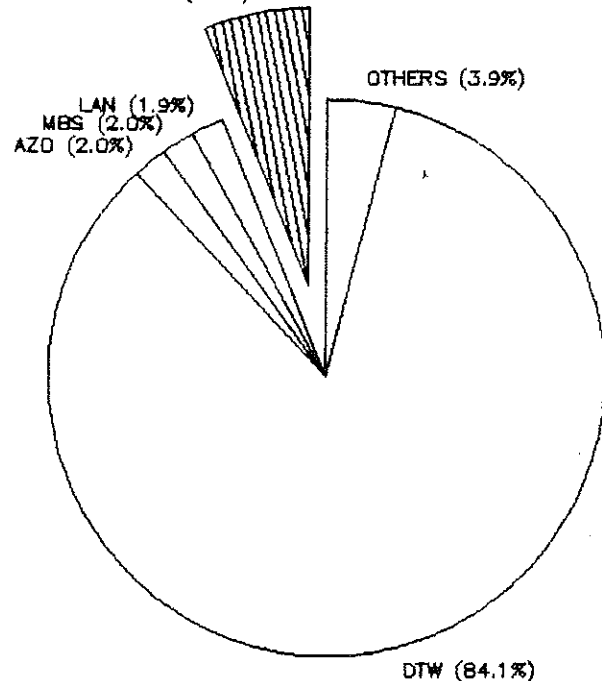
MONTHLY ENPLANEMENTS — 5 YEAR HISTORY

GRAND RAPIDS, KENT COUNTY INTL. 1982-1986



COMPARISON OF AIR CARRIER AIRPORTS

GRAND RAPIDS, KENT COUNTY INT'L 1986
GRR (6.1%)



AZO: Kalamazoo
DTW: Detroit Metro
GRR: Grand Rapids
LAN: Lansing
MBS: Saginaw

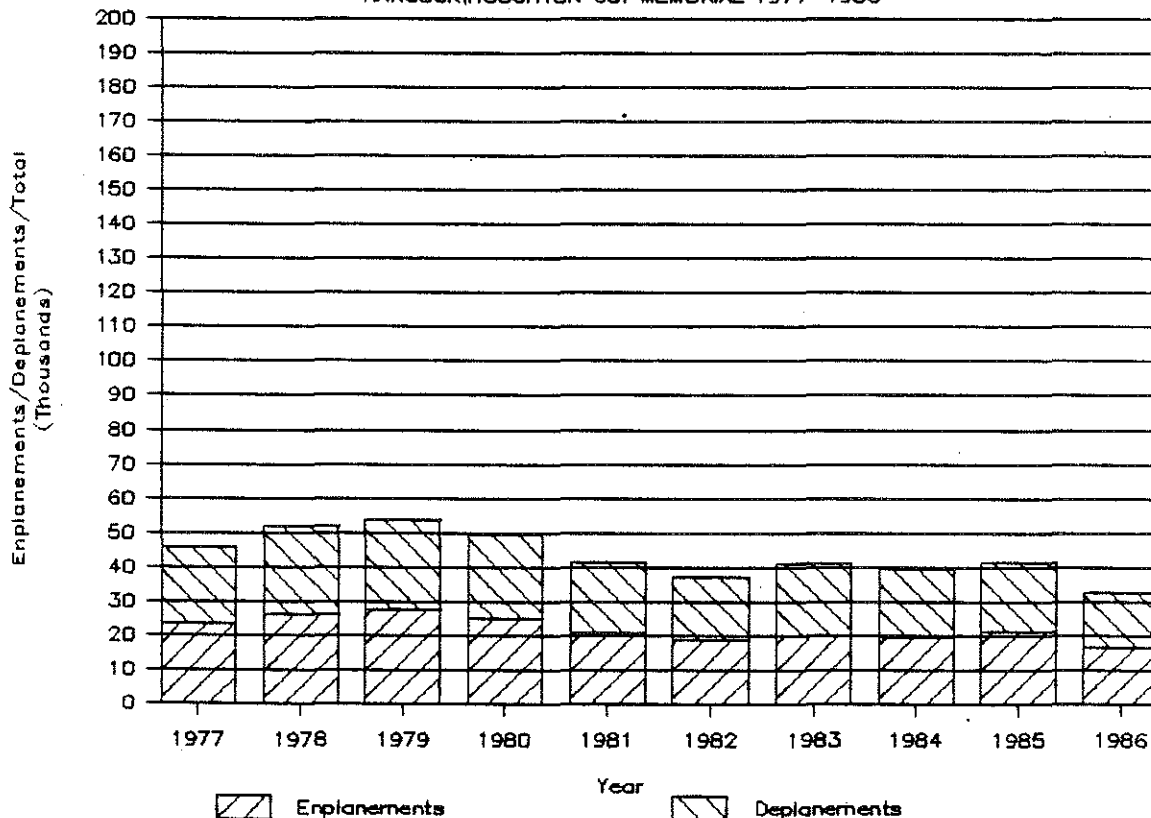
HANCOCK, HOUGHTON COUNTY MEMORIAL AIRPORT

Houghton/Hancock, with 32,700 total passengers, experienced a 21.4 percent decline in 1986 from the previous year. Historically, this facility had remained relatively constant between 41,000 and 37,000 annual total passengers since 1981. However, in 1986, the figure dropped to 32,700, a ten year low. The 1986 monthly figures showed decreases in each month from the previous year. Houghton/Hancock shows little or no seasonal variation. Houghton County Memorial Airport ranked twelfth in the state in total passengers with 0.2 percent of the statewide total.

Airport management attributed a part of the drop to a statistical/counting aberration caused by a shift of passengers to a new, unscheduled, charter air taxi operation. These passengers, while still originating and terminating at Houghton County Memorial Airport, are not included in the air carrier statistical counts. Apart from this consideration, was the slow turnaround in the Houghton/Hancock area economy. Though the ATR 42 equipment was cited as having a great deal of passenger appeal, the general perception of the lone carrier in the market led many to drive to Green Bay, Wisconsin in search of less expensive service and a greater choice of flights.

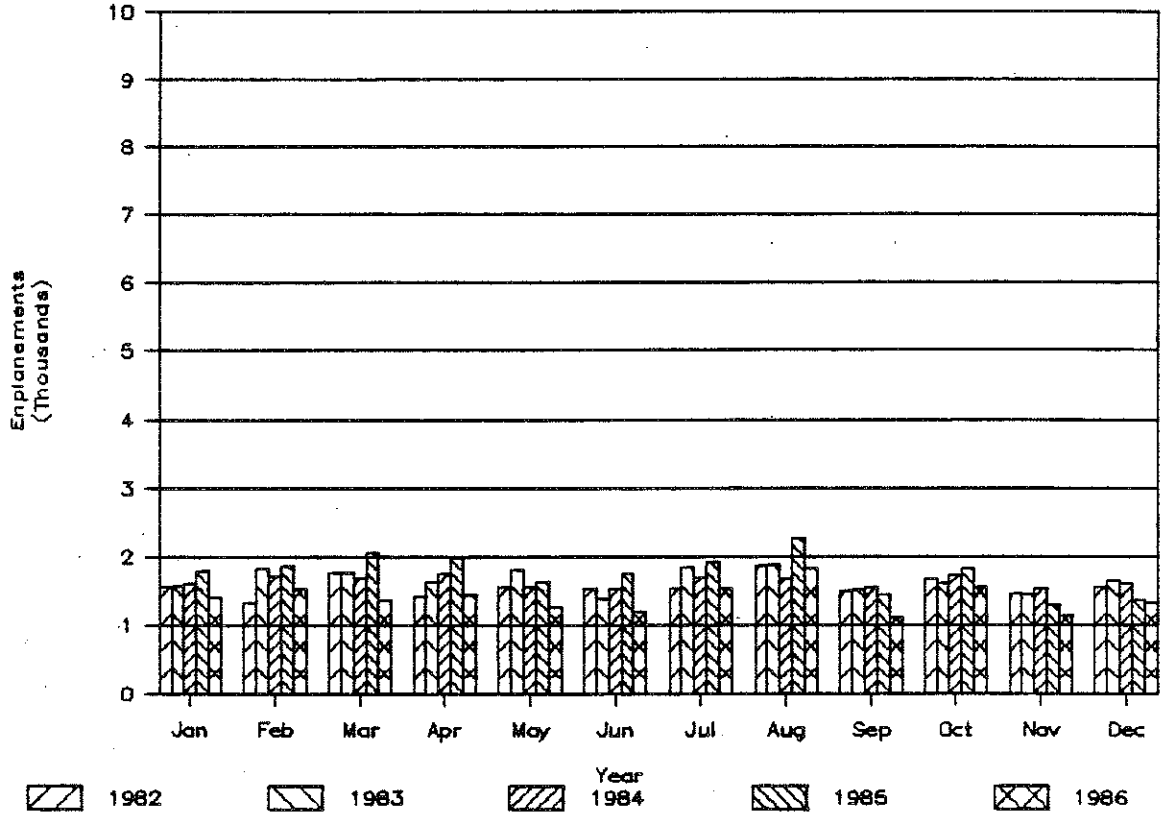
ANNUAL TOTAL PASSENGERS—10 YEAR HISTORY

HANCOCK, HOUGHTON CO. MEMORIAL 1977-1986



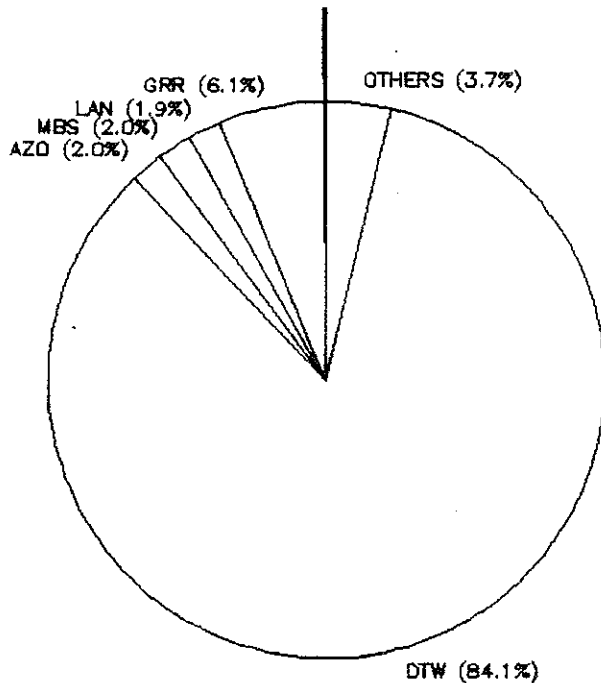
MONTHLY ENPLANEMENTS — 5 YEAR HISTORY

HANCOCK, HOUGHTON CO. MEMORIAL 1982-1986



COMPARISON OF AIR CARRIER AIRPORTS

HANCOCK, HOUGHTON COUNTY MEMORIAL 1986
 CMX (0.2%)



- AZO: Kalamazoo
- CMX: Houghton/Hancock
- DTW: Detroit Metro
- GRR: Grand Rapids
- LAN: Lansing
- MBS: Saginaw

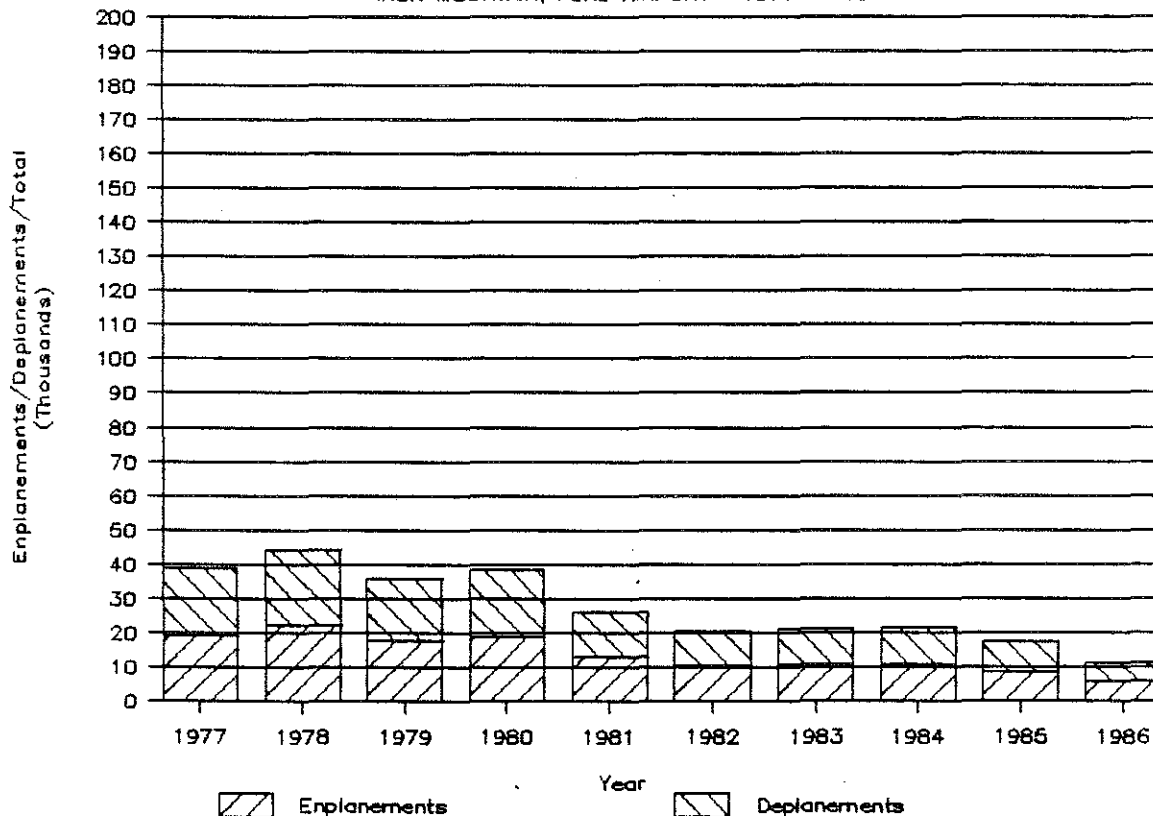
IRON MOUNTAIN, FORD AIRPORT

Iron Mountain, with 11,071 total passengers, experienced a 36.4 percent decline in 1986 from the previous year. Historically, this facility had remained relatively constant between 1982 and 1984. This was followed by a gradual decrease in annual total passengers. With the exception of the month of June 1985, the monthly figures have shown a two year downward trend. Iron Mountain shows little or no seasonal variation. Ford Airport ranked sixteenth in the state in total passengers with 0.1 percent of the state-wide total.

Airport management attributed the decline in total passengers to a variety of service related factors. Among these were perceptions of poor reliability and good chances of losing baggage. Lack of choice in destination and infrequency of service were also cited. This decrease comes despite an overall healthy area economy.

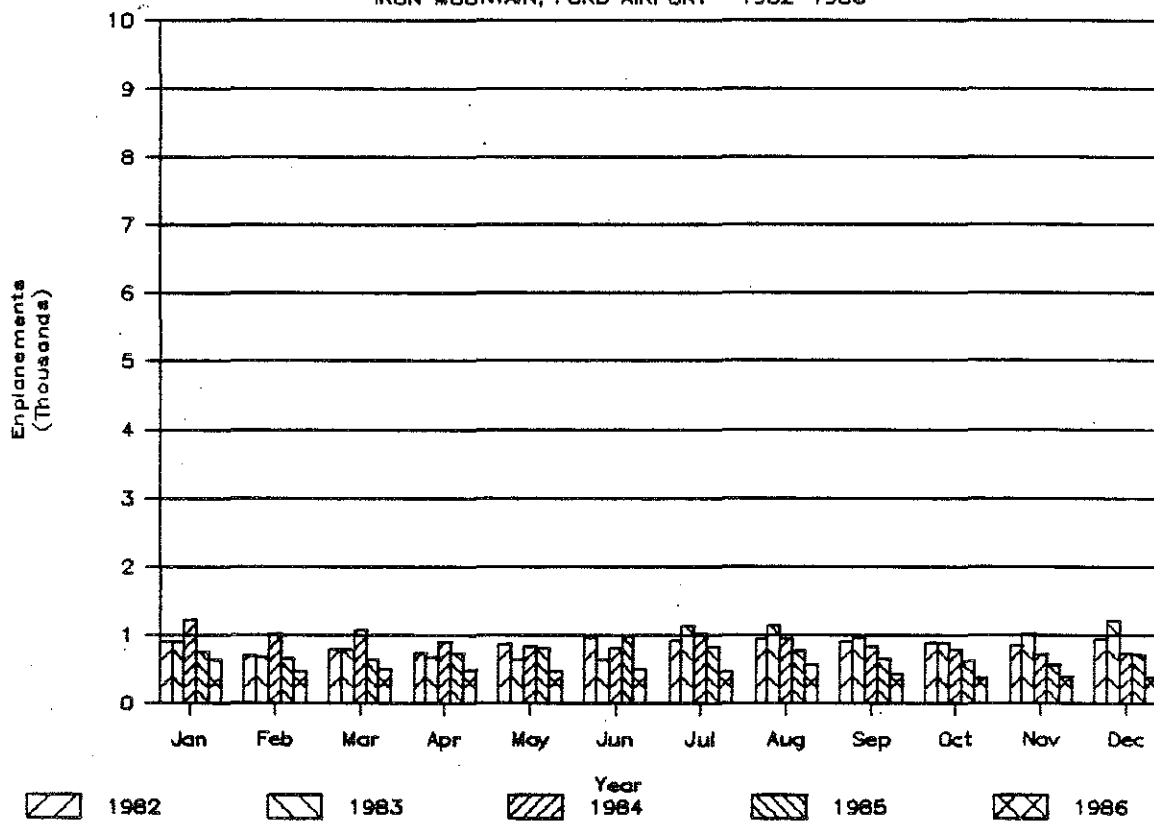
ANNUAL TOTAL PASSENGERS—10 YEAR HISTORY

IRON MOUNTAIN, FORD AIRPORT 1977-1986



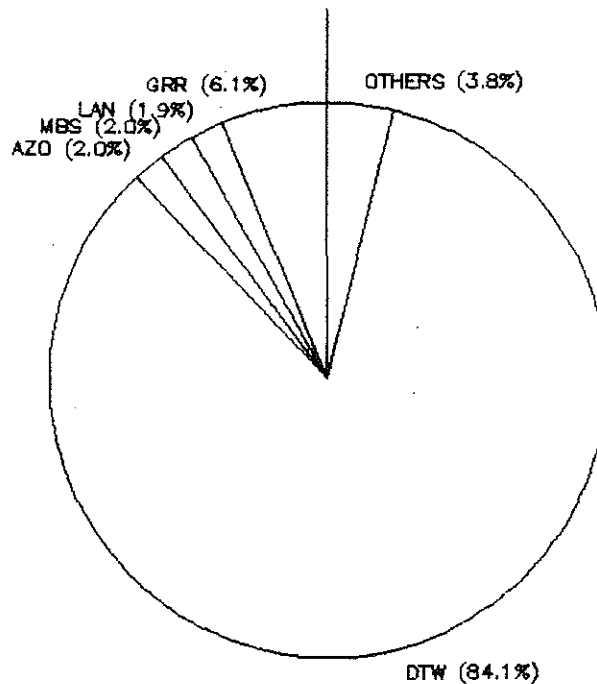
MONTHLY ENPLANEMENTS — 5 YEAR HISTORY

IRON MOUNTAIN, FORD AIRPORT 1982-1986



COMPARISON OF AIR CARRIER AIRPORTS

IRON MOUNTAIN, FORD AIRPORT 1986
 IMT (0.1%)



AZO: Kalamazoo
 DTW: Detroit Metro
 GRR: Grand Rapids
 IMT: Iron Mountain
 LAN: Lansing
 MBS: Saginaw

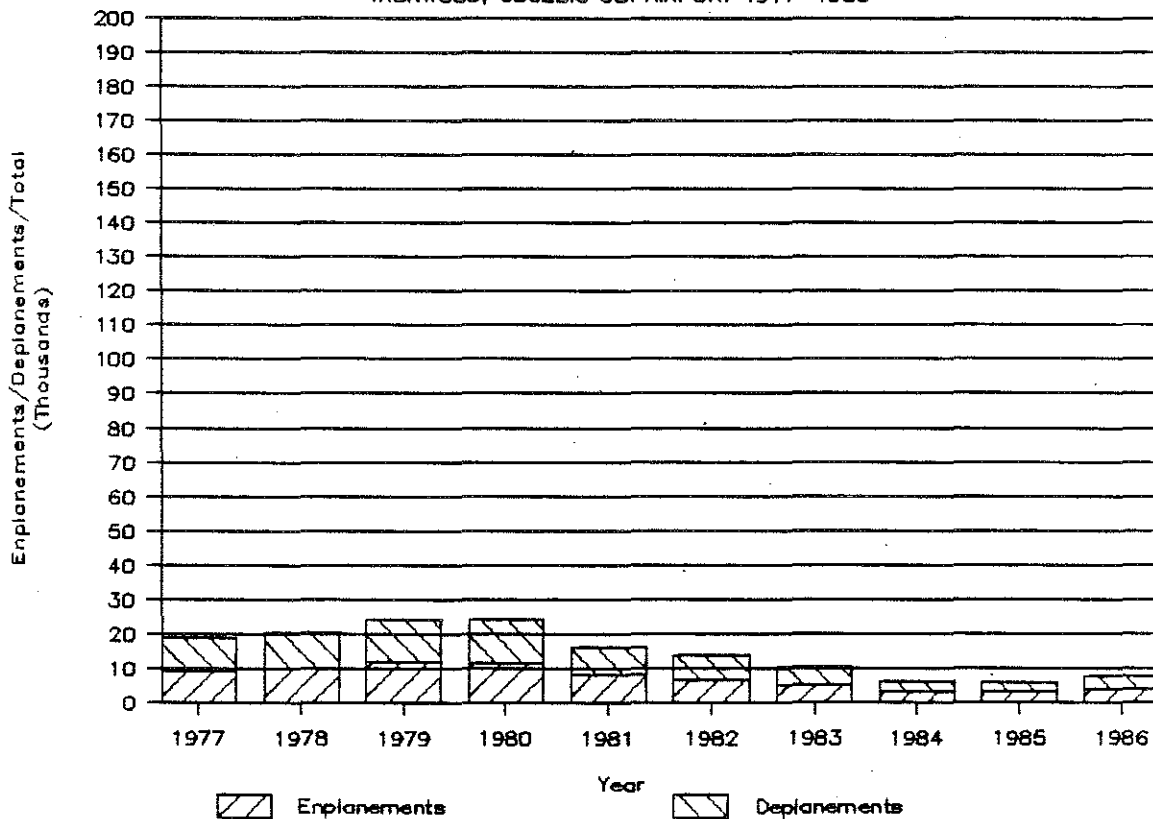
IRONWOOD, GOGEBIC COUNTY AIRPORT

Ironwood, with 7,536 total passengers, experienced a 28.0 percent increase in 1986 over the previous year. Historically, Gogebic County Airport has witnessed a steady decrease since 1979 with the exception of 1986. Monthly figures for 1986 showed increases in all months except October and November. Ironwood shows seasonal variations in total passengers with peaks in July and December. Gogebic County Airport ranked nineteenth in the state in total passengers with less than 0.1 percent of the statewide total.

Airport management attributed the increases to a healthy tourist/travel economy. Also noted were the public relations activities of the lone air carrier. Local service has remained stable despite the failure of one competing airline (prior to this reporting period) and the termination of service by another in March, 1986.

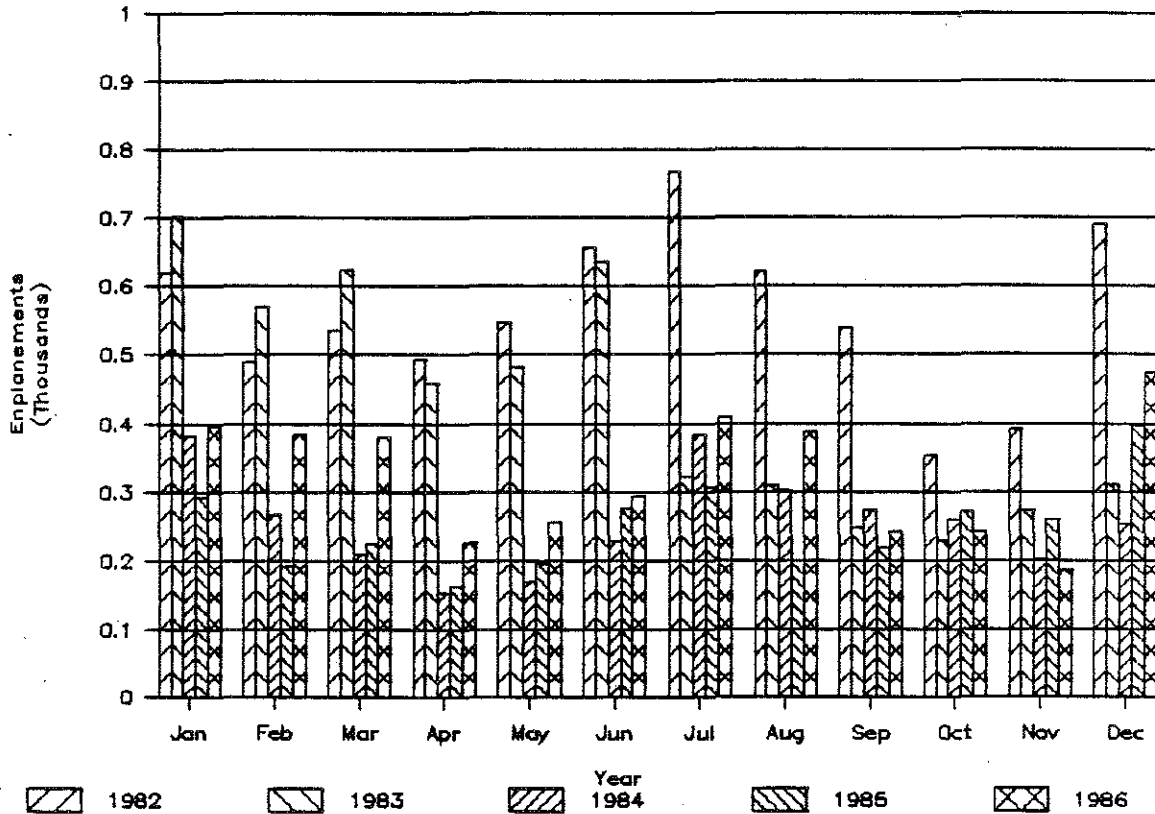
ANNUAL TOTAL PASSENGERS—10 YEAR HISTORY

IRONWOOD, GOGEBIC CO. AIRPORT 1977-1986



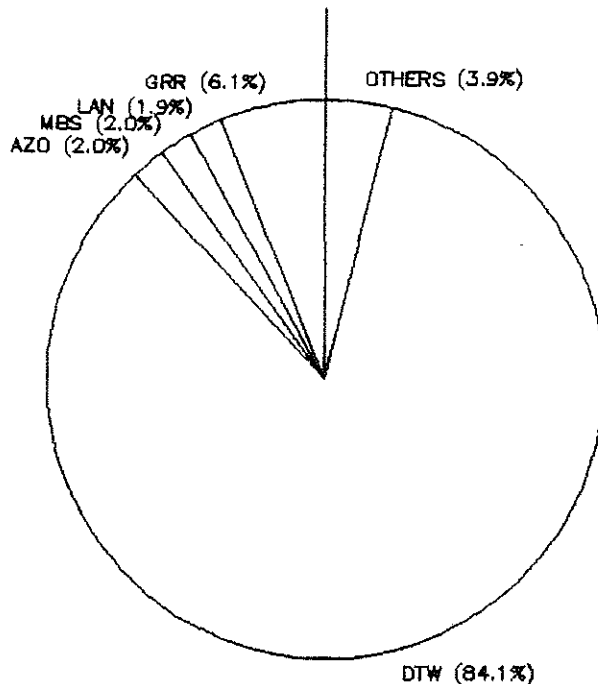
MONTHLY ENPLANEMENTS — 5 YEAR HISTORY

IRONWOOD, GOGEBIC CO. AIRPORT 1982-1986



COMPARISON OF AIR CARRIER AIRPORTS

IRONWOOD, GOGEBIC COUNTY AIRPORT 1986
IWD (0.0%)



AZO: Kalamazoo
DTW: Detroit Metro
GRR: Grand Rapids
IWD: Ironwood
LAN: Lansing
MBS: Saginaw

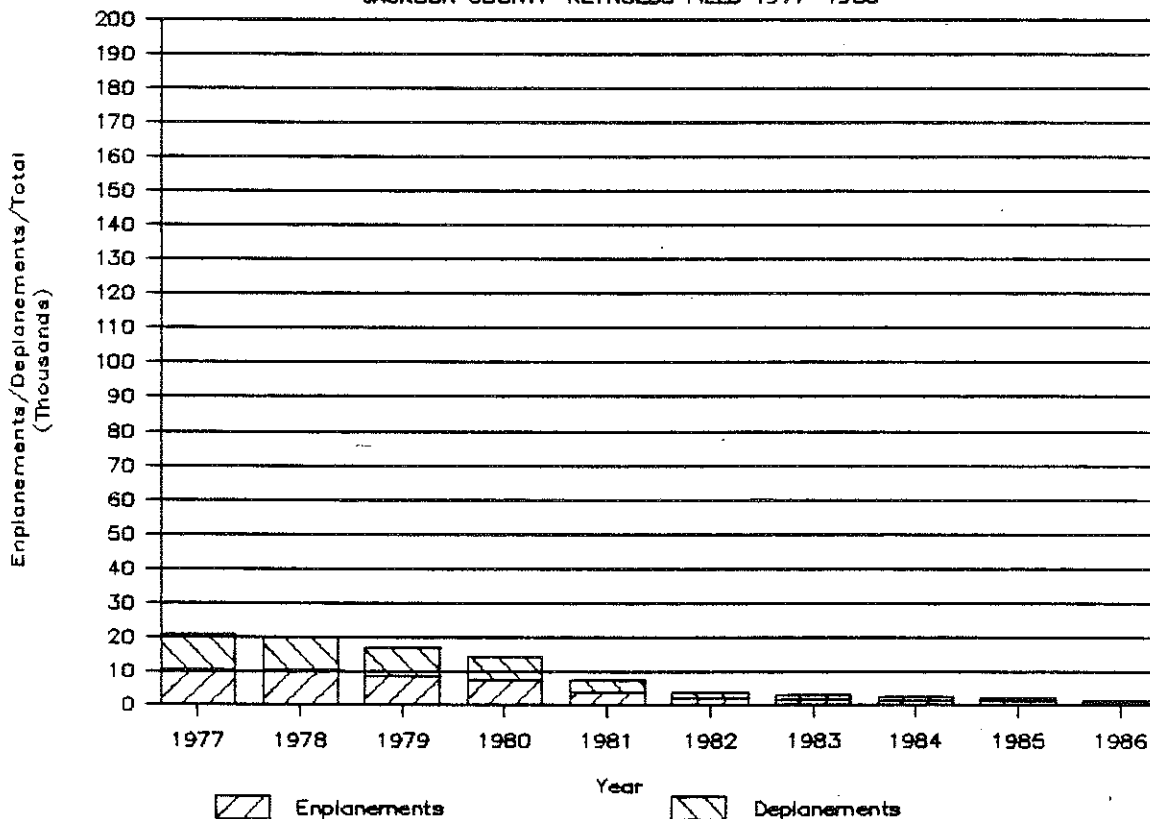
JACKSON COUNTY, REYNOLDS FIELD

Jackson, with 1,178 total passengers, experienced a 42.5 percent decline in 1986 from the previous year. Historically, Reynolds Field has witnessed a continuing decrease in annual total passengers over the last ten years. With the exception of the month of July, the 1986 monthly figures all showed a decrease from the previous year. Jackson shows little or no seasonal variation. Reynolds Field ranked twenty second in the state in total passengers with less than 0.1 percent of the statewide total. Jackson is one of four Michigan airports receiving federal monies under the Essential Air Service subsidy.

Airport management attributed the decrease in total passengers to very poor air service in terms of number of flights and of poor scheduling of the few flights available. In 1986, the flight departure times were 7:55 a.m. and 2:50 p.m., both departing for Detroit Metropolitan Airport. The airline reported that 50 to 60 percent of the flights scheduled in 1986 were cancelled for mechanical/weather reasons. The airport manager indicated that the facility had no days in which the weather caused a closure or inability to operate. In 1986, the travel agents (approximately eight in number) sold over \$6 million in tickets from the local area. A large number of these people used alternate modes of transportation to other air facilities to start their flights. As an example, a local limousine service exists which provides door to terminal service from the Jackson area to Detroit Metropolitan Airport. The local business and travel agents have formed a committee to encourage an airline to enter the Jackson market which is capable of providing high quality air service and promotion of that service.

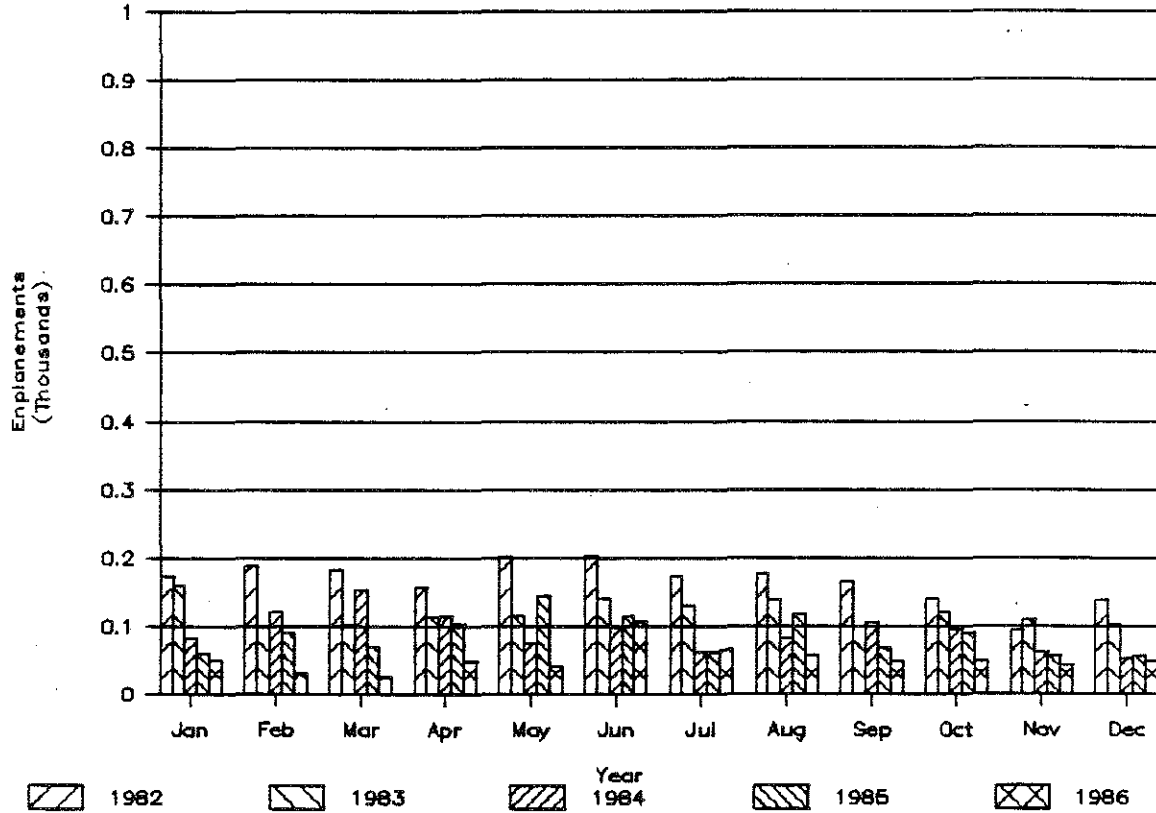
ANNUAL TOTAL PASSENGERS—10 YEAR HISTORY

JACKSON COUNTY—REYNOLDS FIELD 1977—1986



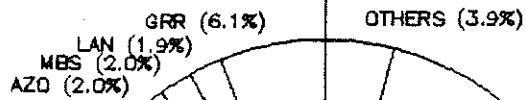
MONTHLY ENPLANEMENTS — 5 YEAR HISTORY

JACKSON COUNTY—REYNOLDS FIELD 1982—1986



COMPARISON OF AIR CARRIER AIRPORTS

JACKSON COUNTY — REYNOLDS FIELD 1986
JXN (0.0%)



AZO: Kalamazoo
DTW: Detroit Metro
GRR: Grand Rapids
JXN: Jackson
LAN: Lansing
MBS: Saginaw

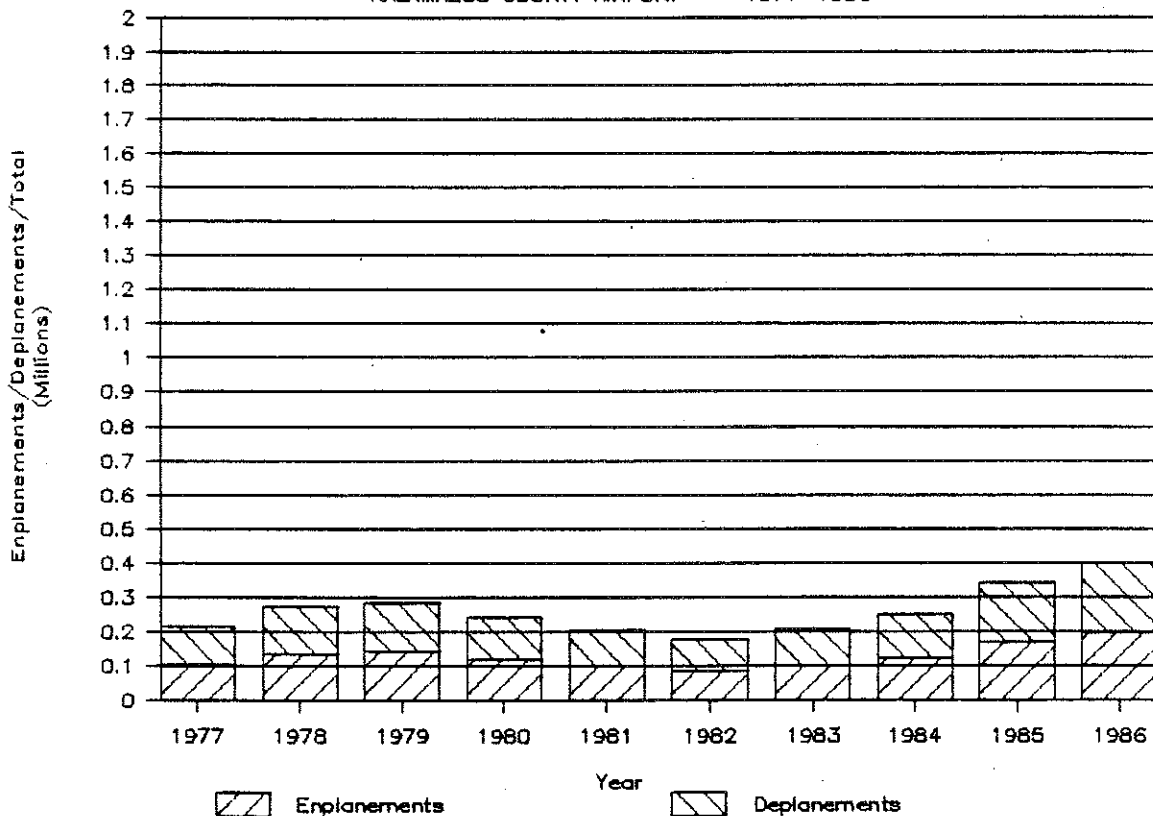
KALAMAZOO COUNTY AIRPORT

Kalamazoo, with 396,810 total passengers, experienced a 16.4 percent increase in 1986 over the previous year. This figure represented an all time high. Historically, this facility has witnessed a steady increase in total passengers since 1982. Monthly figures for the 1982 to 1986 period, show yearly increases in each of the months except February and March (where slight decreases were recorded in 1984). Kalamazoo shows little or no seasonal variation. Kalamazoo County Airport ranked fourth in the state in total passengers with 2.0 percent of the statewide total. This years ranking is a step up from the fifth position, held by Kalamazoo for the past ten years.

Airport management attributed the increase to better air service and more competitive rates (on a par with other cities served by larger carriers). Local public relations by the airlines and travel agents are presumed to be attracting passengers from a wider geographical area.

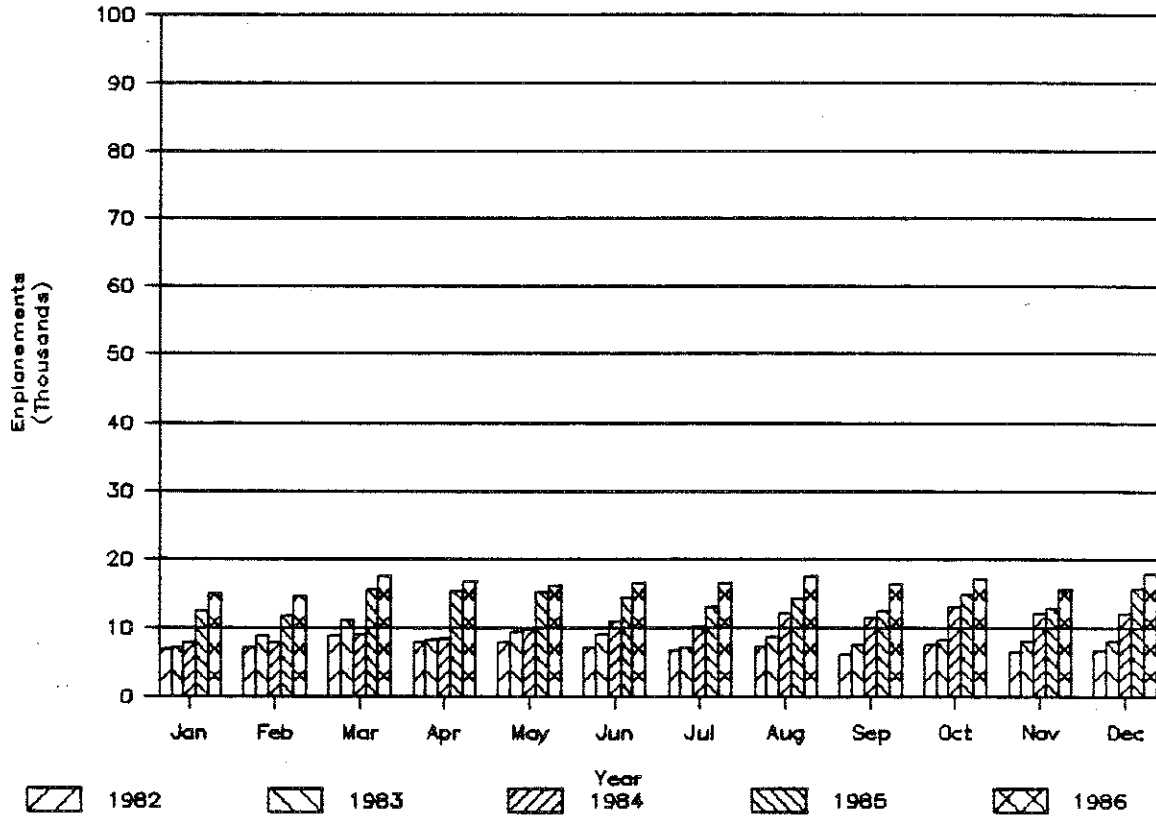
ANNUAL TOTAL PASSENGERS—10 YEAR HISTORY

KALAMAZOO COUNTY AIRPORT 1977-1986



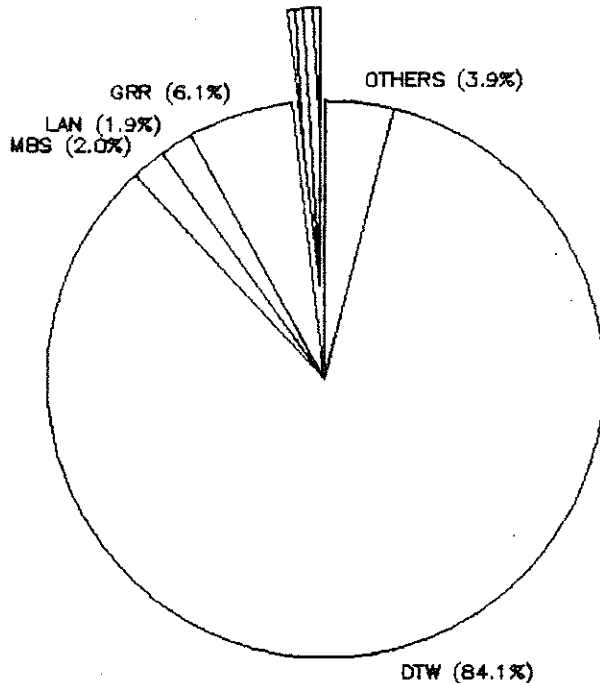
MONTHLY ENPLANEMENTS — 5 YEAR HISTORY

KALAMAZOO COUNTY AIRPORT 1982-1986



COMPARISON OF AIR CARRIER AIRPORTS

KALAMAZOO COUNTY AIRPORT 1986
AZO (2.0%)



AZO: Kalamazoo
DTW: Detroit Metro
GRR: Grand Rapids
LAN: Lansing
MBS: Saginaw

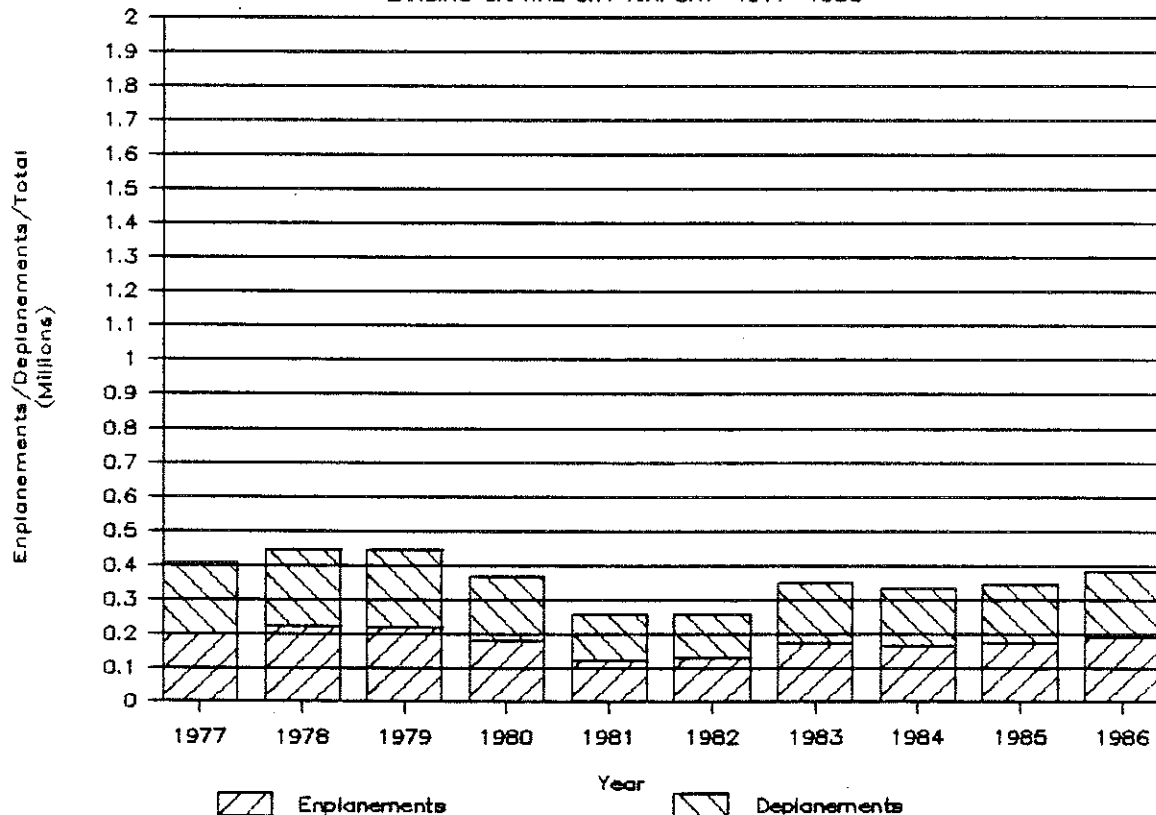
LANSING, CAPITAL CITY AIRPORT

Lansing, with 382,263 total passengers, experienced an 11.1 percent increase in 1986 over the previous year. Historically, Capital City Airport has witnessed a steady increase in total passengers since 1981, with the exception of a slight drop in 1984 which balanced the slight surge in 1983. Monthly figures for 1986 showed increases over the previous year in every month except March. Lansing shows little or no seasonal variation. Capital City Airport ranked fifth in the state in total passengers with 1.9 percent of the statewide total.

Airport management attributed the increase in total passengers to improved service by the contract carriers, Fischer Brothers Aviation and Simmons Airlines. However, it was noted that many passengers preferred jet service. Airport figures showed that over half of the passengers used the jet services provided by the two major carriers. The air service supply inventory in this report shows that jet services accounted for only 20 percent of the flights. The airport manager indicated that there were a large number of Lansing area passengers who were choosing to utilize alternate facilities. It was said that just over half of the area passengers were using either Detroit Metropolitan Airport (about 50 percent) or Grand Rapids, Kent County International Airport (about 3 percent). This factor was attributed to Lansing's geographical proximity to these facilities and the abundance of quality, jet service provided there. The continued health and diversity of the Lansing economy was also noted as a major part of the increase. This diversity includes the automobile industry, local universities and the state government.

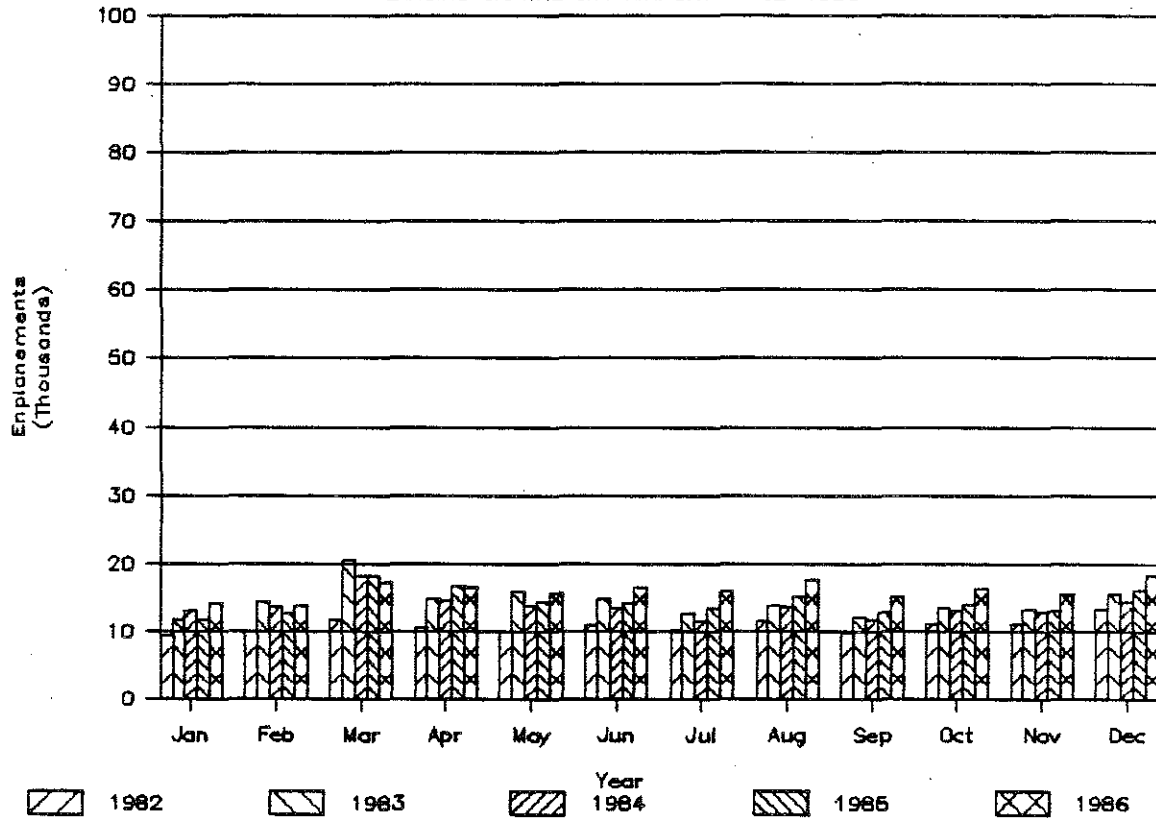
ANNUAL TOTAL PASSENGERS—10 YEAR HISTORY

LANSING CAPITAL CITY AIRPORT 1977-1986



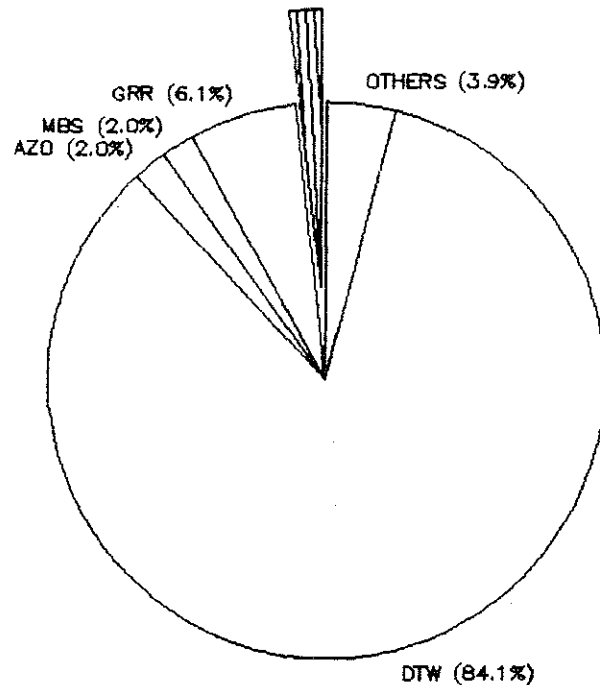
MONTHLY ENPLANEMENTS — 5 YEAR HISTORY

LANSING CAPITAL CITY AIRPORT 1982-1986



COMPARISON OF AIR CARRIER AIRPORTS

LANSING CAPITAL CITY AIRPORT 1986
LAN (1.9%)



AZO: Kalamazoo
DTW: Detroit Metro
GRR: Grand Rapids
LAN: Lansing
MBS: Saginaw

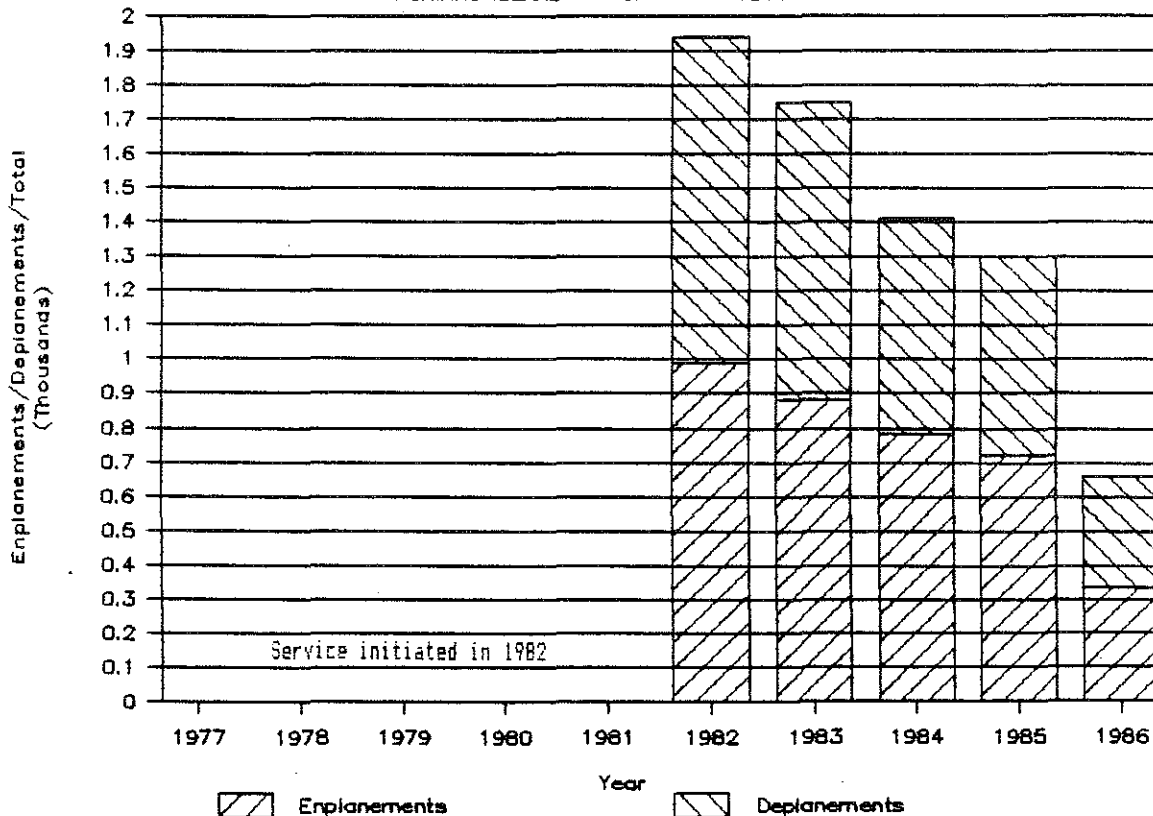
MACKINAC ISLAND AIRPORT

Mackinac Island, with 659 total passengers experienced a 49.4 percent decline in 1986 from the previous year. Scheduled service began in 1982. Historically, this island resort facility has witnessed a gradual decrease in annual total passengers over the last four years. With the exception of the month of May, the 1986 monthly figures all showed a decrease from the previous year. Service to Mackinac Island is seasonal, normally operating from May through September. Mackinac Island Airport ranked twenty third in the state in total passengers with less than 0.1 percent of the statewide total.

Airport management attributed a portion of the drop to the fact that passengers carried by an unscheduled, air taxi service were not included in this report's counts. This service is direct from Chicago, Illinois, while the counted scheduled carrier flies only from Pellston, Emmet County Airport. The continued strength of the local tourist based economy has allowed the service by one additional carrier.

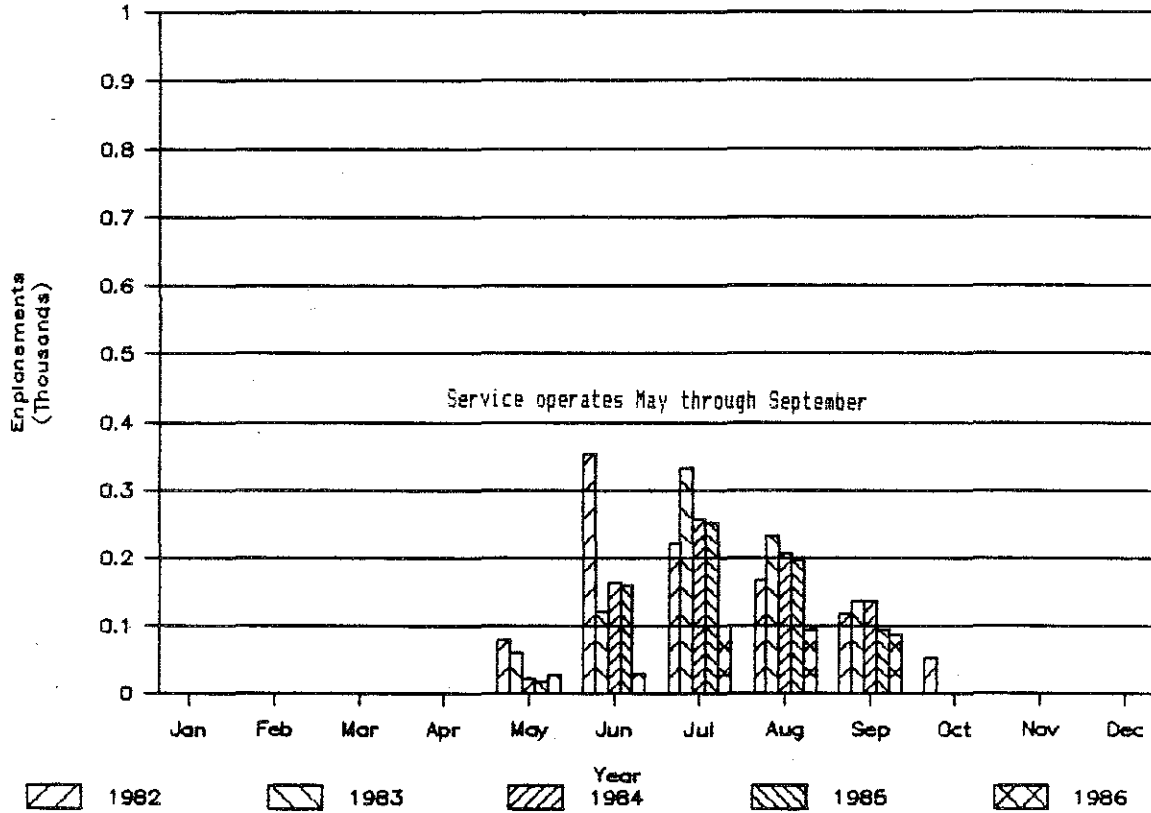
ANNUAL TOTAL PASSENGERS—10 YEAR HISTORY

MACKINAC ISLAND AIRPORT 1977-1986



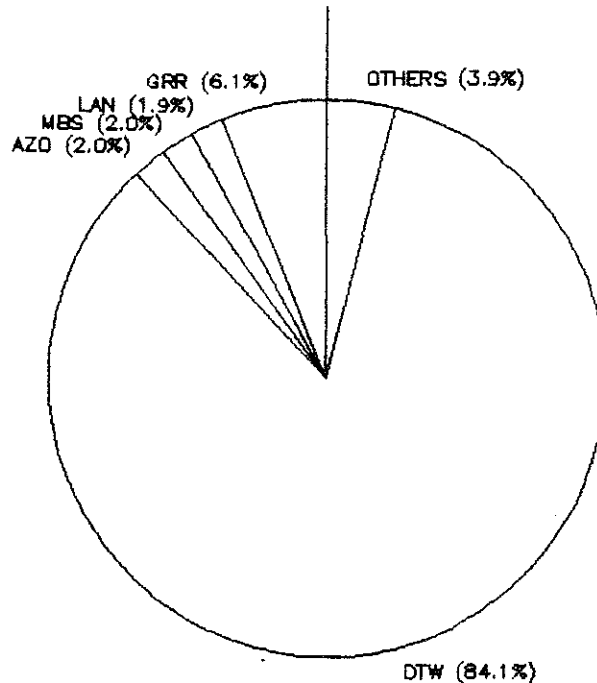
MONTHLY ENPLANEMENTS — 5 YEAR HISTORY

MACKINAC ISLAND AIRPORT 1982-1986



COMPARISON OF AIR CARRIER AIRPORTS

MACKINAC ISLAND AIRPORT 1986
Y84 (0.0%)



- AZD: Kalamazoo
- DTW: Detroit Metro
- GRR: Grand Rapids
- LAN: Lansing
- MBS: Saginaw
- Y84: Mackinac Island

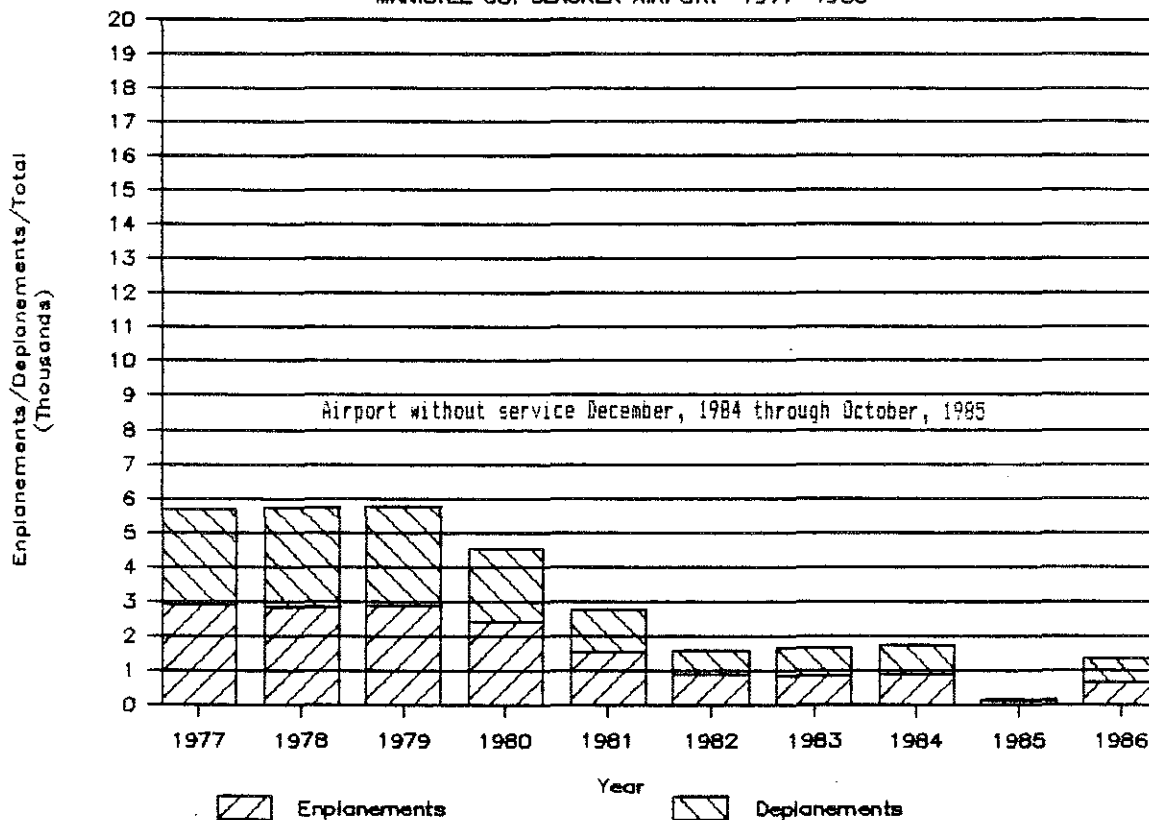
MANISTEE COUNTY, BLACKER AIRPORT

Manistee, with 1,344 total passengers, experienced a 695.3 percent increase in 1986 over the previous year. This figure is very misleading, however, as the airport only had scheduled service for three months in 1985. Historically, this facility has witnessed a consistent decrease in annual total passengers since 1979 (excluding 1985 from the comparison). Due to the non-contiguous nature of the service at Manistee, a monthly analysis is of little value. Manistee shows a slight seasonal variation, with peaks in July and August. Manistee County, Blacker Airport ranked twentieth in the state in total passengers with less than 0.1 percent of the statewide total. Manistee is one of four Michigan airports receiving federal monies under the Essential Air Service subsidy.

As previously noted, much of the increase at Manistee can be attributed to the lack of service throughout much of 1985. Airport management attributed a portion of the 1986 gains to increased advertising and a stable local economy. These increases are despite the lack of in state flights and a lack of choice in destination. The sole non-stop destination for the sole serving carrier is Manitowoc, Wisconsin, on a flight which continues on to Chicago, Illinois.

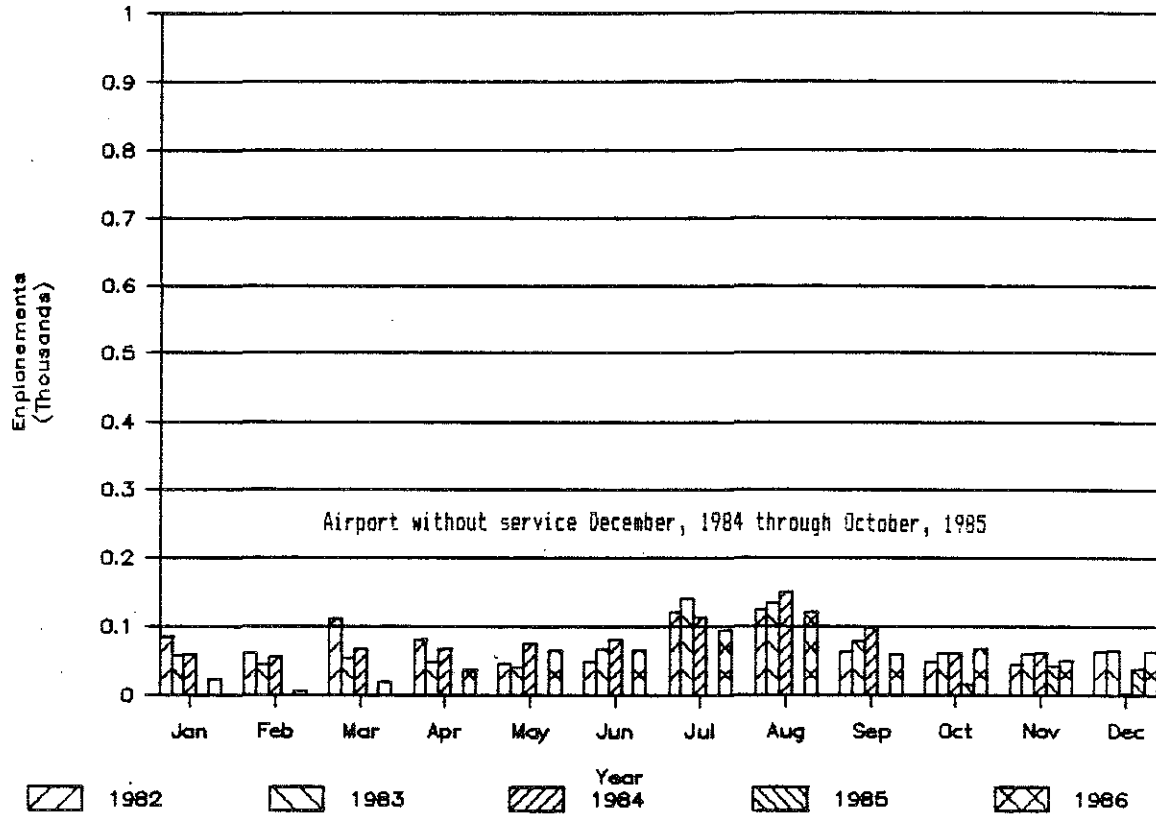
ANNUAL TOTAL PASSENGERS—10 YEAR HISTORY

MANISTEE CO. BLACKER AIRPORT 1977-1986



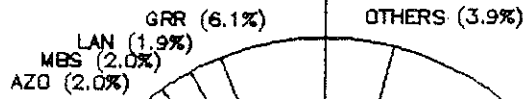
MONTHLY ENPLANEMENTS — 5 YEAR HISTORY

MANISTEE CO. BLACKER AIRPORT 1982-1986



COMPARISON OF AIR CARRIER AIRPORTS

MANISTEE COUNTY BLACKER AIRPORT 1986
 MBL (0.0%)



- AZO: Kalamazoo
- DTW: Detroit Metro
- GRR: Grand Rapids
- LAN: Lansing
- MBL: Manistee
- MBS: Saginaw

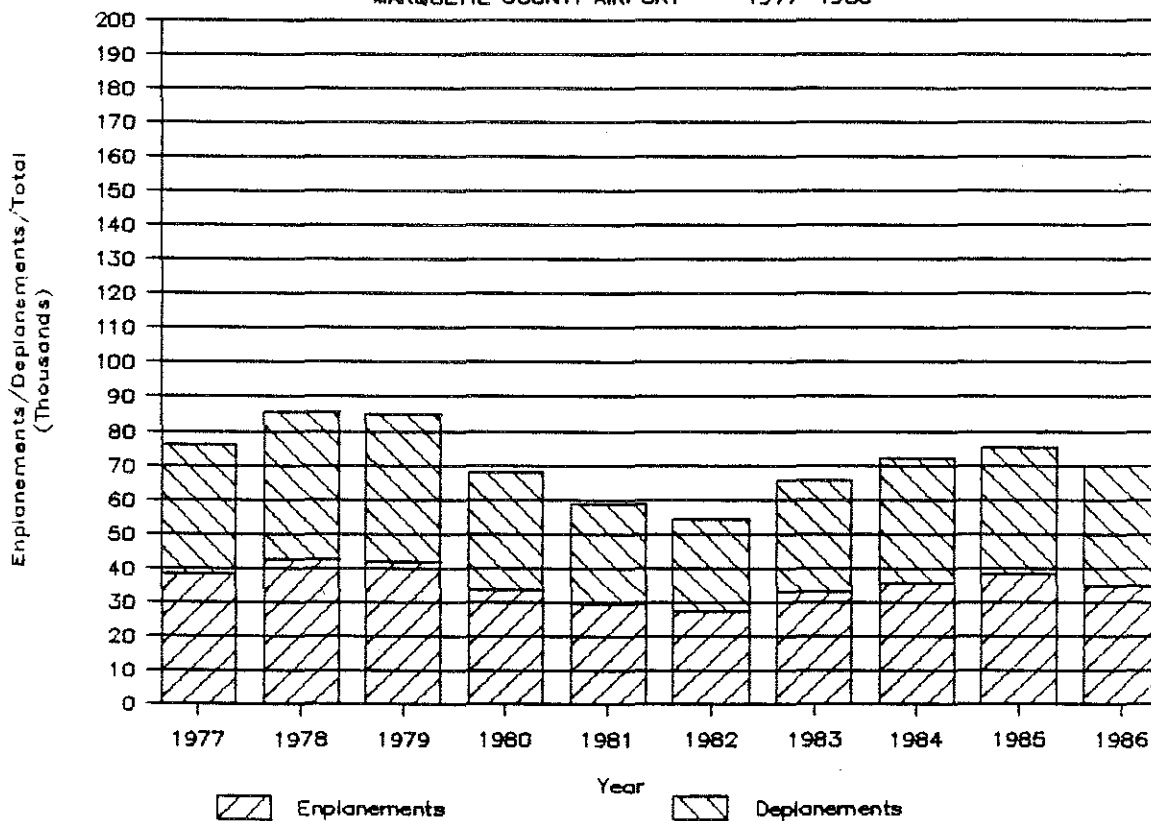
MARQUETTE COUNTY AIRPORT

Marquette, with 69,932 total passengers, experienced a 7.0 percent decline in 1986 from the previous year. Historically, this facility had enjoyed a gradual increase in annual total passengers over the 1982 through 1985 period. Monthly figures showed decreases from the previous year in nine of the twelve months. Marquette shows little or no seasonal variation. Marquette County Airport ranked ninth in the state in total passengers with 0.3 percent of the statewide total.

Airport management attributed the decline to a "leakage factor". This was defined as the number of potential Marquette passengers who drove to Green Bay or Milwaukee, Wisconsin, or Chicago, Illinois to take advantage of better fares and a greater variety of services. Various airline discount programs were said not to be applicable to the Marquette market.

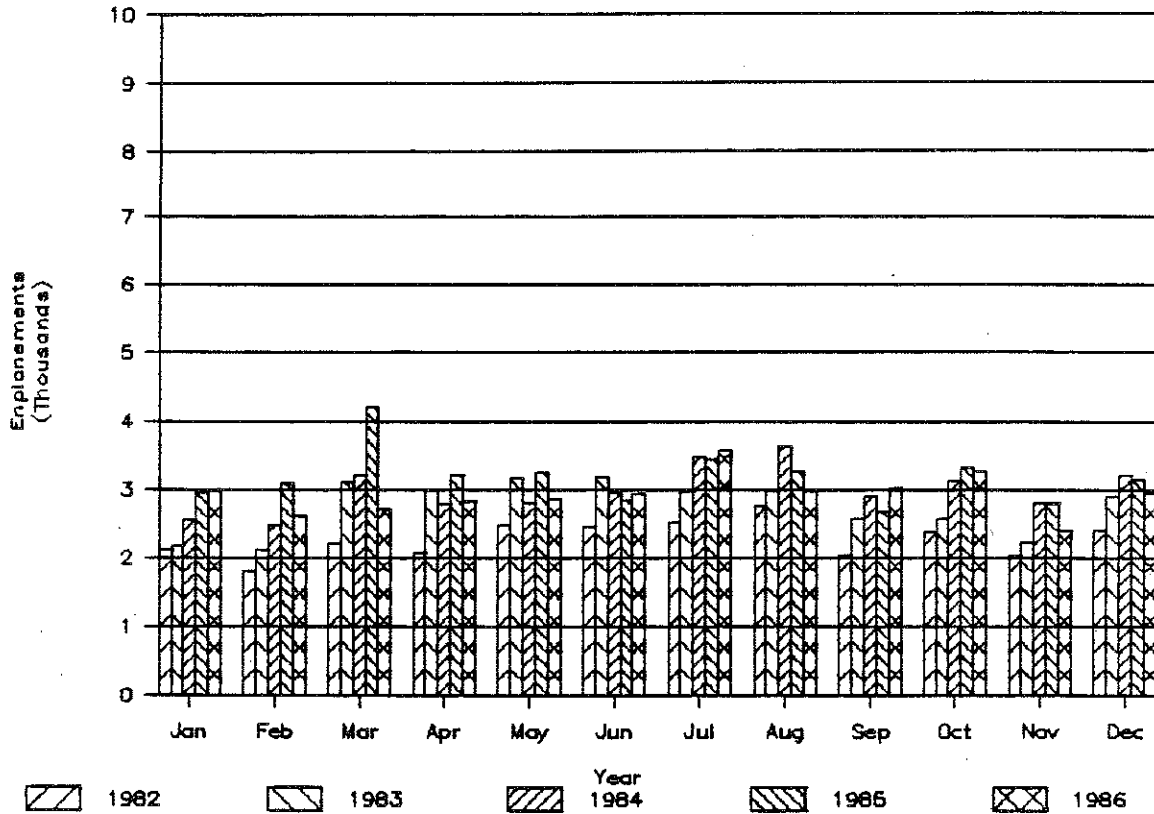
ANNUAL TOTAL PASSENGERS—10 YEAR HISTORY

MARQUETTE COUNTY AIRPORT 1977-1986



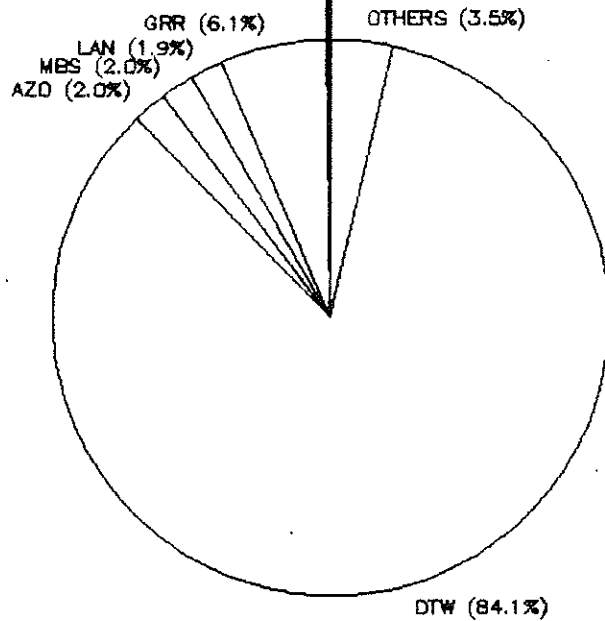
MONTHLY ENPLANEMENTS — 5 YEAR HISTORY

MARQUETTE COUNTY AIRPORT 1982-1986



COMPARISON OF AIR CARRIER AIRPORTS

MARQUETTE COUNTY AIRPORT 1986
MQT (0.3%)



AZD: Kalamazoo
DTW: Detroit Metro
GRR: Grand Rapids
LAN: Lansing
MBS: Saginaw
MQT: Marquette

Note: Total percentage may not equal 100% due to rounding.

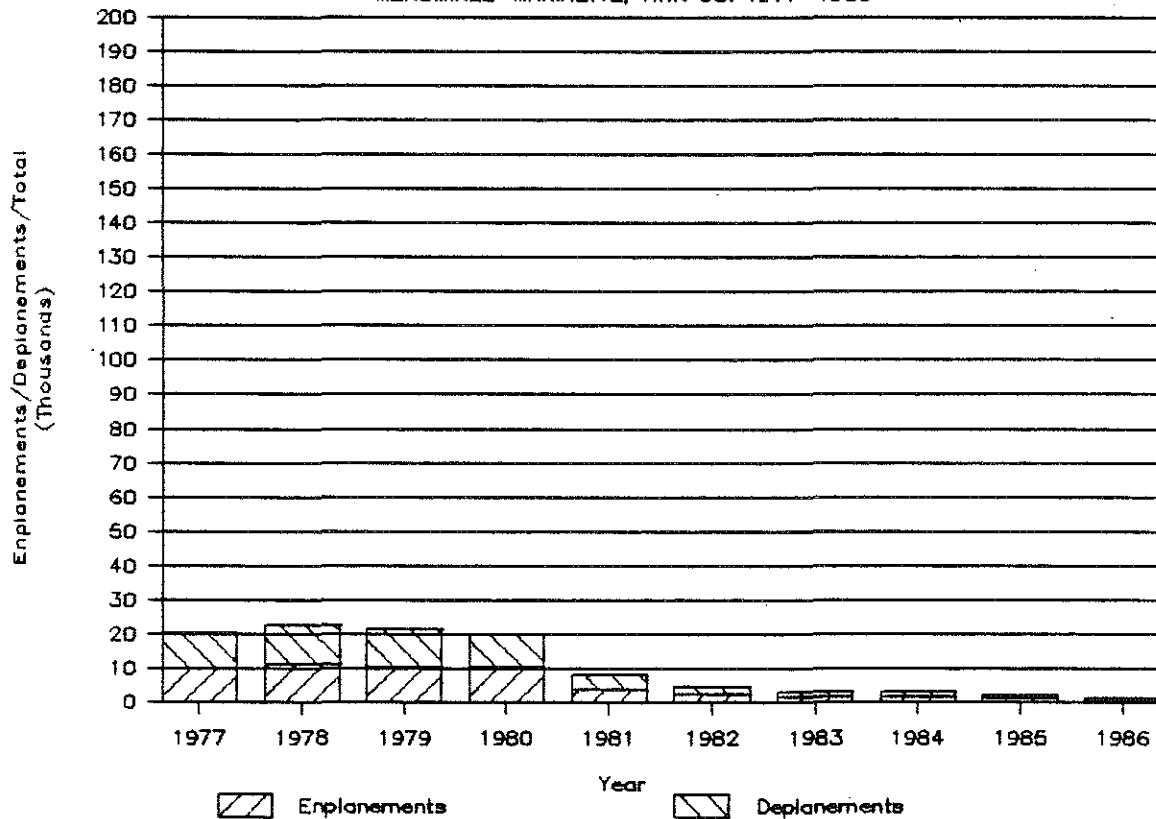
MENOMINEE - MARINETTE, TWIN COUNTY AIRPORT

Menominee, with 1,308 total passengers, experienced a 38.2 percent decline in 1986 from the previous year. Historically, Twin County Airport had suffered a gradual decrease in annual total passengers since 1981. Monthly figures showed decreases from the previous year for the first eight months of 1986. During the last four months, increases were registered in each month. Menominee shows a slight seasonal variation with it's peak in June. Twin County Airport ranked twenty first in the state in total passengers with less than 0.1 percent of the statewide total. Menominee is one of four Michigan airports receiving federal monies under the Essential Air Service subsidy.

Airport management indicated that the decline was due to passengers driving to Green Bay, Wisconsin to obtain lower fares, larger aircraft and a greater variety of airlines and destinations. It was indicated that the sole serving air carrier was utilizing small, non-pressurized aircraft. Additionally, all flights were to out of state destinations (Chicago, Illinois and Sturgeon Bay, Wisconsin). It should be noted also, that the flight to Chicago does not terminate at the air carrier terminal. This requires a van trip to make connections at Chicago O'Hare Airport.

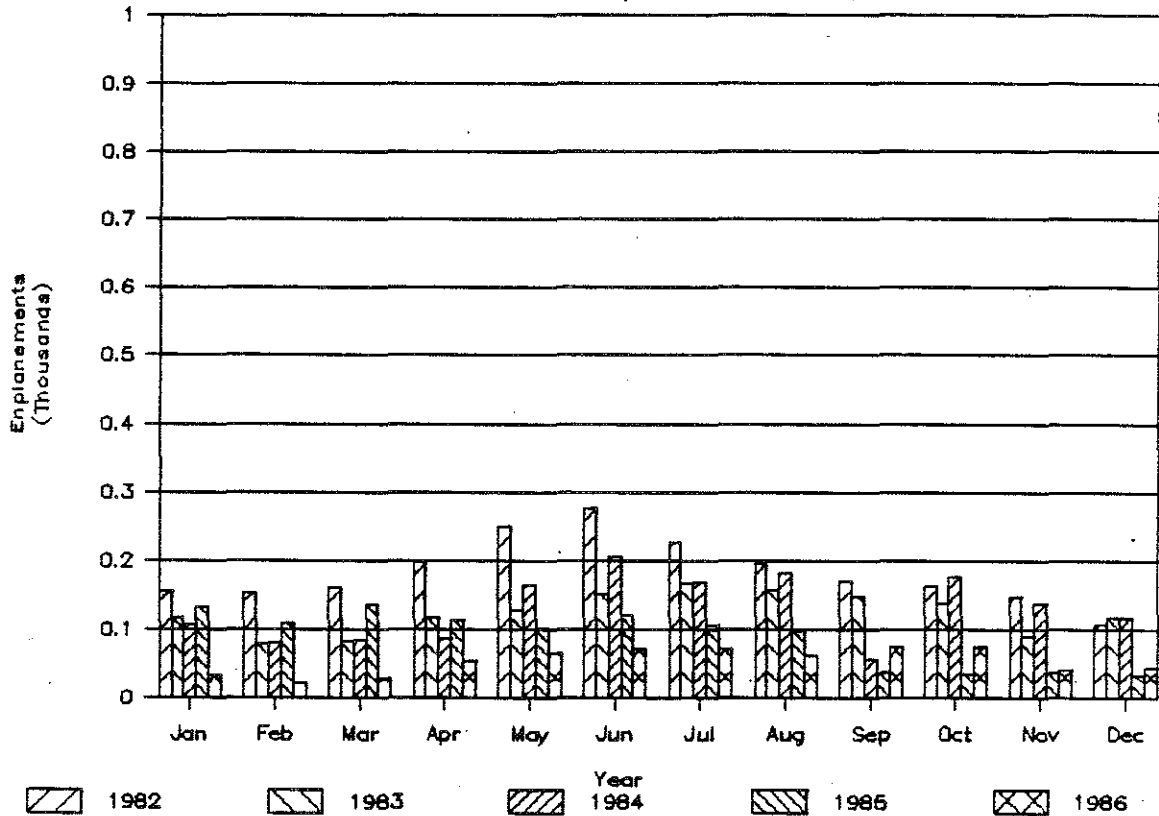
ANNUAL TOTAL PASSENGERS—10 YEAR HISTORY

MENOMINEE—MARINETTE, TWIN CO. 1977—1986



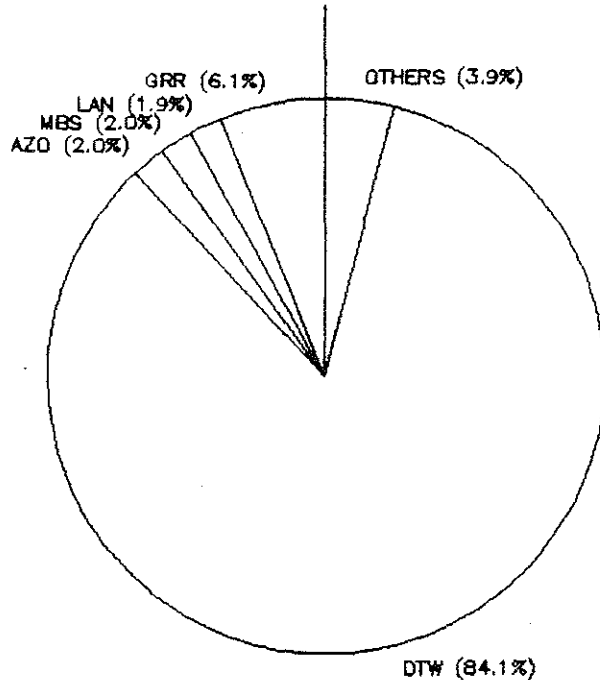
MONTHLY ENPLANEMENTS — 5 YEAR HISTORY

MENOMINEE—MARINETTE, TWIN CO. 1982—1986



COMPARISON OF AIR CARRIER AIRPORTS

MENOMINEE—MARINETTE TWIN COUNTY 1986
MNM (0.0%)



AZO: Kalamazoo
 DTW: Detroit Metro
 GRR: Grand Rapids
 LAN: Lansing
 MBS: Saginaw
 MNM: Menominee

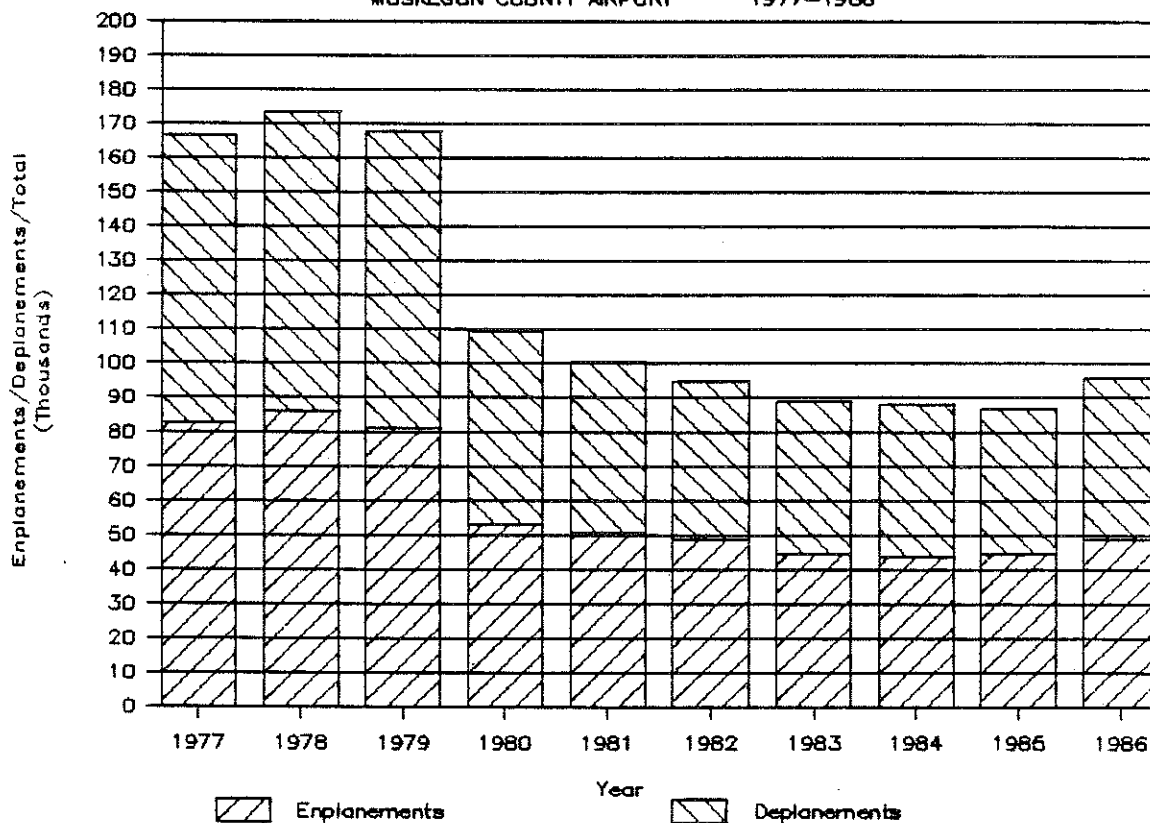
MUSKEGON COUNTY AIRPORT

Muskegon, with 95,672 total passengers, experienced a 10.2 percent increase in 1986 over the previous year. Historically, this facility had been suffering a steady decrease in total passengers since 1980. Monthly figures for 1986 showed increases over the previous year for all months except November and December. Muskegon shows a slight seasonal variation with peaks in the summer months. Muskegon County Airport ranked eighth in the state in total passengers with 0.5 percent of the statewide total.

Airport management attributed a part of the increase to better air service. This combined with a healthier local economy, and the increased business flights which resulted, stopped the historical downward trend. Airport management expressed the opinion that, in Muskegon's case, the contract carrier feeder agreements tended to lessen the adverse effects of deregulation. Dissatisfaction was expressed with the national reservations computer systems which did not allow efficient interline trips from Muskegon. This was remedied late in 1986 with the serving contract carriers joining the computer networks of the major airlines, and by the partnership (contract marketing agreement) with major air carriers. This also allowed Muskegon to gain additional "slots", or scheduled access times, at O'Hare Airport in Chicago, Illinois.

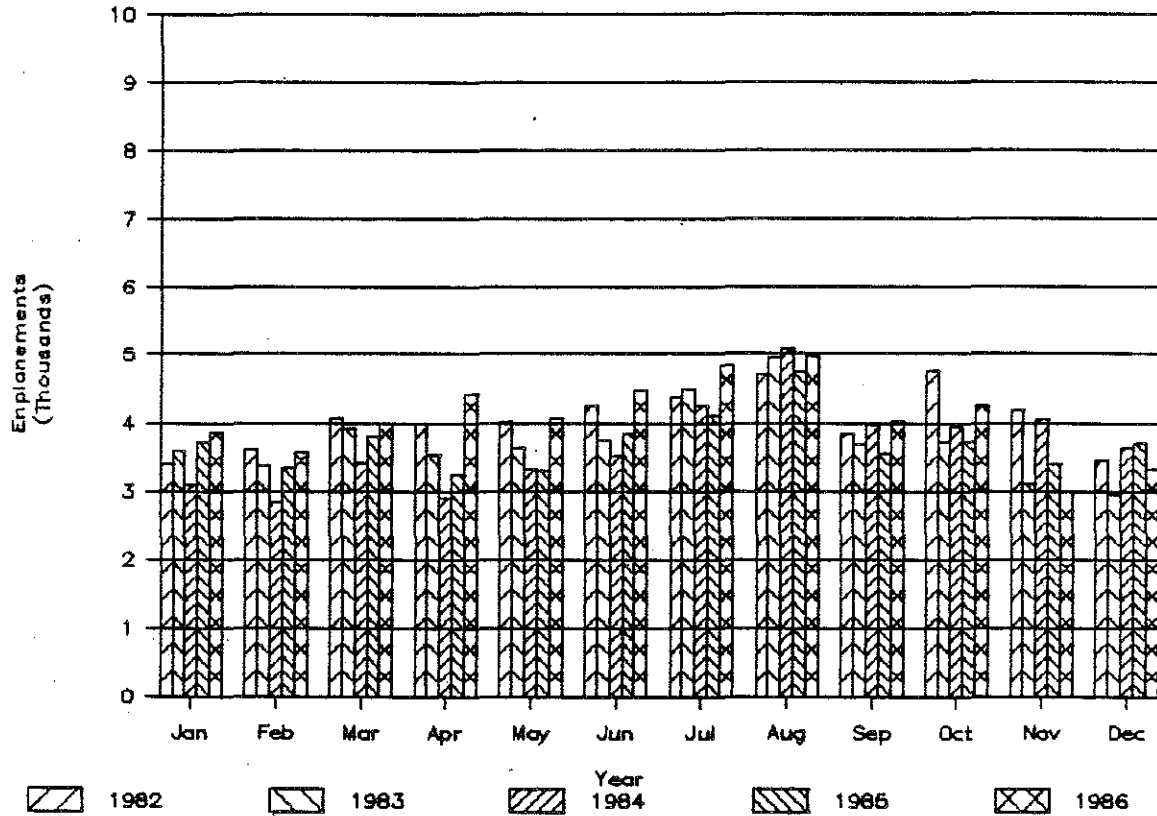
ANNUAL TOTAL PASSENGERS—10 YEAR HISTORY

MUSKEGON COUNTY AIRPORT 1977-1986



MONTHLY ENPLANEMENTS — 5 YEAR HISTORY

MUSKEGON COUNTY AIRPORT 1982-1986

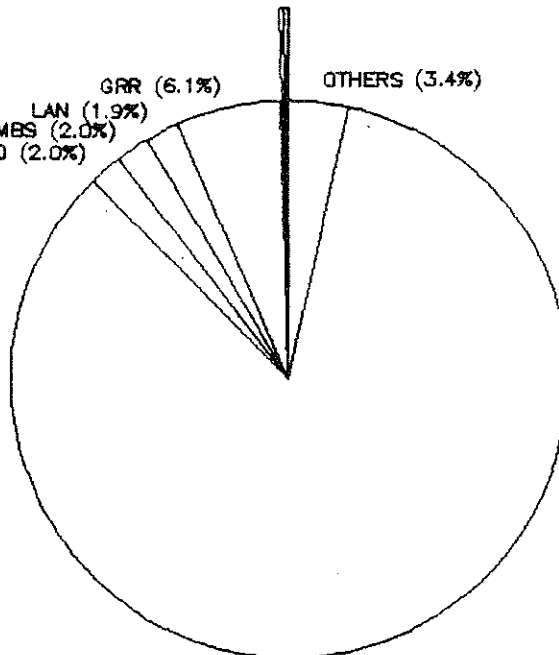


COMPARISON OF AIR CARRIER AIRPORTS

MUSKEGON COUNTY AIRPORT 1986
MKG (0.5%)

GRR (6.1%)
LAN (1.9%)
MBS (2.0%)
AZO (2.0%)

OTHERS (3.4%)



AZO: Kalamazoo
DTW: Detroit Metro
GRR: Grand Rapids
LAN: Lansing
MBS: Saginaw
MKG: Muskegon

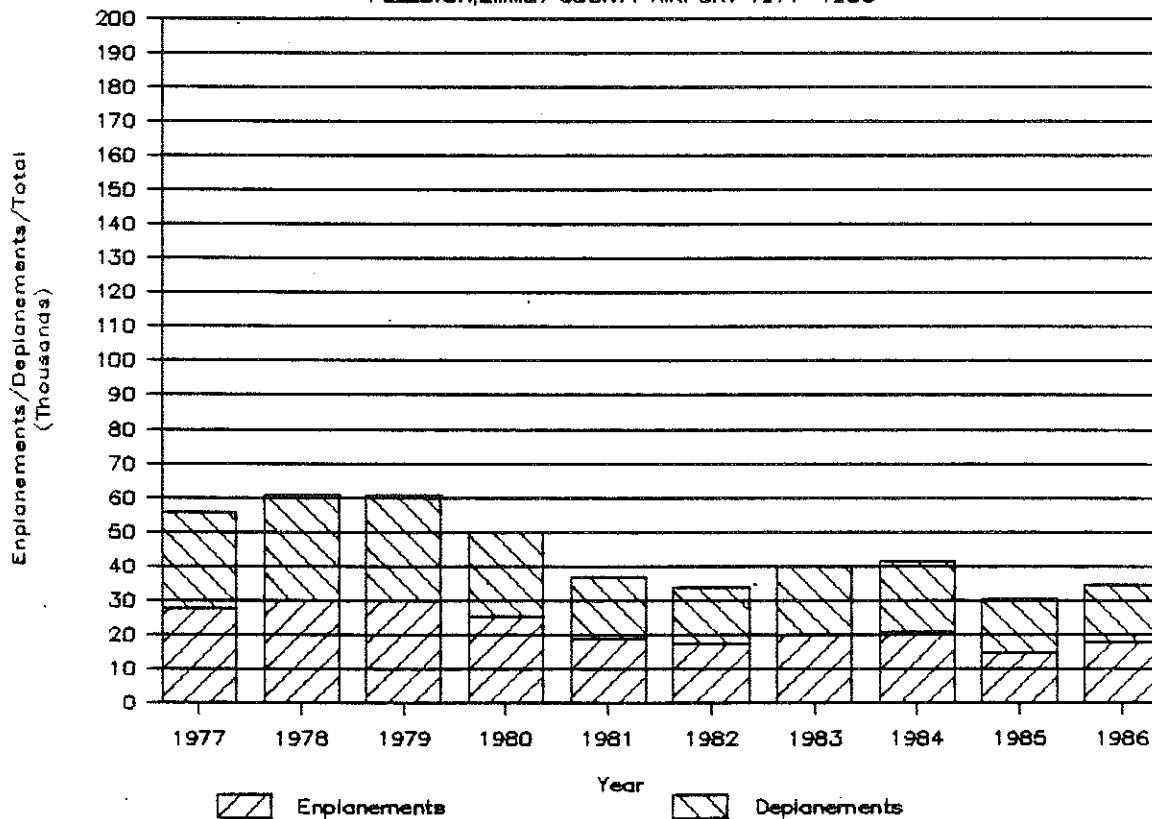
PELLSTON, EMMET COUNTY AIRPORT

Pellston, with 34,345 total passengers, experienced a 12.9 percent increase in 1986 over the previous year. Historically, Emmet County Airport has seen an inconsistency in the level of total passengers, with a range between 30,000 and 41,000, since 1981. Monthly figures for 1986 showed increases over the previous year in ten of the twelve months. Pellston shows a definite seasonal variation with it's peak in the summer months. Emmet County Airport ranked eleventh in the state in total passengers with 0.2 percent of the statewide total.

Airport management attributed the increase to the adjustment to smaller aircraft by the local travelers. There appears to be a local passenger loyalty to Emmet County Airport. The general public appreciated the effects of the contract marketing agreement which made them a part of the regional feeder system. Through ticketing offered at the airport and through the local travel agents was another benefit of this. This fact was verified by the Governor's Air Service Task Force Study, which found that passengers who had arrived or departed from Pellston rated reservations and ticketing procedures as higher than good. The airline was also said to have increased their level of on-time performance. The economy has seen little or no change in the past year, but is still relatively healthy.

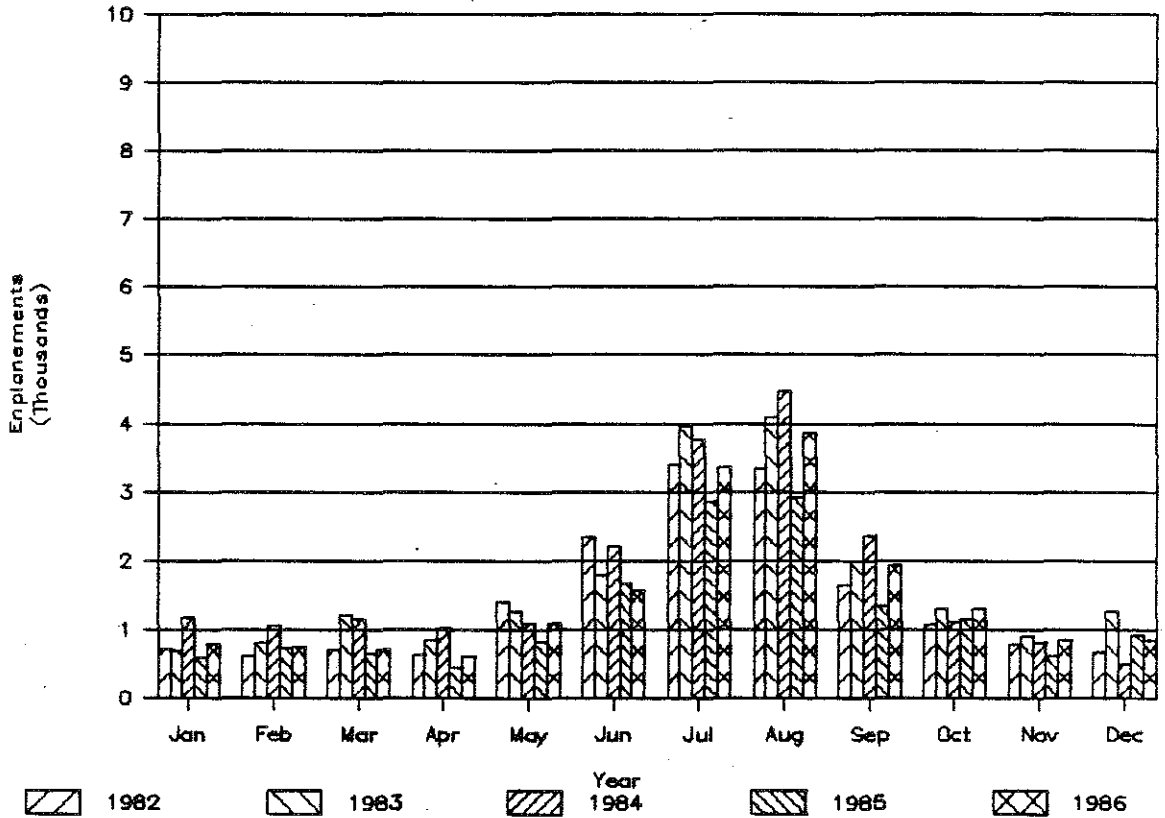
ANNUAL TOTAL PASSENGERS—10 YEAR HISTORY

PELLSTON, EMMET COUNTY AIRPORT 1977-1986



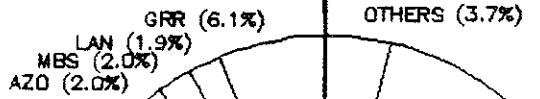
MONTHLY ENPLANEMENTS — 5 YEAR HISTORY

PELLSTON, EMMET COUNTY AIRPORT 1982-1986



COMPARISON OF AIR CARRIER AIRPORTS

PELLSTON, EMMET COUNTY AIRPORT 1986
PLN (0.2%)



AZO: Kalamazoo
DTW: Detroit Metro
GRR: Grand Rapids
LAN: Lansing
MBS: Saginaw
PLN: Pellston

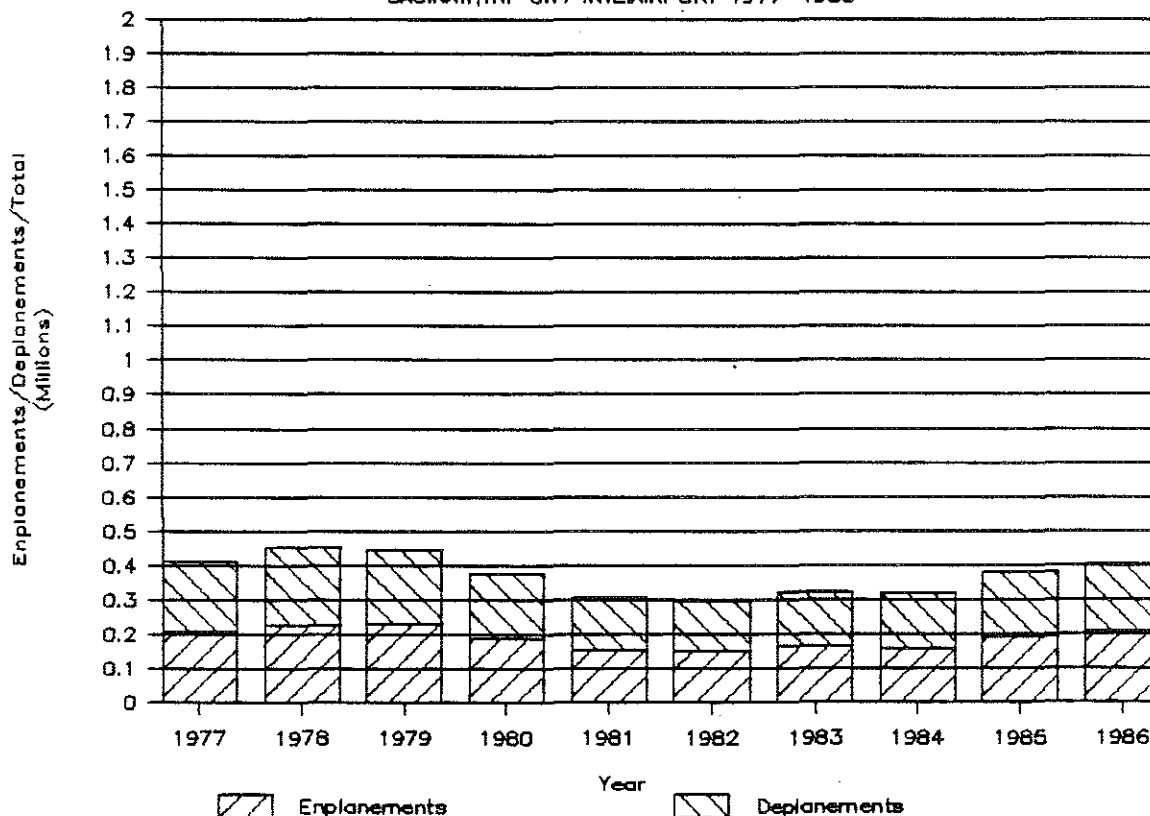
SAGINAW, TRI-CITY INTERNATIONAL AIRPORT

Saginaw, with 405,381 total passengers, experienced a 6.5 percent increase in 1986 over the previous year. Historically, Tri-City Airport has enjoyed a gradual increase in the level of total passengers since 1982. Monthly figures for 1986 showed decreases from the previous year in only three of the twelve months. Saginaw shows no seasonal variation. Tri-City Airport ranked third in the state in total passengers with 2.0 percent of the statewide total.

Airport management attributed the increase to a more well informed public concerning the availability of air service at the Tri-City facility. A part of this educational process has included speeches by the airport manager at local business and civic functions. The service level tends to be high. For example, Saginaw was listed as being the top airport in the United Airlines system for on time performance. Additional facilities have been added to the crash/fire/rescue operations at the airport, thus increasing its rating index for safety even with larger jet aircraft.

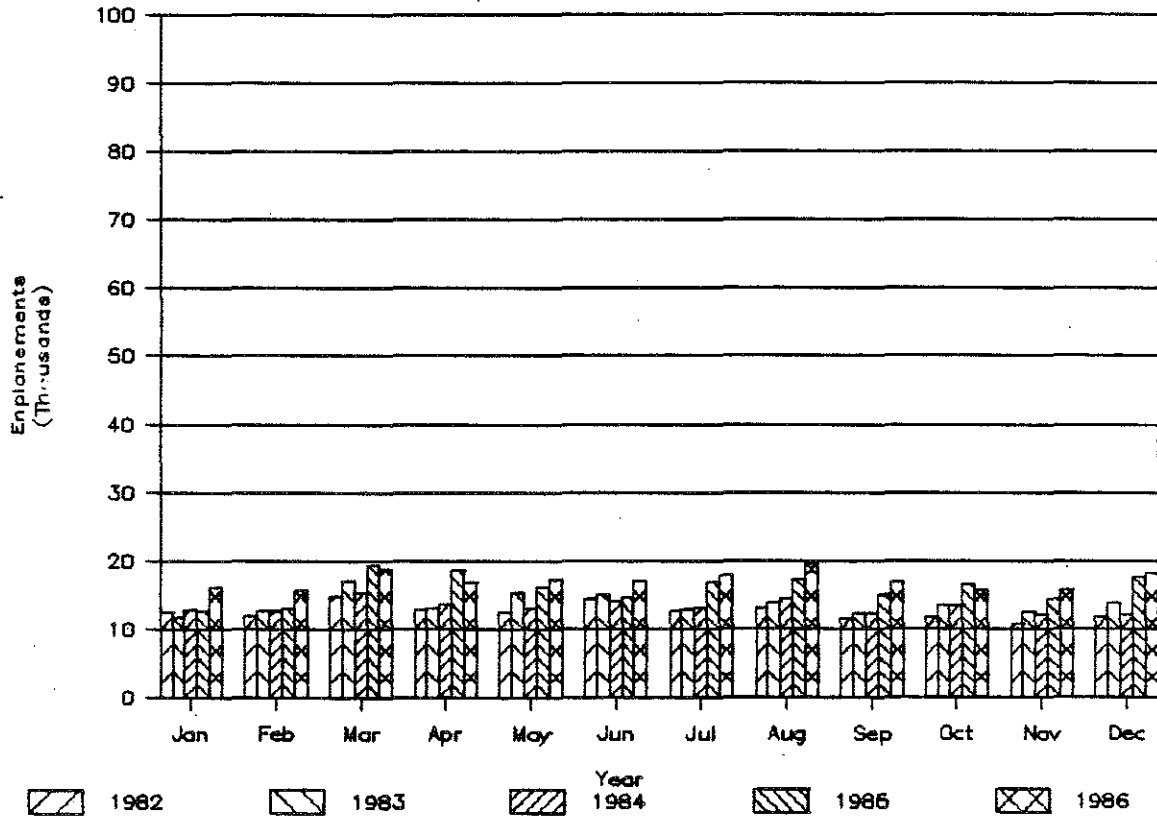
ANNUAL TOTAL PASSENGERS—10 YEAR HISTORY

SAGINAW, TRI-CITY INTL AIRPORT 1977-1986



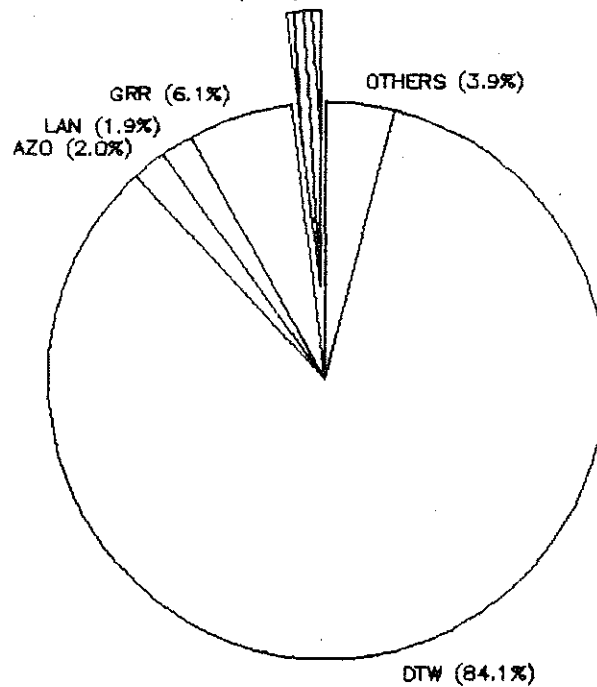
MONTHLY ENPLANEMENTS — 5 YEAR HISTORY

SAGINAW, TRI-CITY INTL AIRPORT 1982-1986



COMPARISON OF AIR CARRIER AIRPORTS

SAGINAW, TRI-CITY INT'L AIRPORT 1986
MBS (2.0%)



AZO: Kalamazoo
DTW: Detroit Metro
GRR: Grand Rapids
LAN: Lansing
MBS: Saginaw

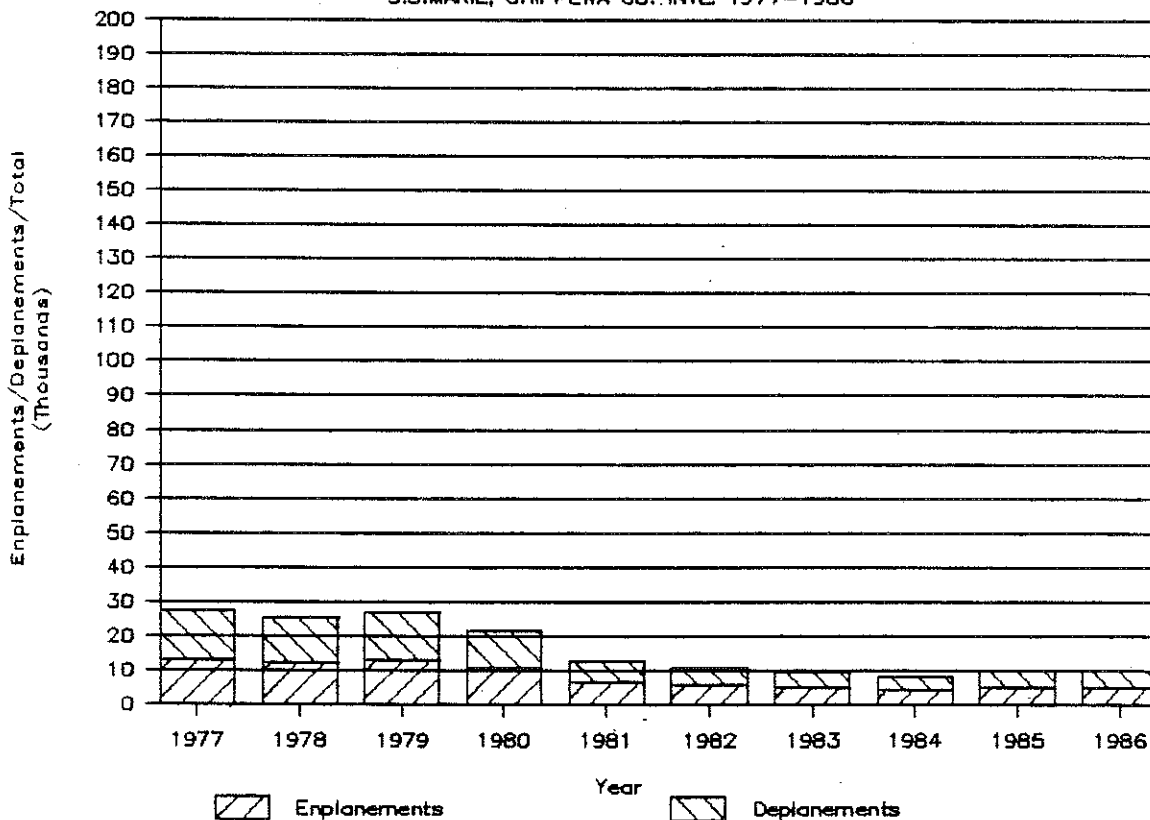
SAULT STE. MARIE, CHIPPEWA COUNTY INTERNATIONAL AIRPORT

Sault Ste. Marie, with 10;193 total passengers, experienced a 1.2 percent increase in 1986 over the previous year. Historically, Chippewa County Airport has enjoyed a gradual increase in the level of total passengers since 1984. Prior to that, there had been a period of decreasing passenger totals from 1979 through 1984. Monthly figures for 1986 showed decreases from the previous year in seven of the twelve months (including the last five months of the year) despite the overall yearly increase. Sault Ste. Marie shows a seasonal variation with the peak in August. Chippewa County Airport ranked seventeenth in the state in total passengers with 0.1 percent of the statewide total. Sault Ste. Marie is one of four Michigan airports receiving federal monies under the Essential Air Service subsidy.

Airport management attributed the gains to the positive effects of their sole serving carrier's partnership with a major carrier. Also stated was a stronger economic base including development at the airport in terms of economic development grants, military spending and upturns in fabrication and wood products. As a whole, the county has experienced greater spending power with local residents having greater discretionary income. A greater amount of public relations has been carried out in the area, whereby salespeople, industrialists, and state corrections personnel are using the facility more frequently.

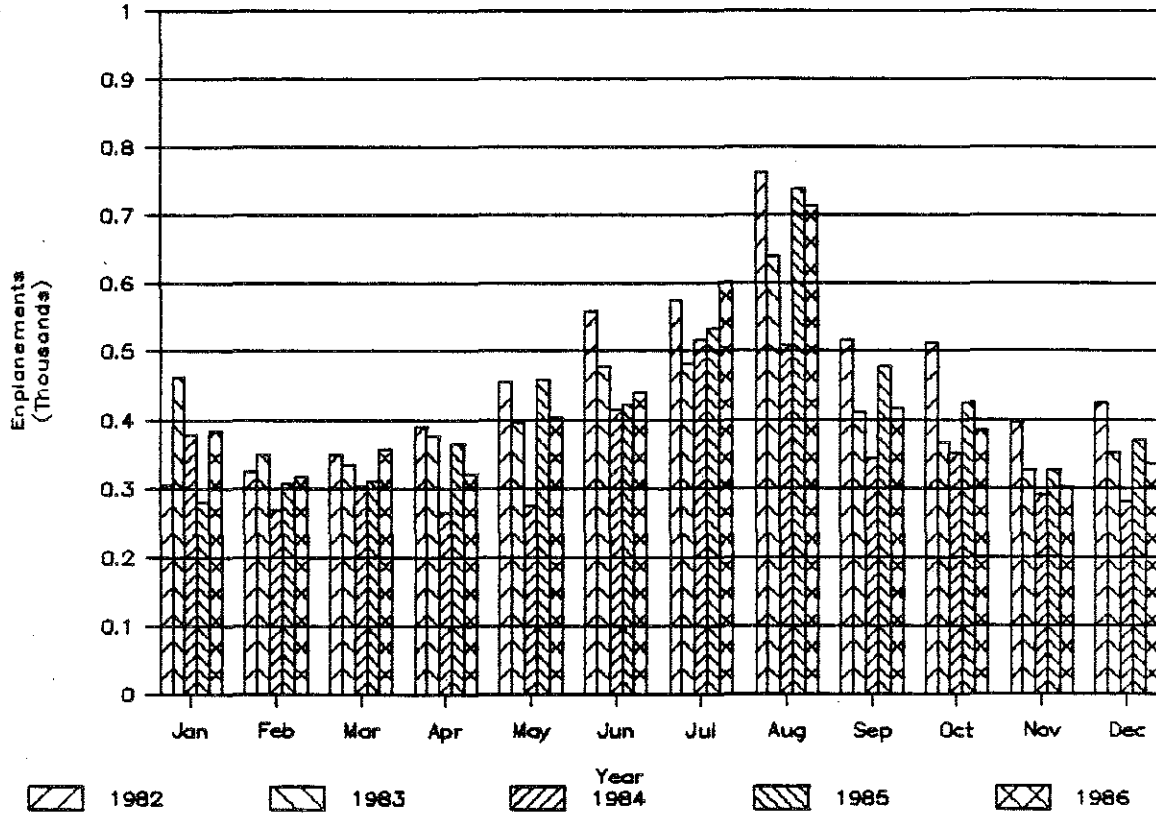
ANNUAL TOTAL PASSENGERS—10 YEAR HISTORY

S.S.MARIE, CHIPPEWA CO. INTL. 1977-1986



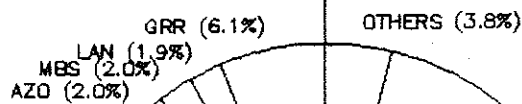
MONTHLY ENPLANEMENTS — 5 YEAR HISTORY

S.S. MARIE, CHIPPEWA CO. AIRPORT 1982-1986



COMPARISON OF AIR CARRIER AIRPORTS

S.S. MARIE, CHIPPEWA COUNTY INTL. 1986
CIU (0.1%)



AZO: Kalamazoo
 CIU: Sault Ste. Marie
 DTW: Detroit Metro
 GRR: Grand Rapids
 LAN: Lansing
 MBS: Saginaw

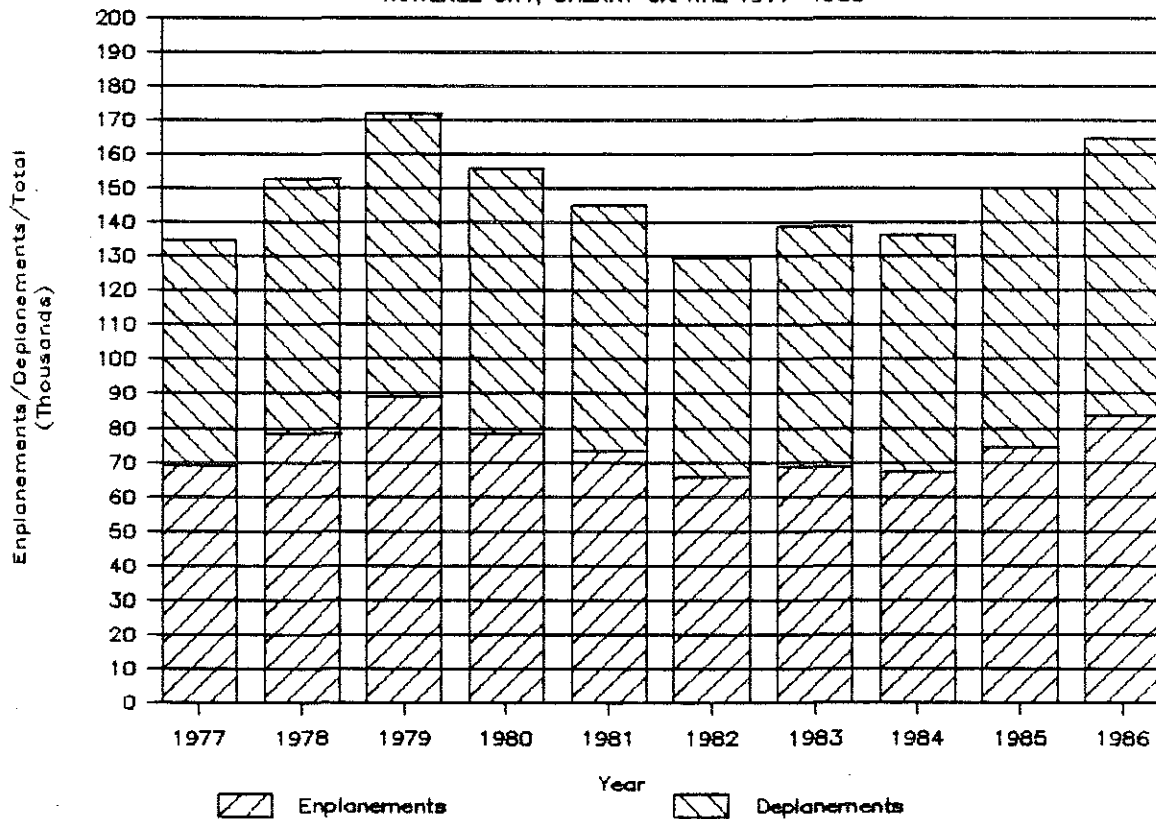
TRAVERSE CITY, CHERRY CAPITAL AIRPORT

Traverse City, with 164,747 total passengers, experienced a 9.8 percent increase in 1986 over the previous year. Historically, Cherry Capital Airport has enjoyed a gradual increase in the level of total passengers since 1982, with the exception of a slight downturn in 1984. Monthly figures for 1986 showed increases over the previous year in eight of the twelve months. Traverse City shows a seasonal variation with the peak in August. Cherry Capital Airport ranked seventh in the state in total passengers with 0.8 percent of the statewide total.

Airport management attributed the gains to the entrance into the market of two carriers in June, 1986. Shifts in the industry led to most of the service to Traverse City being supplied by contract carriers under the shared designator of a major airline.

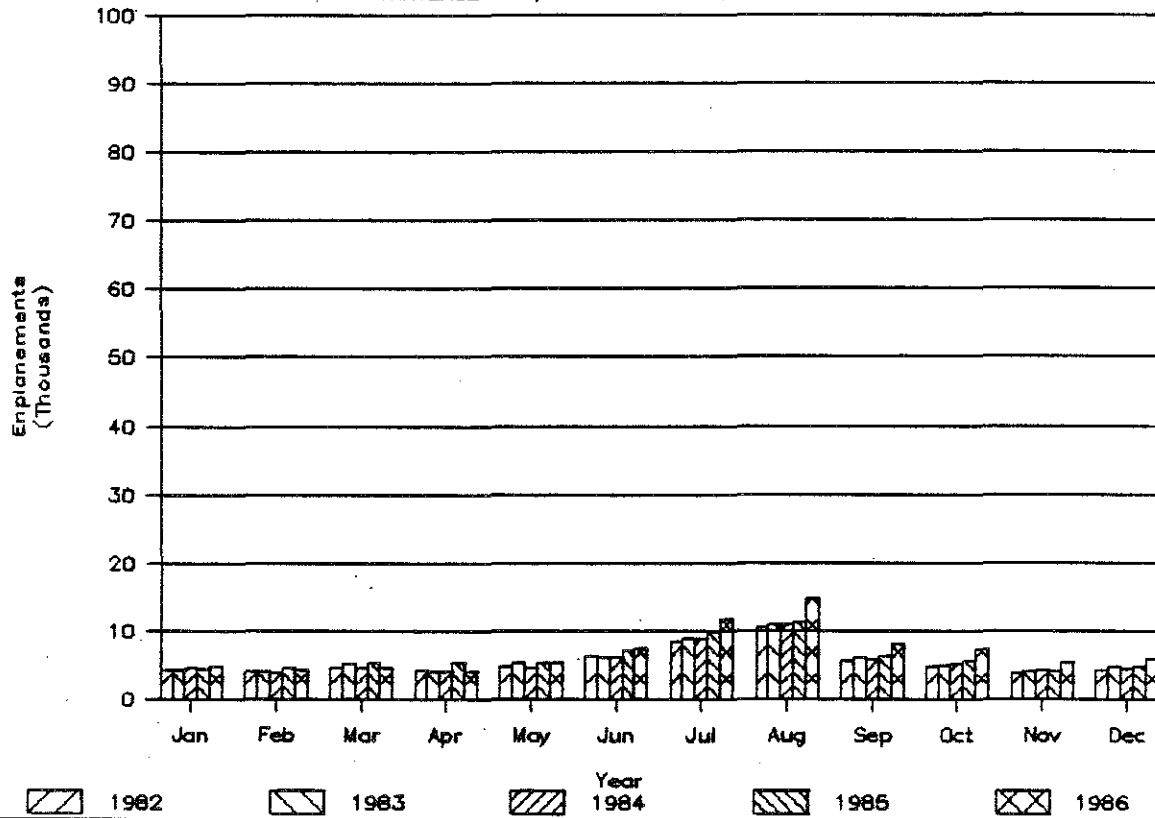
ANNUAL TOTAL PASSENGERS—10 YEAR HISTORY

TRAVERSE CITY, CHERRY CAPITAL 1977-1986



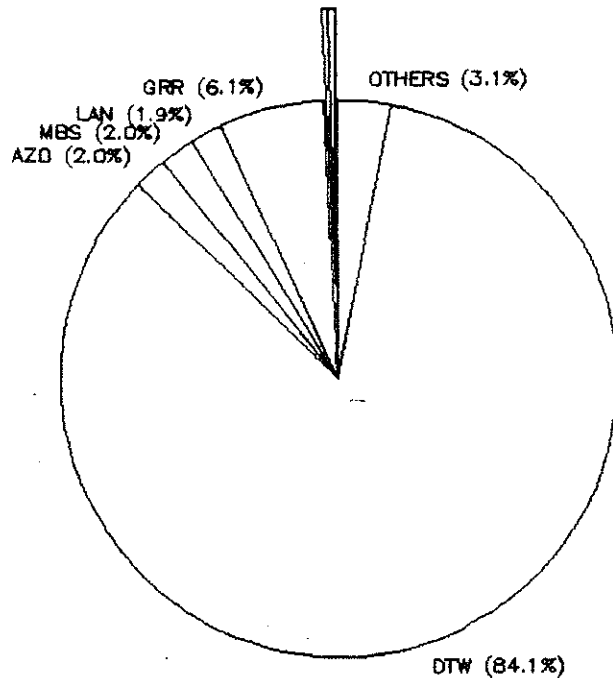
MONTHLY ENPLANEMENTS — 5 YEAR HISTORY

TRAVERSE CITY, CHERRY CAPITAL 1982-1986



COMPARISON OF AIR CARRIER AIRPORTS

TRAVERSE CITY, CHERRY CAPITAL 1986
TVC (0.8%)



AZD: Kalamazoo
DTW: Detroit Metro
GRR: Grand Rapids
LAN: Lansing
MBS: Saginaw
TVC: Traverse City

Table 29

MICHIGAN AIR SERVICE INVENTORY SUMMARY
Michigan Department of Transportation
As of December 31, 1986

CITY CARRIER	1986 TOTAL PASSENGERS	NON-STOP ARRIVALS [Weekly Totals]			SCHEDULED AIRLINES		TYPE OF AIRCRAFT IN AIRLINE FLEET			NOTES
		In Michigan Origins	Out of State Origins	Total Arrivals	Regional, Commuter, Air Taxis [PART 135]	National Carriers [PART 121] [*Foreign]	Jet	Propeller	Non- Press	
ALPENA N.W. AIRLINK (SIMMONS)	10,048	38	0	38	X				X	2
BATTLE CREEK UNITED EXPRESS (AIR WISCONSIN)	17,842	14	0	14		X		X		
BENTON HARBOR UNITED EXPRESS (AIR WISCONSIN)	15,538	14	14	28		X		X		
DETROIT - CITY BAS AIRLINES	39,414	0	75	75	X				X	2
DELTA CONNECTION (COMAIR)		0	30	30	X			X	X	2
SKYCRAFT AIR TRANSPORT		0	10	10	X				X	2
DETROIT - METRO AIR ATLANTA	17,071,730	507	2,638	3,145	X		X			2
AMERICAN AIRLINES		0	91	91		X	X			
BRANIFF		0	14	14		X*	X			1
BRITISH		0	0	0		X	X			
CONTINENTAL		0	41	41		X	X			
DELTA		0	128	128		X	X			
DELTA CONNECTION (COMAIR)		0	42	42	X			X	X	2
EASTERN		0	84	84		X	X			
ICELANDAIR		0	0	0		X*	X			1
JET AMERICA		0	20	20	X		X			2
MIDWAY		0	51	51	X		X			2
NEW YORK AIR		0	12	12	X		X			2
NORTHWEST AIRLINES		133	1,545	1,678		X	X	X		
N.W. AIRLINK (FISCHER BROS. AVTN.)		127	79	206	X				X	2
N.W. AIRLINK (SIMMONS)		247	184	431	X			X	X	2
PAN AMERICAN		0	5	5		X	X			
PIEDMONT		0	68	68		X	X			
PIEDMONT COMM. (JETSTREAM INTL.)		0	44	44	X			X		2
PRESIDENTIAL AIRWAYS		0	18	18		X	X			
SABENA		0	0	0		X*	X			1
TOTAL AIR		0	1	1		X	X			
TRANS WORLD AIRLINES		0	35	35		X	X			
UNITED		0	77	77		X	X			
USAIR		0	87	87		X	X			
ECHANABA AMERICAN EAGLE (SIMMONS)	15,561	1	13	14	X			X	X	2
FLINT AMERICAN EAGLE (SIMMONS)	259,925	128	52	180	X				X	2
DELTA CONNECTION (COMAIR)		21	7	28	X				X	2
N.W. AIRLINK (FISCHER BROS. AVTN.)		0	24	24	X			X		2
N.W. AIRLINK (SIMMONS)		48	0	48	X				X	2
PIEDMONT		59	0	59	X		X			2
GRAND RAPIDS AMERICAN EAGLE (SIMMONS)	1,243,629	113	301	414		X	X			
DELTA CONNECTION (COMAIR)		3	24	27	X			X	X	2
MIDSTATE AIRLINES		0	34	34	X			X	X	2
MIDSTATE AIRLINES (MIDSTATE AIR)		0	36	36	X			X	X	2
NORTHWEST AIRLINES		18	24	42	X			X	X	2
N.W. AIRLINK (EXPRESS AIRLINES I)		56	35	91		X	X			
N.W. AIRLINK (SIMMONS)		0	30	30	X			X		2
PIEDMONT		22	0	22	X				X	2
UNITED		0	28	28		X	X			
USAIR		14	35	49		X	X			
HOUGHTON/HANCOCK N.W. AIRLINK (SIMMONS)	32,700	35	7	42						
SIMMONS		34	7	41	X			X	X	2
		1	0	1	X				X	2
IRON MOUNTAIN AMERICAN EAGLE (SIMMONS)	11,071	0	13	13	X				X	2

MICHIGAN AIR SERVICE INVENTORY SUMMARY
Michigan Department of Transportation
As of December 31, 1986

CITY CARRIER	1986 TOTAL PASSENGERS	NON-STOP ARRIVALS [Weekly Totals]			SCHEDULED AIRLINES Regional, Commuter, Air Taxis [PART 135]	NATIONAL CARRIERS [PART 121] [*Foreign]	TYPE OF AIRCRAFT IN AIRLINE FLEET			NOTES
		In Michigan Origins	Out of State Origins	Total Arrivals			Jet	Propeller	Non- Press	
IRONWOOD N.W. AIRLINK (SIMMONS)	7,536	7	7	14	X				X	2
JACKSON N.W. AIRLINK (SIMMONS)	1,178	12	0	12	X				X	2
KALAMAZOO AMERICAN EAGLE (SIMMONS)	396,810	55	80	135	X				X	2
NORTHWEST AIRLINES		27	32	59		X	X	X	X	
PIEDMONT		28	0	28		X	X			
UNITED EXPRESS (AIR WISCONSIN)		0	26	26		X		X		
LANSING AMERICAN EAGLE (SIMMONS)	382,263	171	71	242						
DELTA CONNECTION (COMAIR)		26	12	38	X			X	X	2
N.W. AIRLINK (FISCHER BROS. AVTN.)		0	24	24	X			X		2
N.W. AIRLINK (SIMMONS)		55	0	55	X				X	2
PIEDMONT		76	0	76	X			X	X	2
UNITED		0	21	21		X	X			
MACKINAC ISLAND MICHIGAN AIRWAYS	659	0	0	0	X				X	3 2
MANISTEE GREAT LAKES LINK (ALLIANCE AIR)	1,344	0	12	12	X				X	2
MARQUETTE AMERICAN EAGLE (SIMMONS)	69,932	55	20	75						
N.W. AIRLINK (SIMMONS)		7	20	27	X			X	X	2
SIMMONS		47	0	47	X			X	X	2 2
MENOMINEE ALLIANCE AIRLINES	1,308	0	29	29						
GREAT LAKES LINK (ALLIANCE AIR)		0	5	5	X				X	2
MUSKEGON N.W. AIRLINK (SIMMONS)	95,672	42	21	63	X				X	2
UNITED EXPRESS (AIR WISCONSIN)		25	0	25		X		X		
PELLSTON AMERICAN EAGLE (SIMMONS)	34,345	33	0	33						
MICHIGAN AIRWAYS		13	0	13	X				X	2
N.W. AIRLINK (SIMMONS)		0	0	0	X				X	2
SAGINAW AMERICAN EAGLE (SIMMONS)	405,381	83	41	124						
NORTHWEST AIRLINES		13	13	26	X		X	X	X	2
N.W. AIRLINK (SIMMONS)		49	0	49		X				
UNITED		14	0	14	X		X		X	2
SAULT STE. MARIE SIMMONS	10,193	19	0	19						
TRaverse CITY AMERICAN EAGLE (SIMMONS)	164,747	126	19	145						
MIDWAY CONNECTION (MIDSTATE AIR)		13	19	32	X				X	2
N.W. AIRLINK (FISCHER BROS. AVTN.)		18	0	18	X			X		2
N.W. AIRLINK (SIMMONS)		26	0	26	X				X	2
UNITED EXPRESS (AIR WISCONSIN)		58	0	58	X			X	X	2
STATEWIDE TOTALS	20,288,826									

NOTES:

- 1) Foreign Flag Carriers who serve the airport but stop prior to arrival in Michigan. They may not carry domestic passengers.
- 2) Source of Classification: FAA Handbook 7340.1J, Contractions Manual - Definition of Air Taxi
- 3) Seasonal service only (May - September)

SOURCE: MICHIGAN DEPARTMENT OF TRANSPORTATION, AVIATION PLANNING UNIT

Table 30

SCHEDULED AIR CARRIER ARRIVALS

Nonstop To Michigan Air Carrier Airports
As of December 31, 1986

Destination	M I Origin	Freq.	Dep. Time	Arr. Time	Flight Number	Eqp	Days	
ALPENA	*DETROIT, MI (DTW)	X7	937	1042	NW*2731	EMB	6	
ALPENA	*DETROIT, MI (DTW)	D	1415	1520	NW*2782	EMB	7	
ALPENA	*DETROIT, MI (DTW)	X6	1955	2100	NW*2768	EMB	6	
ALPENA	*SAULT STE. MARIE, MI	X7	635	710	NW*2740	EMB	6	
ALPENA	*SAULT STE. MARIE, MI	D	1150	1225	NW*2732	EMB	7	
ALPENA	*SAULT STE. MARIE, MI	X6	1630	1705	NW*2783	EMB	6	
Michigan Total							:	38
Overall Total							:	38

SCHEDULED AIR CARRIER ARRIVALS

Nonstop To Michigan Air Carrier Airports
As of December 31, 1986

Destination	M I Origin	Freq.	Dep. Arr.		Flight Number	Eqp	Days	
			Time	Time				
BATTLE CREEK	*BENTON HARBOR, MI	D	1125	1150	UA*2772	F27	7	
BATTLE CREEK	*BENTON HARBOR, MI	D	1400	1425	UA*2774	F27	7	
Michigan Total							:	14
Overall Total							:	14

Table 30

SCHEDULED AIR CARRIER ARRIVALS

Nonstop To Michigan Air Carrier Airports
As of December 31, 1986

Destination	M I Origin	Freq.	Dep. Time	Arr. Time	Flight Number	Eqp	Days
BENTON HARBOR	CHICAGO, IL (ORD)	D	945	1115	UA*2772	F27	7
BENTON HARBOR	CHICAGO, IL (ORD)	D	1220	1350	UA*2774	F27	7
Out of State Total							: 14
BENTON HARBOR	*BATTLE CREEK, MI	D	1215	1240	UA*2773	F27	7
BENTON HARBOR	*BATTLE CREEK, MI	D	1450	1515	UA*2775	F27	7
Michigan Total							: 14
Overall Total							: 28

SCHEDULED AIR CARRIER ARRIVALS

Nonstop To Michigan Air Carrier Airports
As of December 31, 1986

Destination	M I Origin	Dep. Arr.		Flight		Eqp	Days
		Freq.	Time	Time	Number		
DETROIT-CITY	CLEVELAND, OH (BKL)	X67	710	745	DL*3057	SF3	5
DETROIT-CITY	CLEVELAND, OH (BKL)	X67	735	810	GS 400	CNA	5
DETROIT-CITY	CLEVELAND, OH (BKL)	X67	950	1030	DL*3301	EMB	5
DETROIT-CITY	CLEVELAND, OH (BKL)	X67	1000	1035	GS 402	CNA	5
DETROIT-CITY	CLEVELAND, OH (BKL)	X67	1145	1220	DL*3303	EMB	5
DETROIT-CITY	CLEVELAND, OH (BKL)	X67	1300	1335	GS 404	CNA	5
DETROIT-CITY	CLEVELAND, OH (BKL)	X67	1330	1410	DL*3305	EMB	5
DETROIT-CITY	CLEVELAND, OH (BKL)	X67	1530	1610	DL*3307	EMB	5
DETROIT-CITY	CLEVELAND, OH (BKL)	X67	1650	1725	GS 406	CNA	5
DETROIT-CITY	CLEVELAND, OH (BKL)	X67	1830	1910	DL*3067	SF3	5
DETROIT-CITY	OSHAWA, ONT	X67	640	800	9F 421	EMB	5
DETROIT-CITY	OSHAWA, ONT	X67	1520	1635	9F 431	EMB	5
DETROIT-CITY	YOUNGSTOWN, OH	X67	700	755	GS 800	CNA	5
DETROIT-CITY	YOUNGSTOWN, OH	X67	925	1020	GS 802	CNA	5
DETROIT-CITY	YOUNGSTOWN, OH	X67	1615	1710	GS 806	CNA	5
Out of State Total							: 75
Overall Total							: 75

Table 30

SCHEDULED AIR CARRIER ARRIVALS

Nonstop To Michigan Air Carrier Airports
As of December 31, 1986

Destination	M I Origin	Dep. Arr.		Flight		Eqp	Days
		Freq.	Time	Time	Number		
DETROIT-METRO	LONDON, UK	X24	1445	1730	PA 55 310		5
** SEE SUPPLEMENTARY LISTING **							
Overseas Total							: 5
DETROIT-METRO	AKRON/CANTON, OH	D	755	840	NW 824 DC9		7
DETROIT-METRO	AKRON/CANTON, OH	D	1130	1217	NW 981 CVR		7
DETROIT-METRO	AKRON/CANTON, OH	D	1410	1457	NW 954 CVR		7
DETROIT-METRO	AKRON/CANTON, OH	D	1750	1840	NW 767 CVR		7
DETROIT-METRO	ALBANY, NY	D	705	845	NW 189 D9S		7
DETROIT-METRO	ALBANY, NY	D	1445	1627	NW 732 D9S		7
DETROIT-METRO	ALBANY, NY	D	1940	2115	NW 1354 D9S		7
DETROIT-METRO	ALLENTOWN, PA	D	710	838	NW 625 DC9		7
DETROIT-METRO	ALLENTOWN, PA	D	1445	1618	NW 427 DC9		7
DETROIT-METRO	ALLENTOWN, PA	D	1830	1958	NW 785 DC9		7
DETROIT-METRO	APPLETON, WI	D	925	1139	NW 964 CVR		7
DETROIT-METRO	APPLETON, WI	D	1810	2024	NW 754 CVR		7
DETROIT-METRO	ATLANTA, GA	D	700	842	NW 371 DC9		7
DETROIT-METRO	ATLANTA, GA	D	848	1025	DL 534 72S		7
DETROIT-METRO	ATLANTA, GA	X7	925	1105	CC 980 727		6
DETROIT-METRO	ATLANTA, GA	D	929	1105	EA 676 D9S		7
DETROIT-METRO	ATLANTA, GA	D	1040	1225	NW 1281 D9S		7
DETROIT-METRO	ATLANTA, GA	D	1220	1400	EA 732 757		7
DETROIT-METRO	ATLANTA, GA	D	1335	1515	DL 476 767		7
DETROIT-METRO	ATLANTA, GA	X6	1335	1603	DL 914 72S		6
DETROIT-METRO	ATLANTA, GA	67	1418	1557	EA 762 D9S		2
DETROIT-METRO	ATLANTA, GA	X67	1418	1557	EA 762 72S		5
DETROIT-METRO	ATLANTA, GA	D	1455	1637	NW 746 D9S		7
DETROIT-METRO	ATLANTA, GA	X6	1505	1645	CC 994 727		6
DETROIT-METRO	ATLANTA, GA	D	1739	1922	EA 760 D9S		7
DETROIT-METRO	ATLANTA, GA	D	1820	2005	NW 225 72S		7
DETROIT-METRO	ATLANTA, GA	D	1935	2122	EA 682 757		7
DETROIT-METRO	ATLANTA, GA	D	2035	2215	DL 458 767		7
DETROIT-METRO	ATLANTA, GA	D	2300	31	EA 446 72S		7
DETROIT-METRO	ATLANTA, GA	D	2305	40	DL 172 757		7
DETROIT-METRO	BALTIMORE, MD	D	705	833	NW 895 72S		7
DETROIT-METRO	BALTIMORE, MD	D	800	925	PI 362 73S		7
DETROIT-METRO	BALTIMORE, MD	D	1100	1226	NW 357 D9S		7
DETROIT-METRO	BALTIMORE, MD	D	1215	1335	PI 398 73S		7
DETROIT-METRO	BALTIMORE, MD	D	1500	1628	NW 798 72S		7
DETROIT-METRO	BALTIMORE, MD	D	1720	1848	NW 701 D9S		7
DETROIT-METRO	BALTIMORE, MD	D	1955	2123	NW 329 72S		7
DETROIT-METRO	BALTIMORE, MD	D	2039	2159	PI 462 73S		7
DETROIT-METRO	BOSTON, MA	D	645	853	NW 321 D10		7
DETROIT-METRO	BOSTON, MA	D	800	1005	NW 123 D9S		7
DETROIT-METRO	BOSTON, MA	D	930	1132	NW 474 72S		7

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Destination	M	I Origin	Freq.	Dep. Arr.		Flight		Days
				Time	Time	Number	Eqp	
DETROIT-METRO		BOSTON, MA	D	1030	1230	NW	253 757	7
DETROIT-METRO		BOSTON, MA	D	1145	1344	NW	509 D9S	7
DETROIT-METRO		BOSTON, MA	D	1425	1630	NW	337 D10	7
DETROIT-METRO		BOSTON, MA	2	1655	1901	NW	49 747	1
DETROIT-METRO		BOSTON, MA	X2	1655	1901	NW	49 747	6
DETROIT-METRO		BOSTON, MA	D	1655	1901	NW	1695 747	7
DETROIT-METRO		BOSTON, MA	D	1910	2117	NW	1593 D95	7
DETROIT-METRO		BUFFALO, NY	D	735	837	NW	680 72S	7
DETROIT-METRO		BUFFALO, NY	D	1125	1226	NW	199 D9S	7
DETROIT-METRO		BUFFALO, NY	D	1515	1619	NW	721 D9S	7
DETROIT-METRO		BUFFALO, NY	D	1745	1845	NW	737 727	7
DETROIT-METRO		CHARLESTON, WV	D	715	830	NW	1181 CVR	7
DETROIT-METRO		CHARLESTON, WV	D	1500	1615	NW	761 CVR	7
DETROIT-METRO		CHARLESTON, WV	D	1755	1910	NW	971 CVR	7
DETROIT-METRO		CHARLOTTE, NC	X7	650	932	AL	229 B11	6
DETROIT-METRO		CHARLOTTE, NC	D	904	1039	PI	348 73S	7
DETROIT-METRO		CHARLOTTE, NC	X67	1223	1358	PI	301 73S	5
DETROIT-METRO		CHARLOTTE, NC	D	1625	1800	PI	54 72S	7
DETROIT-METRO		CHARLOTTE, NC	D	1929	2108	PI	784 F28	7
DETROIT-METRO		CHICAGO, IL (MDW)	X7	700	850	ML	302 D9S	6
DETROIT-METRO		CHICAGO, IL (MDW)	X7	930	1120	ML	304 D9S	6
DETROIT-METRO		CHICAGO, IL (MDW)	D	1200	1350	ML	318 D9S	7
DETROIT-METRO		CHICAGO, IL (MDW)	D	1400	1550	ML	306 D9S	7
DETROIT-METRO		CHICAGO, IL (MDW)	D	1500	1650	ML	308 D9S	7
DETROIT-METRO		CHICAGO, IL (MDW)	X6	1600	1750	ML	122 DC9	6
DETROIT-METRO		CHICAGO, IL (MDW)	X6	1700	1850	ML	310 D9S	6
DETROIT-METRO		CHICAGO, IL (MDW)	X6	1935	2125	ML	312 D9S	6
DETROIT-METRO		CHICAGO, IL (ORD)	D	631	828	UA	154 D8S	7
DETROIT-METRO		CHICAGO, IL (ORD)	D	700	844	NW	128 72S	7
DETROIT-METRO		CHICAGO, IL (ORD)	2	713	856	AA	72 767	1
DETROIT-METRO		CHICAGO, IL (ORD)	X2	713	856	AA	72 D10	6
DETROIT-METRO		CHICAGO, IL (ORD)	X7	715	925	SI	423 M80	6
DETROIT-METRO		CHICAGO, IL (ORD)	D	800	1004	NW	100 D9S	7
DETROIT-METRO		CHICAGO, IL (ORD)	D	814	1013	UA	560 72S	7
DETROIT-METRO		CHICAGO, IL (ORD)	D	900	1104	NW	178 72S	7
DETROIT-METRO		CHICAGO, IL (ORD)	D	1010	1210	NW	604 72S	7
DETROIT-METRO		CHICAGO, IL (ORD)	D	1100	1256	NW	652 D9S	7
DETROIT-METRO		CHICAGO, IL (ORD)	D	1114	1313	UA	917 D8S	7
DETROIT-METRO		CHICAGO, IL (ORD)	D	1200	1355	NW	1045 D9S	7
DETROIT-METRO		CHICAGO, IL (ORD)	D	1300	1458	NW	1303 D9S	7
DETROIT-METRO		CHICAGO, IL (ORD)	D	1333	1516	AA	508 D10	7
DETROIT-METRO		CHICAGO, IL (ORD)	D	1414	1620	SI	102 M80	7
DETROIT-METRO		CHICAGO, IL (ORD)	D	1420	1619	NW	1110 DC9	7
DETROIT-METRO		CHICAGO, IL (ORD)	D	1420	1619	UA	698 767	7
DETROIT-METRO		CHICAGO, IL (ORD)	D	1500	1658	NW	796 D95	7
DETROIT-METRO		CHICAGO, IL (ORD)	X6	1550	1752	NW	864 D95	6

Table 30

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Destination	M I Origin	Freq.	Dep. Arr.		Flight		Eqp	Days
			Time	Time	Number	Number		
DETROIT-METRO	CHICAGO, IL (ORD)	D	1557	1740	AA	608	72S	7
DETROIT-METRO	CHICAGO, IL (ORD)	X27	1644	1846	UA	860	D8S	5
DETROIT-METRO	CHICAGO, IL (ORD)	27	1645	1847	UA	860	D8S	2
DETROIT-METRO	CHICAGO, IL (ORD)	6	1650	1846	NW	1402	757	1
DETROIT-METRO	CHICAGO, IL (ORD)	X6	1650	1846	NW	1402	D95	6
DETROIT-METRO	CHICAGO, IL (ORD)	D	1729	1912	AA	248	72S	7
DETROIT-METRO	CHICAGO, IL (ORD)	X6	1740	1950	SI	112	M80	6
DETROIT-METRO	CHICAGO, IL (ORD)	D	1800	2003	NW	246	72S	7
DETROIT-METRO	CHICAGO, IL (ORD)	D	1900	2107	NW	198	D9S	7
DETROIT-METRO	CHICAGO, IL (ORD)	D	2000	2143	NW	352	727	7
DETROIT-METRO	CHICAGO, IL (ORD)	D	2005	2148	AA	192	D10	7
DETROIT-METRO	CHICAGO, IL (ORD)	D	2015	2214	UA	378	767	7
DETROIT-METRO	CHICAGO, IL (ORD)	5	2145	2355	SI	324	M80	1
DETROIT-METRO	CINCINNATI, OH	X67	615	805	DL*3293	EMB		5
DETROIT-METRO	CINCINNATI, OH	D	650	738	NW	380	D95	7
DETROIT-METRO	CINCINNATI, OH	X7	657	745	DL	550	727	6
DETROIT-METRO	CINCINNATI, OH	X67	820	930	DL*3077	SF3		5
DETROIT-METRO	CINCINNATI, OH	D	1037	1125	DL	510	72S	7
DETROIT-METRO	CINCINNATI, OH	D	1045	1133	NW	238	DC9	7
DETROIT-METRO	CINCINNATI, OH	X67	1245	1359	DL*3002	SF3		5
DETROIT-METRO	CINCINNATI, OH	D	1432	1520	DL	756	72S	7
DETROIT-METRO	CINCINNATI, OH	D	1435	1520	NW	692	D9S	7
DETROIT-METRO	CINCINNATI, OH	X7	1545	1700	DL*3033	SF3		6
DETROIT-METRO	CINCINNATI, OH	X6	1721	1830	DL*3043	SF3		6
DETROIT-METRO	CINCINNATI, OH	D	1817	2105	DL	398	72S	7
DETROIT-METRO	CINCINNATI, OH	D	1915	2017	NW	698	D95	7
DETROIT-METRO	CINCINNATI, OH	X6	2237	2325	DL	986	72S	6
DETROIT-METRO	CLEVELAND, OH (CLE)	X67	600	640	DL*3299	EMB		5
DETROIT-METRO	CLEVELAND, OH (CLE)	X7	700	740	NW	985	D9S	6
DETROIT-METRO	CLEVELAND, OH (CLE)	X67	730	810	NW*2231	DO8		5
DETROIT-METRO	CLEVELAND, OH (CLE)	D	810	853	NW	299	D95	7
DETROIT-METRO	CLEVELAND, OH (CLE)	X67	900	940	NW*2826	SH6		5
DETROIT-METRO	CLEVELAND, OH (CLE)	X67	955	1035	NW*2202	CS2		5
DETROIT-METRO	CLEVELAND, OH (CLE)	6	1000	1040	NW*2741	EMB		1
DETROIT-METRO	CLEVELAND, OH (CLE)	X67	1000	1040	NW*2741	SH6		5
DETROIT-METRO	CLEVELAND, OH (CLE)	X67	1055	1135	NW*2236	CS2		5
DETROIT-METRO	CLEVELAND, OH (CLE)	X67	1100	1140	NW*2717	SH6		5
DETROIT-METRO	CLEVELAND, OH (CLE)	6	1100	1140	NW*2717	EMB		1
DETROIT-METRO	CLEVELAND, OH (CLE)	D	1140	1220	CO	179	M80	7
DETROIT-METRO	CLEVELAND, OH (CLE)	D	1140	1221	NW	1055	D95	7
DETROIT-METRO	CLEVELAND, OH (CLE)	67	1200	1245	NW*2786	EMB		2
DETROIT-METRO	CLEVELAND, OH (CLE)	X67	1200	1245	NW*2786	SH6		5
DETROIT-METRO	CLEVELAND, OH (CLE)	D	1225	1259	EA	881	D9S	7
DETROIT-METRO	CLEVELAND, OH (CLE)	X6	1300	1340	NW*2727	EMB		6
DETROIT-METRO	CLEVELAND, OH (CLE)	X6	1350	1430	NW*2268	CS2		6
DETROIT-METRO	CLEVELAND, OH (CLE)	X6	1400	1440	NW*2789	EMB		6

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Destination	M I Origin	Freq.	Dep. Time	Arr. Time	Flight Number	Eqp	Days
DETROIT-METRO	CLEVELAND, OH (CLE)	X67	1500	1540	NW*2247	D08	5
DETROIT-METRO	CLEVELAND, OH (CLE)	X6	1500	1540	NW*2704	SH6	6
DETROIT-METRO	CLEVELAND, OH (CLE)	X6	1550	1630	NW*2270	CS2	6
DETROIT-METRO	CLEVELAND, OH (CLE)	X67	1600	1640	NW*2791	SH6	5
DETROIT-METRO	CLEVELAND, OH (CLE)	X67	1645	1730	NW*2203	CS2	5
DETROIT-METRO	CLEVELAND, OH (CLE)	X6	1700	1740	NW*2707	SH6	6
DETROIT-METRO	CLEVELAND, OH (CLE)	X6	1750	1830	NW*2272	CS2	6
DETROIT-METRO	CLEVELAND, OH (CLE)	6	1800	1840	NW*2793	EMB	1
DETROIT-METRO	CLEVELAND, OH (CLE)	X6	1800	1840	NW*2793	SH6	6
DETROIT-METRO	CLEVELAND, OH (CLE)	D	1830	1910	NW 443	DC9	7
DETROIT-METRO	CLEVELAND, OH (CLE)	X67	1845	1930	NW*2206	CS2	5
DETROIT-METRO	CLEVELAND, OH (CLE)	X6	1900	1940	NW*2784	SH6	6
DETROIT-METRO	CLEVELAND, OH (CLE)	X67	1955	2035	NW*2254	CS2	5
DETROIT-METRO	CLEVELAND, OH (CLE)	X6	2000	2040	NW*2796	EMB	6
DETROIT-METRO	CLEVELAND, OH (CLE)	D	2045	2126	NW 674	72S	7
DETROIT-METRO	COLUMBUS, OH	X6	730	830	NW*2266	CS2	6
DETROIT-METRO	COLUMBUS, OH	D	735	826	NW 316	D9S	7
DETROIT-METRO	COLUMBUS, OH	X7	805	905	NW*2802	SH6	6
DETROIT-METRO	COLUMBUS, OH	X67	825	925	NW*2233	DO8	5
DETROIT-METRO	COLUMBUS, OH	X67	905	1005	NW*2781	SH6	5
DETROIT-METRO	COLUMBUS, OH	X67	1000	1055	NW*2230	DO8	5
DETROIT-METRO	COLUMBUS, OH	7	1020	1120	NW*2781	SH6	1
DETROIT-METRO	COLUMBUS, OH	D	1142	1230	NW 868	DC9	7
DETROIT-METRO	COLUMBUS, OH	X6	1215	1310	NW*2798	EMB	6
DETROIT-METRO	COLUMBUS, OH	D	1440	1528	NW 788	DC9	7
DETROIT-METRO	COLUMBUS, OH	D	1550	1645	NW*2729	EMB	7
DETROIT-METRO	COLUMBUS, OH	X67	1610	1710	NW*2228	DO8	5
DETROIT-METRO	COLUMBUS, OH	X6	1755	1855	NW*2734	SH6	6
DETROIT-METRO	COLUMBUS, OH	X67	1900	2000	NW*2226	DO8	5
DETROIT-METRO	COLUMBUS, OH	D	1920	2009	NW 436	D9S	7
DETROIT-METRO	COLUMBUS, OH	D	2035	2123	NW 397	D9S	7
DETROIT-METRO	DALLAS/FT. WORTH, TX	D	800	1120	NW 310	DC9	7
DETROIT-METRO	DALLAS/FT. WORTH, TX	D	840	1153	AA 198	72S	7
DETROIT-METRO	DALLAS/FT. WORTH, TX	D	956	1309	DL 722	D9S	7
DETROIT-METRO	DALLAS/FT. WORTH, TX	D	1150	1515	NW 776	D9S	7
DETROIT-METRO	DALLAS/FT. WORTH, TX	D	1307	1620	AA 806	72S	7
DETROIT-METRO	DALLAS/FT. WORTH, TX	D	1630	2003	NW 180	D9S	7
DETROIT-METRO	DALLAS/FT. WORTH, TX	D	1702	2015	DL 230	72S	7
DETROIT-METRO	DALLAS/FT. WORTH, TX	D	1726	2039	AA 852	72S	7
DETROIT-METRO	DALLAS/FT. WORTH, TX	D	1959	2312	AA 158	72S	7
DETROIT-METRO	DALLAS/FT. WORTH, TX	D	2007	2320	DL 242	72S	7
DETROIT-METRO	DAYTON, OH	X67	700	805	DL*3293	EMB	5
DETROIT-METRO	DAYTON, OH	D	735	829	NW 894	CVR	7
DETROIT-METRO	DAYTON, OH	X7	815	910	PI*5057	J31	6
DETROIT-METRO	DAYTON, OH	D	1045	1137	NW 963	CVR	7
DETROIT-METRO	DAYTON, OH	X6	1050	1145	PI*5052	J31	6

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Destination	M I Origin	Freq.	Dep. Time	Arr. Time	Flight Number	Eqp	Days
DETROIT-METRO	DAYTON, OH	D	1140	1235	PI*5036	J31	7
DETROIT-METRO	DAYTON, OH	D	1350	1445	PI*5054	J31	7
DETROIT-METRO	DAYTON, OH	D	1425	1520	NW 724	CVR	7
DETROIT-METRO	DAYTON, OH	X6	1530	1625	PI*5038	J31	6
DETROIT-METRO	DAYTON, OH	X67	1640	1735	DL*3170	SWM	5
DETROIT-METRO	DAYTON, OH	D	1745	1840	NW 738	CVR	7
DETROIT-METRO	DAYTON, OH	X6	1910	2005	PI*5063	J31	6
DETROIT-METRO	DAYTON, OH	X6	2030	2130	PI*5042	J31	6
DETROIT-METRO	DENVER, CO	D	646	1111	UA 908	72S	7
DETROIT-METRO	DENVER, CO	X67	1025	1350	UA 680	72S	5
DETROIT-METRO	DENVER, CO	67	1025	1350	UA 680	72S	2
DETROIT-METRO	DENVER, CO	D	1035	1517	CO 524	733	7
DETROIT-METRO	DENVER, CO	X6	1325	1755	CO 526	72S	6
DETROIT-METRO	DENVER, CO	X6	1512	1940	UA 374	72S	6
DETROIT-METRO	DENVER, CO	6	1512	1940	UA 374	72S	1
DETROIT-METRO	DENVER, CO	D	1855	2337	CO 528	733	7
DETROIT-METRO	DENVER, CO	D	1905	2338	UA 720	767	7
DETROIT-METRO	ERIE, PA	D	750	842	NW 833	CVR	7
DETROIT-METRO	ERIE, PA	D	1405	1457	NW 580	CVR	7
DETROIT-METRO	ERIE, PA	D	1800	1847	NW 768	DC9	7
DETROIT-METRO	FT. LAUDERDALE, FL	D	1245	1528	DL 215	72S	7
DETROIT-METRO	FT. LAUDERDALE, FL	D	1330	1630	NW 584	72S	7
DETROIT-METRO	FT. LAUDERDALE, FL	D	1725	2105	DL 398	72S	7
DETROIT-METRO	FT. MYERS, FL	D	1330	1623	NW 862	D95	7
DETROIT-METRO	FT. WAYNE, IN	D	755	835	NW 708	DC9	7
DETROIT-METRO	FT. WAYNE, IN	D	1050	1130	NW 1182	CVR	7
DETROIT-METRO	FT. WAYNE, IN	D	1430	1515	NW 718	CVR	7
DETROIT-METRO	FT. WAYNE, IN	D	1910	1955	NW 759	DC9	7
DETROIT-METRO	GRAND CAYMAN, W. INDIES	D	800	1727	NW 465	72S	7
DETROIT-METRO	GREEN BAY, WI	D	655	855	NW 665	D9S	7
DETROIT-METRO	GREEN BAY, WI	D	930	1128	NW 997	D95	7
DETROIT-METRO	GREEN BAY, WI	D	1335	1535	NW 744	D9S	7
DETROIT-METRO	GREEN BAY, WI	D	1810	2010	NW 783	D9S	7
DETROIT-METRO	HOUSTON, TX (HOU)	D	755	1125	NW 276	72S	7
DETROIT-METRO	HOUSTON, TX (HOU)	D	1145	1517	NW 1067	D9S	7
DETROIT-METRO	HOUSTON, TX (IAH)	D	1335	1706	CO 594	727	7
DETROIT-METRO	HOUSTON, TX (HOU)	D	1610	1950	NW 1056	D95	7
DETROIT-METRO	HOUSTON, TX (IAH)	D	1840	2211	CO 596	72S	7
DETROIT-METRO	INDIANAPOLIS, IN	X67	740	828	DL 654	72S	5
DETROIT-METRO	INDIANAPOLIS, IN	D	800	851	NW 2856727		7
DETROIT-METRO	INDIANAPOLIS, IN	D	1050	1140	NW 144	D9S	7
DETROIT-METRO	INDIANAPOLIS, IN	X7	1210	1258	AL 562	D9S	6
DETROIT-METRO	INDIANAPOLIS, IN	D	1435	1530	NW 704	72S	7
DETROIT-METRO	INDIANAPOLIS, IN	X6	1515	1603	DL 914	72S	6
DETROIT-METRO	INDIANAPOLIS, IN	D	1818	1906	DL 484	D9S	7
DETROIT-METRO	INDIANAPOLIS, IN	D	1915	2012	NW 676	72S	7

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			Time	Time	Number	Eqp	Days	
DETROIT-METRO	INDIANAPOLIS, IN	D	2035	2128	NW	675	D9S	7
DETROIT-METRO	KANSAS CITY, MO	D	810	1036	EA	880	D9S	7
DETROIT-METRO	KANSAS CITY, MO	D	855	1126	NW	270	72S	7
DETROIT-METRO	KANSAS CITY, MO	D	1230	1505	NW	781	D9S	7
DETROIT-METRO	KANSAS CITY, MO	D	1310	1542	BN	522	72S	7
DETROIT-METRO	KANSAS CITY, MO	D	1320	1552	EA	882	D9S	7
DETROIT-METRO	KANSAS CITY, MO	D	1730	2002	NW	654	D9S	7
DETROIT-METRO	KANSAS CITY, MO	D	1745	2016	BN	500	72S	7
DETROIT-METRO	KANSAS CITY, MO	D	1809	2037	EA	522	72S	7
DETROIT-METRO	LOS ANGELES, CA	D	700	1410	NW	1305	72S	7
DETROIT-METRO	LOS ANGELES, CA	D	800	1510	NW	330	D10	7
DETROIT-METRO	LOS ANGELES, CA	D	1305	2020	NW	334	747	7
DETROIT-METRO	LOS ANGELES, CA	7	1410	2111	NW	332	72S	1
DETROIT-METRO	LOS ANGELES, CA	5	1410	2111	NW	332	72S	1
DETROIT-METRO	LOS ANGELES, CA	X57	1410	2111	NW	332	72S	5
DETROIT-METRO	LOS ANGELES, CA	D	1640	2340	NW	1164	72S	7
DETROIT-METRO	LOS ANGELES, CA	D	2310	625	NW	354	757	7
DETROIT-METRO	LOS ANGELES, CA	2	2320	620	5T	912	L10	1
DETROIT-METRO	LOUISVILLE, KY	D	730	835	NW	939	D9S	7
DETROIT-METRO	LOUISVILLE, KY	D	1220	1325	NW	585	DC9	7
DETROIT-METRO	LOUISVILLE, KY	D	1915	2020	NW	1252	D9S	7
DETROIT-METRO	MADISON, WI	D	650	855	NW	146	72S	7
DETROIT-METRO	MADISON, WI	D	930	1130	NW	648	72S	7
DETROIT-METRO	MADISON, WI	D	1335	1535	NW	771	D9S	7
DETROIT-METRO	MADISON, WI	D	1805	2009	NW	752	D9S	7
DETROIT-METRO	MADISON, WI	D	2030	2230	NW	1433	D9S	7
DETROIT-METRO	MIAMI, FL	D	925	1218	NW	421	72S	7
DETROIT-METRO	MIAMI, FL	6	1305	1553	DL	552	72S	1
DETROIT-METRO	MIAMI, FL	D	1500	1742	EA	52	72S	7
DETROIT-METRO	MIAMI, FL	D	1720	1816	NW	460	D9S	7
DETROIT-METRO	MILWAUKEE, WI	D	645	847	NW	1155	757	7
DETROIT-METRO	MILWAUKEE, WI	D	900	1055	NW	1173	D9S	7
DETROIT-METRO	MILWAUKEE, WI	D	935	1132	NW	624	72S	7
DETROIT-METRO	MILWAUKEE, WI	D	1120	1317	NW	1008	72S	7
DETROIT-METRO	MILWAUKEE, WI	D	1210	1407	NW	1038	DC9	7
DETROIT-METRO	MILWAUKEE, WI	D	1335	1534	NW	216	72S	7
DETROIT-METRO	MILWAUKEE, WI	D	1440	1638	NW	1549	DC9	7
DETROIT-METRO	MILWAUKEE, WI	D	1530	1727	NW	465	72S	7
DETROIT-METRO	MILWAUKEE, WI	D	1705	1903	NW	784	727	7
DETROIT-METRO	MILWAUKEE, WI	6	1805	2003	NW	1012	72S	1
DETROIT-METRO	MILWAUKEE, WI	X6	1805	2003	NW	1012	757	6
DETROIT-METRO	MINNEAPOLIS/ST. PAUL, MN	6	625	855	NW	368	757	1
DETROIT-METRO	MINNEAPOLIS/ST. PAUL, MN	X6	625	855	NW	368	757	6
DETROIT-METRO	MINNEAPOLIS/ST. PAUL, MN	D	815	1044	NW	1023	D10	7
DETROIT-METRO	MINNEAPOLIS/ST. PAUL, MN	7	910	1139	NW	564	757	1
DETROIT-METRO	MINNEAPOLIS/ST. PAUL, MN	12	910	1139	NW	564	757	2

Table 30

SCHEDULED AIR CARRIER ARRIVALS

Nonstop To Michigan Air Carrier Airports
As of December 31, 1986

Destination	M I Origin	Freq.	Dep. Time	Arr. Time	Flight Number	Eqp	Days
DETROIT-METRO	MINNEAPOLIS/ST. PAUL, MN	345	910	1139	NW 564	757	3
DETROIT-METRO	MINNEAPOLIS/ST. PAUL, MN	6	910	1139	NW 564	72S	1
DETROIT-METRO	MINNEAPOLIS/ST. PAUL, MN	X67	1100	1326	NW 528	72S	5
DETROIT-METRO	MINNEAPOLIS/ST. PAUL, MN	6	1100	1326	NW 528	72S	1
DETROIT-METRO	MINNEAPOLIS/ST. PAUL, MN	7	1100	1326	NW 528	72S	1
DETROIT-METRO	MINNEAPOLIS/ST. PAUL, MN	D	1215	1443	NW 766	72S	7
DETROIT-METRO	MINNEAPOLIS/ST. PAUL, MN	X1	1300	1533	NW 48	747	6
DETROIT-METRO	MINNEAPOLIS/ST. PAUL, MN	1	1300	1533	NW 48	747	1
DETROIT-METRO	MINNEAPOLIS/ST. PAUL, MN	D	1300	1533	NW 1694	747	7
DETROIT-METRO	MINNEAPOLIS/ST. PAUL, MN	D	1415	1648	NW 740	72S	7
DETROIT-METRO	MINNEAPOLIS/ST. PAUL, MN	D	1630	1900	NW 729	72S	7
DETROIT-METRO	MINNEAPOLIS/ST. PAUL, MN	D	1750	2020	NW 60	D10	7
DETROIT-METRO	MINNEAPOLIS/ST. PAUL, MN	D	1855	2125	NW 1525	757	7
DETROIT-METRO	MINNEAPOLIS/ST. PAUL, MN	D	2135	2357	NW 495	757	7
DETROIT-METRO	MOLINE, IL	D	645	853	NW 527	DC9	7
DETROIT-METRO	MOLINE, IL	D	1300	1505	NW 428	DC9	7
DETROIT-METRO	MOLINE, IL	D	1810	2010	NW 726	DC9	7
DETROIT-METRO	MONTREAL, QUE	D	705	852	NW 693	D9S	7
DETROIT-METRO	MONTREAL, QUE	D	1445	1632	NW 221	D9S	7
DETROIT-METRO	MONTREAL, QUE	D	1930	2115	NW 717	DC9	7
DETROIT-METRO	NASHVILLE, TN	D	850	1110	AA 644	72S	7
DETROIT-METRO	NASHVILLE, TN	D	855	1115	NW 272	D9S	7
DETROIT-METRO	NASHVILLE, TN	D	1105	1325	NW 290	D9S	7
DETROIT-METRO	NASHVILLE, TN	D	1315	1537	AA 854	72S	7
DETROIT-METRO	NASHVILLE, TN	D	1415	1637	NW 773	D9S	7
DETROIT-METRO	NASHVILLE, TN	D	1730	1952	NW 727	72S	7
DETROIT-METRO	NASHVILLE, TN	D	1815	2037	AA 530	72S	7
DETROIT-METRO	NEW ORLEANS, LA	D	805	1122	NW 522	D9S	7
DETROIT-METRO	PEORIA, IL	D	625	848	NW 988	CVR	7
DETROIT-METRO	PEORIA, IL	D	1100	1323	NW 502	CVR	7
DETROIT-METRO	PEORIA, IL	D	1810	2030	NW 789	CVR	7
DETROIT-METRO	PHILADELPHIA, PA	D	700	841	NW 599	757	7
DETROIT-METRO	PHILADELPHIA, PA	D	835	1008	AL 125	D9S	7
DETROIT-METRO	PHILADELPHIA, PA	D	1045	1220	NW 205	72S	7
DETROIT-METRO	PHILADELPHIA, PA	D	1210	1340	NW 583	72S	7
DETROIT-METRO	PHILADELPHIA, PA	6	1340	1510	AL 911	D9S	1
DETROIT-METRO	PHILADELPHIA, PA	D	1450	1631	NW 245	757	7
DETROIT-METRO	PHILADELPHIA, PA	X6	1605	1736	AL 178	B11	6
DETROIT-METRO	PHILADELPHIA, PA	D	1720	1859	NW 782	757	7
DETROIT-METRO	PHILADELPHIA, PA	D	1935	2105	AL 592	D9S	7
DETROIT-METRO	PHILADELPHIA, PA	D	1950	2120	NW 1049	72S	7
DETROIT-METRO	PHOENIX, AZ	D	930	1510	NW 706	D10	7
DETROIT-METRO	PHOENIX, AZ	D	1415	1955	NW 256	D10	7
DETROIT-METRO	PHOENIX, AZ	D	1545	2120	NW 252	757	7
DETROIT-METRO	PITTSBURGH, PA	D	800	855	NW 131	D9S	7
DETROIT-METRO	PITTSBURGH, PA	D	835	932	AL 229	B11	7

Table 30

SCHEDULED AIR CARRIER ARRIVALS

Nonstop To Michigan Air Carrier Airports
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Destination	M I Origin	Freq.	Dep. Arr.		Flight			Days
			Time	Time	Number	Eqp		
DETROIT-METRO	PITTSBURGH, PA	D	955	1050	AL	165	D9S	7
DETROIT-METRO	PITTSBURGH, PA	D	1125	1221	NW	659	DC9	7
DETROIT-METRO	PITTSBURGH, PA	6	1310	1405	AL	52	B11	1
DETROIT-METRO	PITTSBURGH, PA	X6	1310	1405	AL	52	733	6
DETROIT-METRO	PITTSBURGH, PA	D	1410	1505	AL	526	D9S	7
DETROIT-METRO	PITTSBURGH, PA	D	1535	1633	NW	748	D9S	7
DETROIT-METRO	PITTSBURGH, PA	X6	1640	1715	AL	40	733	6
DETROIT-METRO	PITTSBURGH, PA	6	1745	1840	AL	917	D9S	1
DETROIT-METRO	PITTSBURGH, PA	D	1755	1853	NW	707	D9S	7
DETROIT-METRO	PITTSBURGH, PA	X6	1810	1902	AL	283	D9S	6
DETROIT-METRO	PITTSBURGH, PA	D	2035	2128	AL	577	D9S	7
DETROIT-METRO	PITTSBURGH, PA	X6	2135	2230	AL	182	D9S	6
DETROIT-METRO	PITTSBURGH, PA	D	2200	2048	EA	932	757	7
DETROIT-METRO	PROVIDENCE, RI	D	700	853	NW	870	DC9	7
DETROIT-METRO	PROVIDENCE, RI	D	1435	1628	NW	327	DC9	7
DETROIT-METRO	PROVIDENCE, RI	D	1830	2023	NW	797	DC9	7
DETROIT-METRO	ROCHESTER, NY	D	730	841	NW	223	D9S	7
DETROIT-METRO	ROCHESTER, NY	D	1110	1220	NW	691	D9S	7
DETROIT-METRO	ROCHESTER, NY	D	1510	1618	NW	725	D9S	7
DETROIT-METRO	ROCHESTER, NY	D	1750	1857	NW	349	D9S	7
DETROIT-METRO	SAN DIEGO, CA	D	800	1510	NW	772	727	7
DETROIT-METRO	SAN DIEGO, CA	7	1255	2000	NW	722	727	1
DETROIT-METRO	SAN DIEGO, CA	X7	1255	2000	NW	722	727	6
DETROIT-METRO	SAN FRANCISCO/OAKLAND, CA	D	651	1516	AA	508	D10	7
DETROIT-METRO	SAN FRANCISCO/OAKLAND, CA	D	750	1510	NW	344	757	7
DETROIT-METRO	SAN FRANCISCO/OAKLAND, CA	D	1215	1925	UA	758	72S	7
DETROIT-METRO	SAN FRANCISCO/OAKLAND, CA	D	1240	2000	NW	322	D10	7
DETROIT-METRO	SAN FRANCISCO/OAKLAND, CA	D	1500	2207	NW	366	757	7
DETROIT-METRO	SARASOTA, FL	D	1340	1620	NW	601	D9S	7
DETROIT-METRO	SEATTLE/TACOMA, WA	D	820	1520	NW	742	757	7
DETROIT-METRO	SEATTLE/TACOMA, WA	D	1315	2015	NW	598	757	7
DETROIT-METRO	SOUTH BEND, IN	D	800	845	NW	1446	D9S	7
DETROIT-METRO	SOUTH BEND, IN	D	1050	1137	NW	984	CVR	7
DETROIT-METRO	SOUTH BEND, IN	D	1420	1517	NW	794	CVR	7
DETROIT-METRO	SOUTH BEND, IN	D	1925	2010	NW	970	CVR	7
DETROIT-METRO	STEVENS POINT, WI	D	910	1133	NW	893	CVR	7
DETROIT-METRO	STEVENS POINT, WI	D	1810	2030	NW	977	CVR	7
DETROIT-METRO	ST. LOUIS, MO	D	630	850	TW	568	D9S	7
DETROIT-METRO	ST. LOUIS, MO	D	900	1125	NW	142	D9S	7
DETROIT-METRO	ST. LOUIS, MO	D	1000	1220	TW	648	D9S	7
DETROIT-METRO	ST. LOUIS, MO	D	1300	1525	NW	778	72S	7
DETROIT-METRO	ST. LOUIS, MO	D	1320	1542	TW	224	72S	7
DETROIT-METRO	ST. LOUIS, MO	D	1640	1902	TW	220	72S	7
DETROIT-METRO	ST. LOUIS, MO	D	1740	2005	NW	396	D9S	7
DETROIT-METRO	ST. LOUIS, MO	D	2020	2243	TW	288	M80	7
DETROIT-METRO	SYRACUSE, NY	D	715	838	NW	141	D9S	7

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Nonstop To Michigan Air Carrier Airports
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Destination	M I Origin	Freq.	Dep. Time	Arr. Time	Flight Number	Eqp	Days
DETROIT-METRO	SYRACUSE, NY	D	1105	1219	NW 179	D9S	7
DETROIT-METRO	SYRACUSE, NY	D	1455	1615	NW 891	DC9	7
DETROIT-METRO	SYRACUSE, NY	D	1740	1900	NW 447	D9S	7
DETROIT-METRO	TAMPA/ST.PETERSBURG, FL	D	850	1120	NW 612	757	7
DETROIT-METRO	TAMPA/ST.PETERSBURG, FL	D	1245	1515	NW 525	757	7
DETROIT-METRO	TAMPA/ST.PETERSBURG, FL	D	1745	2015	NW 765	72S	7
DETROIT-METRO	TAMPA/ST.PETERSBURG, FL	D	1835	2054	DL 206	72S	7
DETROIT-METRO	TOLEDO, OH	X7	815	845	NW*2830	SH6	6
DETROIT-METRO	TOLEDO, OH	D	1110	1130	NW*2832	SH6	7
DETROIT-METRO	TOLEDO, OH	D	1455	1525	NW*2834	SH6	7
DETROIT-METRO	TOLEDO, OH	D	1600	1630	NW*2754	EMB	7
DETROIT-METRO	TOLEDO, OH	X6	1655	1725	NW*2836	EMB	6
DETROIT-METRO	TOLEDO, OH	X6	1820	1850	NW*2838	EMB	6
DETROIT-METRO	TOLEDO, OH	X67	2040	2110	NW*2719	SH6	5
DETROIT-METRO	TORONTO, ONT	D	725	830	NW 523	72S	7
DETROIT-METRO	TORONTO, ONT	D	845	945	NW 569	757	7
DETROIT-METRO	TORONTO, ONT	D	1130	1226	NW 224	D9S	7
DETROIT-METRO	TORONTO, ONT	D	1400	1455	NW 651	D95	7
DETROIT-METRO	TORONTO, ONT	D	1540	1640	NW 712	72S	7
DETROIT-METRO	TORONTO, ONT	D	1810	1910	NW 769	757	7
DETROIT-METRO	TORONTO, ONT	D	2020	2116	NW 262	72S	7
DETROIT-METRO	WASHINGTON, DC (BWI)	D	705	833	NW 895	72S	7
DETROIT-METRO	WASHINGTON, DC (BWI)	D	800	925	PI 362	73S	7
DETROIT-METRO	WASHINGTON, DC (BWI)	D	1100	1226	NW 357	D95	7
DETROIT-METRO	WASHINGTON, DC (BWI)	D	1215	1335	PI 398	73S	7
DETROIT-METRO	WASHINGTON, DC (BWI)	D	1500	1628	NW 798	72S	7
DETROIT-METRO	WASHINGTON, DC (BWI)	D	1720	1848	NW 701	D95	7
DETROIT-METRO	WASHINGTON, DC (BWI)	D	1955	2123	NW 329	72S	7
DETROIT-METRO	WASHINGTON, DC (BWI)	D	2039	2159	PI 462	73S	7
DETROIT-METRO	WASHINGTON, DC (DCA)	7	710	840	NW 325	72S	1
DETROIT-METRO	WASHINGTON, DC (DCA)	X7	710	840	NW 325	757	6
DETROIT-METRO	WASHINGTON, DC (DCA)	D	1100	1225	NW 129	72S	7
DETROIT-METRO	WASHINGTON, DC (DCA)	D	1300	1420	NW 1375	D9S	7
DETROIT-METRO	WASHINGTON, DC (DCA)	X6	1450	1623	NW 1007	757	6
DETROIT-METRO	WASHINGTON, DC (DCA)	6	1450	1623	NW 1007	72S	1
DETROIT-METRO	WASHINGTON, DC (DCA)	D	1725	1858	NW 360	757	7
DETROIT-METRO	WASHINGTON, DC (DCA)	D	1735	1845	NW 1099	D9S	7
DETROIT-METRO	WASHINGTON, DC (DCA)	D	1900	2028	NW 219	72S	7
DETROIT-METRO	WASHINGTON, DC (DCA)	D	2000	2120	NW 1249	D95	7
DETROIT-METRO	WASHINGTON, DC (IAD)	D	720	844	NW 1180	DC9	7
DETROIT-METRO	WASHINGTON, DC (IAD)	X67	800	930	XV 150	73S	5
DETROIT-METRO	WASHINGTON, DC (IAD)	6	805	925	NY 670	D9S	1
DETROIT-METRO	WASHINGTON, DC (IAD)	X67	805	925	NY 670	D9S	5
DETROIT-METRO	WASHINGTON, DC (IAD)	D	1505	1629	NW 791	D9S	7
DETROIT-METRO	WASHINGTON, DC (IAD)	X67	1615	1745	XV 172	73S	5
DETROIT-METRO	WASHINGTON, DC (IAD)	6	1615	1745	XV 172	146	1

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Destination	M I Origin	Freq.	Dep. Time	Arr. Time	Flight Number	Eqp	Days
DETROIT-METRO	WASHINGTON, DC (IAD)	X6	1725	1845	NY 672 733		6
DETROIT-METRO	WASHINGTON, DC (IAD)	X67	2015	2145	XV 836 73S		5
DETROIT-METRO	WASHINGTON, DC (IAD)	7	2025	2155	XV 156 73S		1
DETROIT-METRO	WASHINGTON, DC (IAD)	67	2230	2359	XV 199 73S		2
DETROIT-METRO	WAUSAU, NY	D	910	1133	NW 893 CVR		7
DETROIT-METRO	WAUSAU, NY	D	1810	2030	NW 977 CVR		7
DETROIT-METRO	WEST PLAINS, NY	D	720	855	NW 140 D9S		7
DETROIT-METRO	WEST PLAINS, NY	D	1040	1220	NW 319 D9S		7
DETROIT-METRO	WEST PLAINS, NY	D	1430	1612	NW 807 D9S		7
DETROIT-METRO	WEST PLAINS, NY	D	1825	2005	NW 1078 D9S		7
DETROIT-METRO	YOUNGSTOWN, OH	X7	745	840	NW*2850 EMB		6
DETROIT-METRO	YOUNGSTOWN, OH	X67	825	920	NW*2747 EMB		5
DETROIT-METRO	YOUNGSTOWN, OH	D	1125	1220	NW*2852 EMB		7
DETROIT-METRO	YOUNGSTOWN, OH	D	1440	1535	NW*2854 EMB		7
DETROIT-METRO	YOUNGSTOWN, OH	X6	1735	1830	NW*2856 EMB		6
DETROIT-METRO	YOUNGSTOWN, OH	X6	1910	2005	NW*2780 EMB		6
Out of State Total							:2634
DETROIT-METRO	*ALPENA, MI	X7	720	825	NW*2740 EMB		6
DETROIT-METRO	*ALPENA, MI	D	1235	1340	NW*2732 EMB		7
DETROIT-METRO	*ALPENA, MI	X6	1715	1820	NW*2783 EMB		6
DETROIT-METRO	*FLINT, MI	X67	625	655	NW*2234 DO8		5
DETROIT-METRO	*FLINT, MI	X67	700	730	NW*2767 SH6		5
DETROIT-METRO	*FLINT, MI	6	800	830	NW*2250 DO8		1
DETROIT-METRO	*FLINT, MI	X67	800	830	NW*2250 CS2		5
DETROIT-METRO	*FLINT, MI	D	820	850	NW*2812 SH6		7
DETROIT-METRO	*FLINT, MI	X7	1030	1100	NW*2255 DO8		6
DETROIT-METRO	*FLINT, MI	D	1100	1130	NW*2815 SH6		7
DETROIT-METRO	*FLINT, MI	X67	1300	1329	NW*2219 CS2		5
DETROIT-METRO	*FLINT, MI	D	1300	1330	NW*2701 SH6		7
DETROIT-METRO	*FLINT, MI	67	1345	1415	NW*2237 CS2		2
DETROIT-METRO	*FLINT, MI	X67	1345	1415	NW*2237 DO8		5
DETROIT-METRO	*FLINT, MI	D	1455	1525	NW*2712 SH6		7
DETROIT-METRO	*FLINT, MI	D	1520	1550	NW*2749 EMB		7
DETROIT-METRO	*FLINT, MI	X67	1535	1605	NW*2258 DO8		5
DETROIT-METRO	*FLINT, MI	67	1535	1605	NW*2258 CS2		2
DETROIT-METRO	*FLINT, MI	D	1645	1715	NW*2874 SH6		7
DETROIT-METRO	*FLINT, MI	X67	1715	1745	NW*2262 DO8		5
DETROIT-METRO	*FLINT, MI	7	1835	1905	NW*2257 DO8		1
DETROIT-METRO	*FLINT, MI	X6	1835	1905	NW*2772 SH6		6
DETROIT-METRO	*FLINT, MI	X6	1950	2020	NW*2765 EMB		6
DETROIT-METRO	*FLINT, MI	X67	2015	2045	NW*2260 DO8		5
DETROIT-METRO	*GRAND RAPIDS, MI	D	650	728	NW 1451 D95		7
DETROIT-METRO	*GRAND RAPIDS, MI	D	800	843	NW 379 72S		7
DETROIT-METRO	*GRAND RAPIDS, MI	X67	920	1010	NW*2739 EMB		5

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Nonstop To Michigan Air Carrier Airports
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Destination	M I Origin	Freq.	Dep. Time	Arr. Time	Flight Number	Eqp	Days
DETROIT-METRO	*GRAND RAPIDS, MI	D	1045	1127	NW 192	72S	7
DETROIT-METRO	*GRAND RAPIDS, MI	X67	1140	1230	NW*2842	EMB	5
DETROIT-METRO	*GRAND RAPIDS, MI	X6	1325	1420	NW*2743	SH6	6
DETROIT-METRO	*GRAND RAPIDS, MI	D	1440	1520	NW 764	D95	7
DETROIT-METRO	*GRAND RAPIDS, MI	D	1600	1638	NW 811	DC9	7
DETROIT-METRO	*GRAND RAPIDS, MI	X6	1730	1820	NW*2745	ATR	6
DETROIT-METRO	*GRAND RAPIDS, MI	D	1920	2002	NW 745	DC9	7
DETROIT-METRO	*GRAND RAPIDS, MI	D	2045	2127	NW 982	CVR	7
DETROIT-METRO	*JACKSON, MI	X7	840	910	NW*2761	EMB	6
DETROIT-METRO	*JACKSON, MI	X6	1505	1535	NW*2763	EMB	6
DETROIT-METRO	*KALAMAZOO, MI	D	650	730	NW 956	CVR	7
DETROIT-METRO	*KALAMAZOO, MI	7	800	835	NW 863	D95	1
DETROIT-METRO	*KALAMAZOO, MI	X7	800	835	NW 863	D95	6
DETROIT-METRO	*KALAMAZOO, MI	D	1040	1115	NW 570	CVR	7
DETROIT-METRO	*KALAMAZOO, MI	D	1445	1521	NW 780	D95	7
DETROIT-METRO	*KALAMAZOO, MI	D	1830	1905	NW 787	D9S	7
DETROIT-METRO	*LANSING, MI	X67	615	650	NW*2869	SH6	5
DETROIT-METRO	*LANSING, MI	X67	625	655	NW*2265	DO8	5
DETROIT-METRO	*LANSING, MI	X67	650	725	NW*2810	SH6	5
DETROIT-METRO	*LANSING, MI	X7	800	830	NW*2207	CS2	6
DETROIT-METRO	*LANSING, MI	X67	820	855	NW*2801	ATR	5
DETROIT-METRO	*LANSING, MI	7	820	855	NW*2801	SH6	1
DETROIT-METRO	*LANSING, MI	6	820	855	NW*2810	SH6	1
DETROIT-METRO	*LANSING, MI	X7	1025	1055	NW*2211	CS2	6
DETROIT-METRO	*LANSING, MI	X67	1055	1130	NW*2861	ATR	5
DETROIT-METRO	*LANSING, MI	67	1055	1130	NW*2861	SH6	2
DETROIT-METRO	*LANSING, MI	7	1110	1140	NW*2212	DO8	1
DETROIT-METRO	*LANSING, MI	X67	1200	1230	NW*2199	DO8	5
DETROIT-METRO	*LANSING, MI	X6	1308	1343	NW*2817	SH6	6
DETROIT-METRO	*LANSING, MI	D	1315	1345	NW*2218	CS2	7
DETROIT-METRO	*LANSING, MI	X67	1355	1420	NW*2221	DO8	5
DETROIT-METRO	*LANSING, MI	D	1455	1525	NW*2216	CS2	7
DETROIT-METRO	*LANSING, MI	D	1500	1535	NW*2755	ATR	7
DETROIT-METRO	*LANSING, MI	D	1555	1630	NW*2867	SH6	7
DETROIT-METRO	*LANSING, MI	X6	1650	1724	NW*2224	CS2	6
DETROIT-METRO	*LANSING, MI	X6	1650	1725	NW*2709	SH6	6
DETROIT-METRO	*LANSING, MI	X6	1815	1850	NW*2715	SH6	6
DETROIT-METRO	*LANSING, MI	X6	1840	1915	NW*2201	CS2	6
DETROIT-METRO	*LANSING, MI	X6	1930	2010	NW*2751	SH6	6
DETROIT-METRO	*MARQUETTE, MI	6	710	855	NW*2801	ATR	1
DETROIT-METRO	*MUSKEGON, MI	X7	700	750	NW*2774	EMB	6
DETROIT-METRO	*MUSKEGON, MI	D	1045	1135	NW*2779	EMB	7
DETROIT-METRO	*MUSKEGON, MI	D	1435	1525	NW*2776	EMB	7
DETROIT-METRO	*MUSKEGON, MI	X67	1905	1955	NW*2738	EMB	5
DETROIT-METRO	*SAGINAW, MI	D	655	730	NW 611	CVR	7
DETROIT-METRO	*SAGINAW, MI	D	815	855	NW 889	D9S	7

SCHEDULED AIR CARRIER ARRIVALS

Nonstop To Michigan Air Carrier Airports
As of December 31, 1986

Destination	M I Origin	Freq.	Dep. Time	Arr. Time	Flight Number	Eqp	Days
DETROIT-METRO	*SAGINAW, MI	D	1055	1133	NW 602	DC9	7
DETROIT-METRO	*SAGINAW, MI	D	1310	1350	NW*2703	EMB	7
DETROIT-METRO	*SAGINAW, MI	D	1450	1538	NW 358	72S	7
DETROIT-METRO	*SAGINAW, MI	D	1550	1628	NW 775	CVR	7
DETROIT-METRO	*SAGINAW, MI	D	1700	1740	NW*2721	EMB	7
DETROIT-METRO	*SAGINAW, MI	D	1800	1838	NW 955	CVR	7
DETROIT-METRO	*SAGINAW, MI	D	1920	1958	NW 538	D9S	7
DETROIT-METRO	*TRAVERSE CITY, MI	X7	720	835	NW*2239	CS2	6
DETROIT-METRO	*TRAVERSE CITY, MI	6	740	855	NW*2860	SH6	1
DETROIT-METRO	*TRAVERSE CITY, MI	X67	740	850	NW*2860	ATR	5
DETROIT-METRO	*TRAVERSE CITY, MI	7	1020	1130	NW*2752	ATR	1
DETROIT-METRO	*TRAVERSE CITY, MI	X7	1020	1135	NW*2752	SH6	6
DETROIT-METRO	*TRAVERSE CITY, MI	D	1100	1215	NW*2242	CS2	7
DETROIT-METRO	*TRAVERSE CITY, MI	D	1300	1415	NW*2871	SH6	7
DETROIT-METRO	*TRAVERSE CITY, MI	D	1345	1500	NW*2241	CS2	7
DETROIT-METRO	*TRAVERSE CITY, MI	D	1705	1815	NW*2863	SH6	7
DETROIT-METRO	*TRAVERSE CITY, MI	X6	1830	1945	NW*2245	DO8	6
DETROIT-METRO	*TRAVERSE CITY, MI	X6	1910	2025	NW*2819	SH6	6
Michigan Total							: 507
Overall Total							:3146

Table 30

SCHEDULED AIR CARRIER ARRIVALS

Nonstop To Michigan Air Carrier Airports
As of December 31, 1986

Destination	M I Origin	Freq.	Dep. Time	Arr. Time	Flight Number	Eqp	Days	
ESCANABA	GREEN BAY, WI	D	1240	1410	AA*4238	SH6	7	
ESCANABA	GREEN BAY, WI	5	2135	2305	AA*4227	ATR	1	
ESCANABA	GREEN BAY, WI	X56	2135	2305	AA*4227	SH6	5	
Out of State Total							:	13
ESCANABA	*MARQUETTE, MI	6	750	815	AA*4162	ATR	1	
Michigan Total							:	1
Overall Total							:	14

SCHEDULED AIR CARRIER ARRIVALS

Nonstop To Michigan Air Carrier Airports
As of December 31, 1986

Destination	M I Origin	Freq.	Dep. Time	Arr. Time	Flight Number	Eqp	Days
FLINT	CHICAGO, IL (ORD)	D	1414	1635	AA*4153	SH6	7
FLINT	CINCINNATI, OH	X67	920	1040	DL*3207	SWM	5
FLINT	CINCINNATI, OH	X7	1040	1159	DL*3203	SWM	6
FLINT	CINCINNATI, OH	D	1440	1559	DL*3162	SWM	7
FLINT	CINCINNATI, OH	X7	2020	2135	DL*3172	SWM	6
FLINT	DAYTON, OH	D	1345	1430	PI 423	73S	7
FLINT	DAYTON, OH	D	1720	1805	PI 504	733	7
FLINT	DAYTON, OH	D	2209	2254	PI 567	733	7
Out of State Total							: 52
FLINT	*DETROIT, MI (DTW)	X7	931	1001	NW*2814	SH6	6
FLINT	*DETROIT, MI (DTW)	X7	935	1005	NW*2231	D08	6
FLINT	*DETROIT, MI (DTW)	D	1207	1237	NW*2700	SH6	7
FLINT	*DETROIT, MI (DTW)	X67	1210	1239	NW*2220	CS2	5
FLINT	*DETROIT, MI (DTW)	D	1256	1326	NW*2711	SH6	7
FLINT	*DETROIT, MI (DTW)	X67	1300	1330	NW*2243	D08	5
FLINT	*DETROIT, MI (DTW)	6	1300	1330	NW*2243	CS2	1
FLINT	*DETROIT, MI (DTW)	D	1435	1505	NW*2748	EMB	7
FLINT	*DETROIT, MI (DTW)	X67	1445	1520	NW*2259	D08	5
FLINT	*DETROIT, MI (DTW)	67	1445	1520	NW*2259	CS2	2
FLINT	*DETROIT, MI (DTW)	D	1602	1632	NW*2872	SH6	7
FLINT	*DETROIT, MI (DTW)	X7	1635	1705	NW*2263	D08	6
FLINT	*DETROIT, MI (DTW)	7	1740	1810	NW*2256	D08	1
FLINT	*DETROIT, MI (DTW)	D	1750	1820	NW*2764	SH6	7
FLINT	*DETROIT, MI (DTW)	X6	1830	1900	NW*2708	EMB	6
FLINT	*DETROIT, MI (DTW)	X67	1930	2000	NW*2261	D08	5
FLINT	*DETROIT, MI (DTW)	X6	1945	2015	NW*2773	SH6	6
FLINT	*DETROIT, MI (DTW)	X6	2030	2105	NW*2226	D08	6
FLINT	*DETROIT, MI (DTW)	X6	2103	2133	NW*2766	SH6	6
FLINT	*DETROIT, MI (DTW)	X67	2130	2200	NW*2248	CS2	5
FLINT	*GRAND RAPIDS, MI	6	1855	1935	AA*4160	SH6	1
FLINT	*GRAND RAPIDS, MI	X6	2210	2250	AA*4165	SH6	6
FLINT	*KALAMAZOO, MI	D	1955	2035	AA*4154	SH6	7
FLINT	*LANSING, MI	7	1310	1325	NW*2264	CS2	1
FLINT	*SAGINAW, MI	D	1315	1340	AA*4151	SH6	7
Michigan Total							: 128
Overall Total							: 180

Table 30

SCHEDULED AIR CARRIER ARRIVALS

Nonstop To Michigan Air Carrier Airports
As of December 31, 1986

Destination	M I Origin	Freq.	Dep. Arr.		Flight Number	Eqp	Days
			Time	Time			
GRAND RAPIDS	CHICAGO (MDW)	X7	905	1050	ML*1345	SWM	6
GRAND RAPIDS	CHICAGO (MDW)	X7	1112	1257	ML*1347	SWM	6
GRAND RAPIDS	CHICAGO (MDW)	X6	1515	1700	ML*1349	SWM	6
GRAND RAPIDS	CHICAGO (MDW)	X6	1917	2103	ML*1351	SWM	6
GRAND RAPIDS	CHICAGO (ORD)	D	645	828	UA 856	733	7
GRAND RAPIDS	CHICAGO (ORD)	D	658	841	AA 558	M80	7
GRAND RAPIDS	CHICAGO (ORD)	X67	814	1009	AA*4174	SH6	5
GRAND RAPIDS	CHICAGO (ORD)	X67	1015	1210	AA*4200	SH6	5
GRAND RAPIDS	CHICAGO (ORD)	6	1015	1210	AA*4200	ATR	1
GRAND RAPIDS	CHICAGO (ORD)	D	1114	1258	UA 974	733	7
GRAND RAPIDS	CHICAGO (ORD)	D	1335	1518	AA 190	72S	7
GRAND RAPIDS	CHICAGO (ORD)	D	1415	1559	UA 878	72S	7
GRAND RAPIDS	CHICAGO (ORD)	D	1526	1709	AA 897	72S	7
GRAND RAPIDS	CHICAGO (ORD)	D	1644	1839	AA*4160	SH6	7
GRAND RAPIDS	CHICAGO (ORD)	D	1755	1941	UA 212	727	7
GRAND RAPIDS	CHICAGO (ORD)	D	1844	2027	AA 233	72S	7
GRAND RAPIDS	CHICAGO (ORD)	X6	2005	2155	AA*4165	SH6	6
GRAND RAPIDS	CHICAGO (ORD)	D	2015	2200	UA 474	72S	7
GRAND RAPIDS	CHICAGO (ORD)	D	2145	2328	AA 977	72S	7
GRAND RAPIDS	CINCINNATI, OH	X67	925	1040	DL*3097	SF3	5
GRAND RAPIDS	CINCINNATI, OH	X7	1035	1155	DL*3051	SF3	6
GRAND RAPIDS	CINCINNATI, OH	D	1430	1555	DL*3061	SF3	7
GRAND RAPIDS	CINCINNATI, OH	X6	2020	2159	DL*3006	SF3	6
GRAND RAPIDS	CLEVELAND, OH (CLE)	X7	630	735	IU 155	SWM	6
GRAND RAPIDS	CLEVELAND, OH (CLE)	X7	1145	1250	IU 157	SWM	6
GRAND RAPIDS	CLEVELAND, OH (CLE)	X6	1620	1720	IU 159	SWM	6
GRAND RAPIDS	CLEVELAND, OH (CLE)	X56	1835	1940	DL*3159	SWM	5
GRAND RAPIDS	DAYTON, OH	D	910	955	PI 507	733	7
GRAND RAPIDS	DAYTON, OH	D	1345	1430	PI 21	72S	7
GRAND RAPIDS	DAYTON, OH	D	1717	1806	PI 231	73S	7
GRAND RAPIDS	DAYTON, OH	D	2210	2259	PI 568	733	7
GRAND RAPIDS	MEMPHIS, TN	D	1600	1841	NW 745	DC9	7
GRAND RAPIDS	MEMPHIS, TN	D	2020	2257	NW 469	DC9	7
GRAND RAPIDS	MILWAUKEE, WI	X67	700	840	NW*2629	J31	5
GRAND RAPIDS	MILWAUKEE, WI	X7	745	930	IU 156	SWM	6
GRAND RAPIDS	MILWAUKEE, WI	X67	900	1045	DL*3171	SWM	5
GRAND RAPIDS	MILWAUKEE, WI	X7	900	1040	NW*2551	J31	6
GRAND RAPIDS	MILWAUKEE, WI	D	1145	1330	NW*2553	J31	7
GRAND RAPIDS	MILWAUKEE, WI	X6	1300	1445	IU 158	SWM	6
GRAND RAPIDS	MILWAUKEE, WI	X6	1545	1725	NW*2559	J31	6
GRAND RAPIDS	MILWAUKEE, WI	X6	1735	1920	IU 160	SWM	6
GRAND RAPIDS	MILWAUKEE, WI	X6	1740	1920	NW*2627	J31	6
GRAND RAPIDS	MINNEAPOLIS/ST. PAUL, MN	D	755	1004	NW 192	72S	7
GRAND RAPIDS	MINNEAPOLIS/ST. PAUL, MN	D	1310	1518	NW 376	72S	7
GRAND RAPIDS	MINNEAPOLIS/ST. PAUL, MN	X6	1740	1948	NW 617	72S	6
GRAND RAPIDS	MINNEAPOLIS/ST. PAUL, MN	6	1740	1948	NW 617	72S	1

SCHEDULED AIR CARRIER ARRIVALS

Nonstop To Michigan Air Carrier Airports
As of December 31, 1986

Destination	M I Origin	Freq.	Dep. Time	Arr. Time	Flight Number	Eqp	Days
GRAND RAPIDS	PITTSBURGH, PA	D	945	1055	AL 375	B11	7
GRAND RAPIDS	PITTSBURGH, PA	D	1745	1855	AL 115	B11	7
GRAND RAPIDS	PITTSBURGH, PA	X6	2000	2106	AL 559	D9S	6
Out of State Total							: 301
GRAND RAPIDS	*DETROIT, MI (DTW)	X67	815	905	NW*2840	EMB	5
GRAND RAPIDS	*DETROIT, MI (DTW)	X7	940	1020	NW 299	D9S	6
GRAND RAPIDS	*DETROIT, MI (DTW)	7	940	1020	NW 299	D9S	1
GRAND RAPIDS	*DETROIT, MI (DTW)	X67	1030	1120	NW*2841	EMB	5
GRAND RAPIDS	*DETROIT, MI (DTW)	X6	1215	1310	NW*2742	SH6	6
GRAND RAPIDS	*DETROIT, MI (DTW)	D	1305	1345	NW 375	D9S	7
GRAND RAPIDS	*DETROIT, MI (DTW)	D	1450	1528	NW 1038	DC9	7
GRAND RAPIDS	*DETROIT, MI (DTW)	X6	1610	1700	NW*2844	ATR	6
GRAND RAPIDS	*DETROIT, MI (DTW)	D	1715	1755	NW 891	DC9	7
GRAND RAPIDS	*DETROIT, MI (DTW)	D	1940	2024	NW 767	CVR	7
GRAND RAPIDS	*DETROIT, MI (DTW)	D	2105	2143	NW 1056	D9S	7
GRAND RAPIDS	*DETROIT, MI (DTW)	D	2205	2242	NW 329	72S	7
GRAND RAPIDS	*FLINT, MI	7	945	1025	AA*4175	SH6	1
GRAND RAPIDS	*LANSING, MI	D	702	724	UA 501	72S	7
GRAND RAPIDS	*LANSING, MI	6	1000	1025	AA*4175	SH6	1
GRAND RAPIDS	*LANSING, MI	D	1110	1132	UA 795	72S	7
GRAND RAPIDS	*MARQUETTE, MI	7	1105	1225	AA*4201	ATR	1
GRAND RAPIDS	*SAGINAW, MI	D	950	1018	NW 432	DC9	7
GRAND RAPIDS	*TRAVERSE CITY, MI	X7	700	740	ML*1344	SWM	6
GRAND RAPIDS	*TRAVERSE CITY, MI	X6	1410	1450	ML*1348	SWM	6
GRAND RAPIDS	*TRAVERSE CITY, MI	X6	1800	1840	ML*1350	SWM	6
Michigan Total							: 113
Overall Total							: 414

Table 30

SCHEDULED AIR CARRIER ARRIVALS

Nonstop To Michigan Air Carrier Airports
As of December 31, 1986

Destination	M I Origin	Freq.	Dep. Time	Arr. Time	Flight Number	Eqp	Days
HOUGHTON/HANCOCK	MINNEAPOLIS/ST. PAUL, MN	X6	1745	2020	NW*2756	ATR	6
HOUGHTON/HANCOCK	MINNEAPOLIS/ST. PAUL, MN	6	1745	2020	NW*2756	SH6	1
Out of State Total							: 7
HOUGHTON/HANCOCK	*MARQUETTE, MI	6	645	710	MQ 750	SH6	1
HOUGHTON/HANCOCK	*MARQUETTE, MI	D	655	720	NW*2750	SH6	7
HOUGHTON/HANCOCK	*MARQUETTE, MI	X7	1145	1210	NW*2804	ATR	6
HOUGHTON/HANCOCK	*IRONWOOD, MI	D	1510	1645	NW*2751	SH6	7
HOUGHTON/HANCOCK	*MARQUETTE, MI	6	1600	425	NW*2753	SH6	1
HOUGHTON/HANCOCK	*MARQUETTE, MI	X6	1600	425	NW*2753	ATR	6
HOUGHTON/HANCOCK	*MARQUETTE, MI	6	1945	815	NW*2806	ATR	1
HOUGHTON/HANCOCK	*MARQUETTE, MI	X6	2220	1045	NW*2706	ATR	6
Michigan Total							: 35
Overall Total							: 42

SCHEDULED AIR CARRIER ARRIVALS

Nonstop To Michigan Air Carrier Airports
As of December 31, 1986

Destination	M I Origin	Freq.	Dep. Time	Arr. Time	Flight Number	Eqp	Days
IRON MOUNTAIN	STEVENS POINT/WAUSAU, WI	X6	1630	1710	AA*4295	SH6	6
IRON MOUNTAIN	STEVENS POINT/WAUSAU, WI	6	1730	1810	AA*4295	SH6	1
IRON MOUNTAIN	STEVENS POINT/WAUSAU, WI	X6	2015	2055	AA*4297	SH6	6
Out of State Total							: 13
Overall Total							: 13

Table 30

SCHEDULED AIR CARRIER ARRIVALS

Nonstop To Michigan Air Carrier Airports
As of December 31, 1986

Destination	M I Origin	Freq.	Dep. Time	Arr. Time	Flight Number	Eqp	Days
IRONWOOD	MINNEAPOLIS/ST.PAUL, MN	X6	930	1040	NW*2770	SH6	6
IRONWOOD	MINNEAPOLIS/ST.PAUL, MN	6	1345	1455	NW*2751	SH6	1
Out of State Total							: 7
IRONWOOD	*HANCOCK, MI	D	735	710	NW*2750	SH6	7
Michigan Total							: 7
Overall Total							: 14

SCHEDULED AIR CARRIER ARRIVALS

Nonstop To Michigan Air Carrier Airports
As of December 31, 1986

Destination	M I Origin	Freq.	Dep. Time	Arr. Time	Flight Number	Eqp	Days
JACKSON	*DETROIT, MI (DTW)	X7	755	825	NW*2760	EMB	6
JACKSON	*DETROIT, MI (DTW)	X6	1420	1450	NW*2762	EMB	6
Michigan Total							: 12
Overall Total							: 12

Table 30

SCHEDULED AIR CARRIER ARRIVALS

Nonstop To Michigan Air Carrier Airports
As of December 31, 1986

Destination	M I Origin	Dep. Arr.		Flight		Days
		Freq.	Time	Time	Number	
KALAMAZOO	CHICAGO, IL (ORD)	X7	725	905	UA*2714	F27 6
KALAMAZOO	CHICAGO, IL (ORD)	X67	744	939	AA*4198	SH6 5
KALAMAZOO	CHICAGO, IL (ORD)	X6	1015	1200	AA*4182	ATR 6
KALAMAZOO	CHICAGO, IL (ORD)	D	1245	1425	UA*2716	F27 7
KALAMAZOO	CHICAGO, IL (ORD)	67	1325	1515	AA*4210	ATR 2
KALAMAZOO	CHICAGO, IL (ORD)	X67	1345	1535	AA*4210	ATR 5
KALAMAZOO	CHICAGO, IL (ORD)	D	1444	1624	UA*2720	F27 7
KALAMAZOO	CHICAGO, IL (ORD)	6	1600	1750	AA*4176	SH6 1
KALAMAZOO	CHICAGO, IL (ORD)	D	1745	1940	AA*4154	SH6 7
KALAMAZOO	CHICAGO, IL (ORD)	X6	2005	2155	AA*4215	SH6 6
KALAMAZOO	DAYTON, OH	X7	911	951	PI 477	73S 6
KALAMAZOO	DAYTON, OH	D	1348	1428	PI 386	73S 7
KALAMAZOO	DAYTON, OH	X6	1724	1804	PI 485	73S 6
KALAMAZOO	DAYTON, OH	D	2009	2049	PI 421	73S 7
KALAMAZOO	FT.WAYNE, IN	6	620	645	UA*2715	F27 1
KALAMAZOO	FT.WAYNE, IN	7	820	845	UA*2721	F27 1

Out of State Total						: 80

KALAMAZOO	*DETROIT, MI (DTW)	D	930	1010	NW 961	CVR 7
KALAMAZOO	*DETROIT, MI (DTW)	D	1325	1401	NW 646	D95 7
KALAMAZOO	*DETROIT, MI (DTW)	D	1720	1758	NW 791	D9S 7
KALAMAZOO	*DETROIT, MI (DTW)	D	2159	2235	NW 1249	D95 7
KALAMAZOO	*FLINT, MI	6	730	810	AA*4216	SH6 1
KALAMAZOO	*FLINT, MI	D	955	1035	AA*4231	SH6 7
KALAMAZOO	*LANSING, MI	X6	1350	1415	AA*4183	ATR 6
KALAMAZOO	*LANSING, MI	D	1730	1755	AA*4211	ATR 7
KALAMAZOO	*LANSING, MI	X6	2010	2035	AA*4187	SH6 6

Michigan Total						: 55

Overall Total						: 135

SCHEDULED AIR CARRIER ARRIVALS

Nonstop To Michigan Air Carrier Airports
As of December 31, 1986

Destination	M I Origin	Freq.	Dep. Time	Arr. Time	Flight Number	Eqp	Days	
LANSING	CHICAGO, IL (ORD)	D	715	901	UA 644	72S	7	
LANSING	CHICAGO, IL (ORD)	D	1410	1558	UA 330	727	7	
LANSING	CHICAGO, IL (ORD)	X6	1735	1945	AA*4186	SH6	6	
LANSING	CHICAGO, IL (ORD)	X6	2005	2215	AA*4188	SH6	6	
LANSING	CINCINNATI, OH	X67	925	1040	DL*3024	SF3	5	
LANSING	CINCINNATI, OH	X7	1035	1150	DL*3059	SF3	6	
LANSING	CINCINNATI, OH	D	1435	1550	DL*3184	SWM	7	
LANSING	CINCINNATI, OH	X6	2025	2140	DL*3076	SF3	6	
LANSING	DAYTON, OH	X7	911	955	PI 255	73S	6	
LANSING	DAYTON, OH	7	911	955	PI 255	73S	1	
LANSING	DAYTON, OH	D	1348	1435	PI 20	72S	7	
LANSING	DAYTON, OH	D	2212	2259	PI 29	72S	7	
Out of State Total							:	71
LANSING	*DETROIT, MI (DTW)	X7	920	950	NW*2210	CS2	6	
LANSING	*DETROIT, MI (DTW)	X67	935	1010	NW*2873	ATR	5	
LANSING	*DETROIT, MI (DTW)	67	935	1010	NW*2873	SH6	2	
LANSING	*DETROIT, MI (DTW)	X67	1115	1145	NW*2200	DO8	5	
LANSING	*DETROIT, MI (DTW)	X6	1218	1253	NW*2816	SH6	6	
LANSING	*DETROIT, MI (DTW)	D	1230	1305	NW*2264	CS2	7	
LANSING	*DETROIT, MI (DTW)	X67	1300	1330	NW*2222	DO8	5	
LANSING	*DETROIT, MI (DTW)	X6	1325	1400	NW*2753	ATR	6	
LANSING	*DETROIT, MI (DTW)	6	1325	1400	NW*2865	SH6	1	
LANSING	*DETROIT, MI (DTW)	D	1415	1445	NW*2217	CS2	7	
LANSING	*DETROIT, MI (DTW)	X6	1450	1535	NW*2865	SH6	6	
LANSING	*DETROIT, MI (DTW)	D	1555	1630	NW*2225	CS2	7	
LANSING	*DETROIT, MI (DTW)	D	1600	1635	NW*2714	SH6	7	
LANSING	*DETROIT, MI (DTW)	X6	1715	1750	NW*2806	SH6	6	
LANSING	*DETROIT, MI (DTW)	6	1715	1750	NW*2806	ATR	1	
LANSING	*DETROIT, MI (DTW)	X6	1750	1830	NW*2223	CS2	6	
LANSING	*DETROIT, MI (DTW)	X6	1950	2025	NW*2706	ATR	6	
LANSING	*DETROIT, MI (DTW)	X67	2025	2059	NW*2206	CS2	5	
LANSING	*DETROIT, MI (DTW)	7	2025	2059	NW*2214	DO8	1	
LANSING	*DETROIT, MI (DTW)	X6	2105	2140	NW*2808	SH6	6	
LANSING	*DETROIT, MI (DTW)	X67	2130	2200	NW*2215	DO8	5	
LANSING	*DETROIT, MI (DTW)	X6	2205	2240	NW*2757	SH6	6	
LANSING	*FLINT, MI	7	1030	1055	NW*2212	DO8	1	
LANSING	*GRAND RAPIDS, MI	D	2225	2249	UA 474	72S	7	
LANSING	*KALAMAZOO, MI	X67	955	1020	AA*4198	SH6	5	
LANSING	*KALAMAZOO, MI	X6	1215	1240	AA*4182	ATR	6	
LANSING	*KALAMAZOO, MI	67	1530	1555	AA*4210	ATR	2	
LANSING	*KALAMAZOO, MI	X67	1550	1615	AA*4210	ATR	5	
LANSING	*KALAMAZOO, MI	6	1805	1830	AA*4176	SH6	1	
LANSING	*KALAMAZOO, MI	5	2210	2235	AA*4215	SH6	1	
LANSING	*MARQUETTE, MI	X67	640	805	NW*2801	ATR	5	

Table 30

SCHEDULED AIR CARRIER ARRIVALS

Nonstop To Michigan Air Carrier Airports
As of December 31, 1986

Destination	M I Origin	Freq.	Dep. Time	Arr. Time	Flight Number	Eqp	Days
LANSING	*MARQUETTE, MI	D	1320	1445	NW*2755	ATR	7
LANSING	*MARQUETTE, MI	X6	1745	1915	NW*2751	SH6	6
LANSING	*SAGINAW, MI	X7	720	745	AA*4169	SH6	6
LANSING	*SAGINAW, MI	D	2020	2043	UA 586	73S	7
Michigan Total							: 171
Overall Total							: 242

SCHEDULED AIR CARRIER ARRIVALS

Nonstop To Michigan Air Carrier Airports
As of December 31, 1986

Destination	M I Origin	Dep. Freq.	Arr. Time	Flight Time	Flight Number	Eqp	Days	
MACKINAC ISLAND	*PELLSTON, MI	**S**	0	0	QQ ----	PAZ	0	
Michigan Total							:	0
Overall Total							:	0

S = Seasonal operation from May through September

Table 30

SCHEDULED AIR CARRIER ARRIVALS

Nonstop To Michigan Air Carrier Airports
As of December 31, 1986

Destination	M I Origin	Freq.	Dep. Arr.		Flight		Eqp	Days
			Time	Time	Number			
MANISTEE	MANITOWOC, WI	X67	1000	1135	ZK*	41	CNA	5
MANISTEE	MANITOWOC, WI	6	1300	1435	ZK*	45	CNA	1
MANISTEE	MANITOWOC, WI	X6	1730	1905	ZK*	43	CNA	6
Out of State Total								: 12
Overall Total								: 12

SCHEDULED AIR CARRIER ARRIVALS

Nonstop To Michigan Air Carrier Airports
As of December 31, 1986

Destination	M I Origin	Freq.	Dep. Time	Arr. Time	Flight Number	Eqp	Days	
MARQUETTE	GREEN BAY, WI	X7	1020	1210	AA*4225	SH6	6	
MARQUETTE	GREEN BAY, WI	X6	1440	1630	AA*4232	SH6	6	
MARQUETTE	GREEN BAY, WI	6	1720	1905	AA*4194	SH6	1	
MARQUETTE	GREEN BAY, WI	D	2000	2145	AA*4229	ATR	7	
Out of State Total							:	20
MARQUETTE	*DETROIT, MI (DTW)	X7	945	1130	NW*2804	ATR	6	
MARQUETTE	*ESCANABA, MI	5	2315	2340	AA*4227	ATR	1	
MARQUETTE	*HANCOCK, MI	6	630	655	NW*2801	ATR	1	
MARQUETTE	*HANCOCK, MI	7	835	900	NW*2752	ATR	1	
MARQUETTE	*HANCOCK, MI	6	1205	1230	MQ 751	SH6	1	
MARQUETTE	*HANCOCK, MI	X7	1240	1305	NW*2755	ATR	6	
MARQUETTE	*HANCOCK, MI	D	1700	1725	NW*2751	SH6	7	
MARQUETTE	*HANCOCK, MI	6	2035	2100	NW*2756	SH6	1	
MARQUETTE	*HANCOCK, MI	X6	2035	2100	NW*2756	ATR	6	
MARQUETTE	*LANSING, MI	X6	1415	1540	NW*2753	ATR	6	
MARQUETTE	*LANSING, MI	6	1805	1930	NW*2806	ATR	1	
MARQUETTE	*LANSING, MI	X6	2045	2205	NW*2706	ATR	6	
MARQUETTE	*TRAVERSE CITY	X6	2235	2335	NW*2820	SH6	6	
MARQUETTE	*IRON MOUNTAIN, MI	X6	2110	2235	AA*4297	SH6	6	
Michigan Total							:	55
Overall Total							:	75

Table 30

SCHEDULED AIR CARRIER ARRIVALS

Nonstop To Michigan Air Carrier Airports
As of December 31, 1986

Destination	M I Origin	Freq.	Dep. Time	Arr. Time	Flight Number	Eqp	Days
MENOMINEE	CHICAGO, IL (ORD)	X67	930	1055	ZK* 37	CNA	5
MENOMINEE	CHICAGO, IL (ORD)	6	1150	1315	ZK* 35	CNA	1
MENOMINEE	CHICAGO, IL (ORD)	X6	1710	1835	ZK* 39	CNA	6
MENOMINEE	STURGEON BAY, WI	X67	615	635	3A 136	CNA	5
MENOMINEE	STURGEON BAY, WI	X67	615	635	ZK* 36	CNA	5
MENOMINEE	STURGEON BAY, WI	6	920	940	ZK* 34	CNA	1
MENOMINEE	STURGEON BAY, WI	X6	1400	1420	ZK* 38	CNA	6
Out of State Total							: 29
Overall Total							: 29

SCHEDULED AIR CARRIER ARRIVALS

Nonstop To Michigan Air Carrier Airports
As of December 31, 1986

Destination	M I Origin	Freq.	Dep. Time	Arr. Time	Flight Number	Eqp	Days
MUSKEGON	CHICAGO, IL (ORD)	123	820	1004	UA*2741	F27	3
MUSKEGON	CHICAGO, IL (ORD)	D	950	1134	UA*2743	F27	7
MUSKEGON	CHICAGO, IL (ORD)	1237	1505	1649	UA*2745	F27	4
MUSKEGON	CHICAGO, IL (ORD)	456	1815	1959	UA*2749	F27	3
MUSKEGON	CHICAGO, IL (ORD)	1237	1915	2059	UA*2747	F27	4
Out of State Total							: 21
MUSKEGON	*DETROIT, MI (DTW)	X7	935	1025	NW*2778	EMB	6
MUSKEGON	*DETROIT, MI (DTW)	D	1325	1415	NW*2775	EMB	7
MUSKEGON	*DETROIT, MI (DTW)	D	1755	1845	NW*2737	EMB	7
MUSKEGON	*DETROIT, MI (DTW)	X67	1955	2045	NW*2777	EMB	5
MUSKEGON	*TRAVERSE CITY, MI	D	1245	1320	UA*2744	F27	7
MUSKEGON	*TRAVERSE CITY, MI	1237	1800	1835	UA*2746	F27	4
MUSKEGON	*TRAVERSE CITY, MI	X6	1800	1835	UA*2746	F27	6
Michigan Total							: 42
Overall Total							: 63

Table 30

SCHEDULED AIR CARRIER ARRIVALS

Nonstop To Michigan Air Carrier Airports
As of December 31, 1986

Destination	M I Origin	Freq.	Dep. Time	Arr. Time	Flight Number	Eqp	Days	
PELLSTON	*MACKINAC ISLAND	**S**	0	0	QQ ----	PAZ	0	
PELLSTON	*TRAVERSE CITY, MI	X7	1050	1120	NW*2870	SH6	6	
PELLSTON	*TRAVERSE CITY, MI	D	1455	1525	NW*2862	SH6	7	
PELLSTON	*TRAVERSE CITY, MI	D	1555	1625	AA*4212	SH6	7	
PELLSTON	*TRAVERSE CITY, MI	6	1910	1940	NW*2818	SH6	1	
PELLSTON	*TRAVERSE CITY, MI	X6	2115	2145	NW*2864	SH6	6	
PELLSTON	*TRAVERSE CITY, MI	X6	2245	2315	AA*4206	SH6	6	
Michigan Total							:	33
Overall Total							:	33

SCHEDULED AIR CARRIER ARRIVALS

Nonstop To Michigan Air Carrier Airports
As of December 31, 1986

Destination	M I Origin	Freq.	Dep. Time	Arr. Time	Flight Number	Eqp	Days
SAGINAW	CHICAGO, IL (ORD)	D	645	835	UA 472 727		7
SAGINAW	CHICAGO, IL (ORD)	D	820	1012	UA 928 73S		7
SAGINAW	CHICAGO, IL (ORD)	X7	1045	1300	AA*4151 SH6		6
SAGINAW	CHICAGO, IL (ORD)	D	1414	1705	AA*4153 SH6		7
SAGINAW	CHICAGO, IL (ORD)	D	1755	1949	UA 586 73S		7
SAGINAW	CLEVELAND, OH (CLE)	D	630	716	UA 563 72S		7
Out of State Total							: 41
SAGINAW	*DETROIT, MI (DTW)	D	945	1021	NW 371 DC9		7
SAGINAW	*DETROIT, MI (DTW)	D	1215	1255	NW*2702 EMB		7
SAGINAW	*DETROIT, MI (DTW)	D	1315	1352	NW 205 72S		7
SAGINAW	*DETROIT, MI (DTW)	D	1440	1522	NW 502 CVR		7
SAGINAW	*DETROIT, MI (DTW)	D	1600	1640	NW*2720 EMB		7
SAGINAW	*DETROIT, MI (DTW)	D	1730	1806	NW 725 D9S		7
SAGINAW	*DETROIT, MI (DTW)	D	1945	2027	NW 738 CVR		7
SAGINAW	*DETROIT, MI (DTW)	D	2110	2143	NW 1252 D9S		7
SAGINAW	*FLINT, MI	D	1650	1705	AA*4153 SH6		7
SAGINAW	*GRAND RAPIDS, MI	D	1125	1150	NW 469 DC9		7
SAGINAW	*LANSING, MI.	D	1624	1648	UA 330 727		7
SAGINAW	*LANSING, MI.	X6	2030	2055	AA*4188 SH6		6
Michigan Total							: 83
Overall Total							: 124

Table 30

SCHEDULED AIR CARRIER ARRIVALS

Nonstop To Michigan Air Carrier Airports
As of December 31, 1986

Destination	M I Origin	Freq.	Dep. Time	Arr. Time	Flight Number	Eqp	Days	
SAULT STE.MARIE	*ALPENA, MI	X7	1052	1132	NW*2731	EMB	6	
SAULT STE.MARIE	*ALPENA, MI	D	1530	1605	NW*2782	EMB	7	
SAULT STE.MARIE	*ALPENA, MI	X6	2110	2145	NW*2768	EMB	6	
Michigan Total							:	19
Overall Total							:	19

SCHEDULED AIR CARRIER ARRIVALS

Nonstop To Michigan Air Carrier Airports
As of December 31, 1986

Destination	M I Origin	Freq.	Dep. Time	Arr. Time	Flight Number	Eqp	Days
TRAVERSE CITY	CHICAGO, IL (ORD)	D	1325	1540	AA*4212	SH6	7
TRAVERSE CITY	CHICAGO, IL (ORD)	X6	2015	2230	AA*4206	SH6	6
TRAVERSE CITY	MILWAUKEE, WI	X7	1105	1300	AA*4190	SH6	6
Out of State Total							: 19
TRAVERSE CITY	*DETROIT, MI (DTW)	X7	925	1025	NW*2870	SH6	6
TRAVERSE CITY	*DETROIT, MI (DTW)	X7	930	1040	NW*2238	CS2	6
TRAVERSE CITY	*DETROIT, MI (DTW)	D	1215	1330	NW*2240	CS2	7
TRAVERSE CITY	*DETROIT, MI (DTW)	D	1325	1440	NW*2862	SH6	7
TRAVERSE CITY	*DETROIT, MI (DTW)	6	1700	1815	NW*2244	CS2	1
TRAVERSE CITY	*DETROIT, MI (DTW)	X6	1700	1815	NW*2244	DO8	6
TRAVERSE CITY	*DETROIT, MI (DTW)	D	1740	1855	NW*2818	SH6	7
TRAVERSE CITY	*DETROIT, MI (DTW)	X6	1930	2045	NW*2246	CS2	6
TRAVERSE CITY	*DETROIT, MI (DTW)	X6	1945	2100	NW*2864	SH6	6
TRAVERSE CITY	*DETROIT, MI (DTW)	X6	2105	2220	NW*2820	SH6	6
TRAVERSE CITY	*GRAND RAPIDS, MI	X7	1307	1347	ML*1347	SWM	6
TRAVERSE CITY	*GRAND RAPIDS, MI	X6	1710	1740	ML*1349	SWM	6
TRAVERSE CITY	*GRAND RAPIDS, MI	X6	2113	2153	ML*1351	SWM	6
TRAVERSE CITY	*HOUGHTON/HANCOCK, MI	X67	615	725	NW*2860	ATR	5
TRAVERSE CITY	*MARQUETTE, MI	7	915	1005	NW*2752	ATR	1
TRAVERSE CITY	*MUSKEGON, MI	D	1145	1220	UA*2743	F27	7
TRAVERSE CITY	*MUSKEGON, MI	1237	1659	1734	UA*2745	F27	4
TRAVERSE CITY	*PELLSTON, MI	X67	615	645	AA*4207	SH6	5
TRAVERSE CITY	*PELLSTON, MI	6	830	900	AA*4207	SH6	1
TRAVERSE CITY	*PELLSTON, MI	X7	935	1005	NW*2752	SH6	6
TRAVERSE CITY	*PELLSTON, MI	D	1215	1245	NW*2871	SH6	7
TRAVERSE CITY	*PELLSTON, MI	7	1240	1309	AA*4191	SH6	1
TRAVERSE CITY	*PELLSTON, MI	D	1615	1645	NW*2863	SH6	7
TRAVERSE CITY	*PELLSTON, MI	X6	1650	1720	AA*4214	SH6	6
Michigan Total							: 126
Overall Total							: 145

SCHEDULED AIR CARRIER ARRIVALS

Nonstop To Michigan Air Carrier Airports
As of December 31, 1986

Destination	M I Origin	Freq.	Dep. Time	Arr. Time	Flight Number	Eqp	Days
** SUPPLEMENTARY LIST OF FOREIGN ARRIVALS **							
DETROIT-METRO	BRUSSELS, BEL (via Boston)	246	1155	1625	SN 533 D1M		3
DETROIT-METRO	LONDON, UK (via Toronto)	D	1055	1550	BA 073 747		7
Overseas Total							: 10

Supplementary List of Foreign Carriers shows arrivals at Michigan air carrier airports which have no point between origin and destination at which they may embark passengers. This list only includes flights on which passengers are not required to change aircraft.

Source: Michigan Department of Transportation, Aviation Planning Unit
As taken from the "Official Airline Guide"
Accurate as of December 31, 1986

Table 31
A I R C R A F T L I S T I N G
Used by Airlines Serving Michigan Air Carrier Airports
As of December 31, 1986

Equip. Code	Manufacturer	Model Number	Model Name	Capacity	Press.
146	British Aerospace	146-100	----	88	Yes
310	Aerospatiale	310	Airbus	225	Yes
727	Boeing	727	----	70-131	Yes
72S	Boeing	727-200	----	145	Yes
733	Boeing	737-300	----	138	Yes
73S	Boeing	737-200	----	115-130	Yes
747	Boeing	747	----	452	Yes
757	Boeing	757	----	178-224	Yes
767	Boeing	767	----	211-290	Yes
ATR	Aerospatiale	ATR 42	----	46	Yes
B11	British Aerospace	BAC 111	One-Eleven	74-79	Yes
CNA	Cessna	404	Titan	6-10	No
CS2	CASA (Construcciones Aeronauticas)	C212	Aviocar	22-28	No
CVR	Convair	580	----	48	Yes
D10	McDonnell Douglas	DC10	----	196-380	Yes
D8S	McDonnell Douglas	DC8	Stretched	259	Yes
D95	McDonnell Douglas	DC9-50	Stretched	139	Yes
D9S	McDonnell Douglas	DC9	Stretched	125	Yes
DC9	McDonnell Douglas	DC9	----	90	Yes
DO8	Dornier	228	----	19	No
EMB	Embraer	EMB 110	Bandeirante	19	No
F27	Fokker-VFW-Fairchild	F27	Friendship	40-56	Yes
F28	Fokker-VFW-Fairchild	F28	Fellowship	85	Yes
J31	British Aerospace	J31	Jetstream 31	18	Yes
L10	Lockheed	L1011	Tristar	250-400	Yes
M80	McDonnell Douglas	DC9	Super 80	137-172	Yes
PAZ	Piper	----	Aztec	6	No
SF3	Saab-Fairchild	340	----	34	Yes
SH6	Short Brothers	360	----	36	No
SWM	Farichild Swearingen	----	Metro	19	Yes

Source: Michigan Department of Transportation, Aviation Planning Unit

Table 33

EXPLANATION OF
FREQUENCY

Code Meaning

- D Daily
- X Except
- 1 Monday
- 2 Tuesday
- 3 Wednesday
- 4 Thursday
- 5 Friday
- 6 Saturday
- 7 Sunday

Table 32

A I R C A R R I E R L I S T I N G
Airlines Serving Michigan Air Carrier Airports
As of December 31, 1986

Airline Designator	Carrier Name	Contract Carrier	Flight Numbers
3A	Alliance Airlines		
5T	Total Air		
9E	Express Airlines I		
9F	Skycraft Air Transport, Inc.		
AA	American Airlines, Inc.		
AA*	American Eagle	MQ	All
AL	USAir		
BA	British Airways		
BN	Braniff, Inc.		
CC	Air Atlanta, Inc.		
CO	Continental Airlines		
DL	Delta Airlines, Inc.		
DL*	Delta Connection	OH	All
EA	Eastern Airlines, Inc.		
GP	Fisher Bros. Aviation, Inc.		
GS	BAS Airlines		
IU	Midstate Airlines, Inc.		
ML	Midway Airlines, Inc.		
ML*	The Midway Connection	IU	All
MQ	Simmons Airlines		
NW	Northwest Airlines, Inc.		
NW*	Northwest Airlink	9E	2300-2699
NW*	Northwest Airlink	GP	2100-2299
NW*	Northwest Airlink	MQ	2700-2999
NY	New York Air		
OH	Comair, Inc.		
PA	Pan American World Airways, Inc.		
PI	Piedmont Aviation, Inc.		
PI*	Piedmont Commuter System	TF	All
QQ	Michigan Airways, Inc.		
SI	Jet America, Inc.		
SN	Sabena Belgain World Airlines		
TF	Jetstream International Airlines		
TW	Trans World Airlines, Inc.		
UA	United Airlines, Inc.		
UA*	United Express	ZW	All
XV	Presidential Airlines, Inc.		
ZK*	Great Lakes Link	3A	All
ZW	Air Wisconsin		

Source: Michigan Dept. of Transportation, Aviation Planning Unit
As taken from the "Official Airline Guide"

AIR SERVICE - CARGO

AIR SERVICE - CARGO

Commercial Service Airport Locations

During 1986, scheduled air cargo services were provided at 23 Michigan airports. Additionally, Michigan has unscheduled but regular air cargo service to one other facility, Detroit Willow Run Airport.

Air Cargo Statistics and Trends

Michigan, with 239,539.3 tons of total cargo, experienced a 17.2 percent decrease in 1986 from the previous year. Table 34 provides the 1986 monthly deplaned, enplaned and total tons of air cargo. Table 35 indicates the percentage change between 1985 and 1986. The ten year trend in total tons of air cargo is graphically portrayed in Informational Group XXV (Page 111). Due to Willow Run's great impact on the state's air cargo network, the 10 year history has also been shown with this facility compared to the rest of the state.

Willow Run Airport is included in this year's report for the first time. This is despite the fact that there is no generally published (as in the "Official Airline Guide"), scheduled air carrier cargo service at the facility. Due to the fact that Willow Run accounts for over half of the statewide air cargo service, it was felt that their inclusion in the report was justified despite not having a scheduled airline at the facility.

A part of the decline in total tons of air cargo can be at-

tributed to the lack of available space in many of the smaller markets. This is a direct result of the use of smaller aircraft by the regional/commuter carriers found in these markets. These aircraft are limited in their freight capacity by the lack of a dedicated cargo compartment (eg., a belly, tail or nose compartment).

In any analysis of airline cargo, it should be understood that cargo volume at an airport is often determined by non-aviation decisions (eg., a corporate decision to truck cargo to a large airport for consolidation purposes).

Table 34

1986 MICHIGAN AIR CARGO STATISTICS
(Tons)

CITY	*	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOT
ALPENA	D	3.4	2.8	4.9	4.0	6.7	5.4	5.9	5.3	5.1	7.9	6.0	5.9	63.1
	E	3.4	2.8	2.0	3.9	4.5	8.2	10.3	8.1	8.6	7.3	5.2	5.2	69.5
	T	6.9	5.6	6.8	7.9	11.2	13.5	16.2	13.3	13.7	15.2	11.2	11.1	132.6
BATTLE CREEK	D	1.6	1.7	1.2	1.5	1.9	1.5	1.5	0.8	1.7	0.7	2.1	2.0	18.3
	E	3.2	0.7	0.7	0.3	0.4	0.6	0.3	1.4	0.4	0.7	0.4	0.2	9.3
	T	4.8	2.4	1.9	1.8	2.3	2.1	1.8	2.2	2.2	1.4	2.6	2.3	27.7
BENTON HARBOR	D	0.6	0.2	2.1	2.1	1.6	3.3	0.1	1.3	1.3	0.4	0.1	0.3	13.3
	E	0.4	0.5	0.3	0.1	0.3	0.1	0.2	0.5	0.2	0.1	0.0	0.1	2.9
	T	1.0	0.7	2.4	2.2	1.9	3.4	0.2	1.9	1.6	0.5	0.1	0.3	16.1
DETROIT - CITY	D	0.1	0.2	2.1	1.5	1.6	1.9	0.6	0.5	1.3	1.1	0.7	0.9	12.5
	E	0.0	1.0	0.7	0.5	0.8	0.8	0.4	0.1	2.1	0.7	0.3	0.5	7.9
	T	0.1	1.2	2.8	2.0	2.4	2.7	1.0	0.6	3.4	1.8	1.0	1.4	20.4
DETROIT - METRO	D	4006.9	3738.3	4073.3	3644.5	3993.6	4768.7	3870.9	4106.9	3689.3	4487.1	4423.6	4073.3	48876.2
	E	4714.2	3895.9	4005.4	3941.2	4041.4	4788.9	4013.7	3593.8	3310.4	4503.5	4079.7	4005.4	48893.5
	T	8721.1	7634.1	8078.7	7585.6	8035.1	9557.6	7884.6	7700.7	6999.7	8990.6	8503.3	8078.7	97769.7
DETROIT-WILLOW RUN	D	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	E	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	T	11392.9	10336.0	10062.1	9997.3	10473.2	10788.1	10910.0	10500.1	11375.6	12597.9	10447.4	10159.1	129039.8
ESCANABA	D	0.5	0.8	0.6	0.4	0.7	0.5	0.7	0.5	12.7	23.7	12.5	20.5	74.2
	E	1.2	0.9	0.7	0.5	0.6	0.8	0.3	0.2	3.7	6.7	2.8	9.4	27.7
	T	1.6	1.7	1.3	0.9	1.3	1.3	1.0	0.7	16.4	30.4	15.3	29.9	101.8
FLINT	D	10.6	15.3	17.1	16.0	13.4	9.1	8.8	10.5	10.0	13.2	8.8	14.8	147.6
	E	1.6	2.7	2.8	3.1	3.8	3.1	2.3	1.7	2.5	4.3	1.6	3.9	33.4
	T	12.2	17.9	19.9	19.1	17.3	12.1	11.1	12.2	12.4	17.5	10.4	18.7	180.9
GRAND RAPIDS	D	400.7	422.9	478.4	487.7	472.8	461.3	472.2	335.6	373.0	386.7	711.3	305.9	5308.5
	E	484.4	454.5	521.4	552.5	601.1	476.6	465.5	421.4	355.0	402.4	399.2	307.4	5441.2
	T	885.0	877.4	999.8	1040.2	1073.8	937.9	937.7	757.0	728.0	789.1	1110.5	613.2	10749.6
HOUGHTON/HANCOCK	D	0.6	1.1	1.0	0.8	1.3	0.7	0.7	1.0	0.7	1.2	1.2	1.1	11.5
	E	1.5	1.1	1.0	0.7	1.4	1.9	1.8	1.3	0.9	1.4	1.5	1.5	15.9
	T	2.1	2.2	2.0	1.5	2.7	2.6	2.6	2.3	1.6	2.6	2.7	2.6	27.5
IRON MOUNTAIN	D	0.9	0.6	0.4	0.3	0.2	0.3	0.2	0.0	0.4	0.3	14.8	18.1	36.4
	E	0.2	0.1	0.2	0.2	0.0	0.0	0.1	0.2	0.2	0.0	5.4	6.4	13.0
	T	1.1	0.7	0.6	0.5	0.2	0.3	0.3	0.2	0.6	0.3	20.2	24.5	49.4
IRONWOOD	D	0.2	0.5	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2	1.8
	E	0.2	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.2	1.0
	T	0.4	0.5	0.1	0.2	0.2	0.1	0.3	0.2	0.1	0.1	0.1	0.4	2.8
JACKSON	D	0.1	0.2	0.1	0.1	0.2	0.1	0.5	0.0	0.0	0.1	0.0	0.0	1.3
	E	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.3
	T	0.2	0.2	0.1	0.1	0.2	0.1	0.5	0.0	0.1	0.1	0.0	0.0	1.6

1986 MICHIGAN AIR CARGO STATISTICS
(Tons)

CITY	*	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOT
KALAMAZOO	D	22.4	25.3	20.8	22.0	21.6	20.0	17.8	19.2	28.4	19.4	13.9	22.0	252.9
	E	7.7	8.3	11.1	11.5	7.7	13.6	9.1	9.4	8.4	3.3	10.2	6.9	107.2
	T	30.1	33.6	31.9	33.6	29.4	33.6	26.9	28.6	36.8	22.7	24.1	28.9	360.1
LANSING	D	18.4	17.9	19.5	20.2	22.1	20.4	19.2	22.0	26.2	26.6	23.5	24.5	260.7
	E	5.5	4.1	4.9	4.1	6.0	5.8	5.4	6.7	3.9	5.5	5.2	3.9	61.0
	T	23.9	22.0	24.5	24.3	28.1	26.3	24.6	28.8	30.1	32.1	28.7	28.4	321.7
MACKINAC ISLAND	D	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	E	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	T	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MANISTEE	D	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.2
	E	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1
	T	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.3
MARQUETTE	D	3.3	2.6	4.7	4.3	3.8	2.0	3.6	2.7	3.6	2.0	2.2	3.6	38.2
	E	1.3	0.8	0.9	1.7	2.4	1.6	1.1	1.5	1.1	1.4	0.7	1.4	15.8
	T	4.5	3.4	5.6	5.9	6.1	3.6	4.6	4.2	4.7	3.4	2.9	5.0	54.0
MENOMINEE	D	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	E	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	T	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MUSKEGON	D	2.0	2.4	1.4	1.7	1.6	2.5	2.1	2.2	1.5	1.7	1.6	1.3	21.9
	E	2.2	1.9	1.5	2.0	1.4	1.0	0.7	1.6	0.9	1.3	1.0	0.9	16.5
	T	4.3	4.3	2.9	3.7	3.0	3.5	2.8	3.8	2.4	3.0	2.6	2.2	38.4
PELLSTON	D	0.8	0.6	1.0	1.5	1.3	2.1	2.0	2.0	0.1	1.0	0.6	1.2	14.3
	E	0.6	0.6	0.6	1.2	0.4	1.1	0.6	1.1	0.0	0.5	0.6	0.4	7.7
	T	1.5	1.3	1.5	2.7	1.7	3.2	2.6	3.1	0.2	1.5	1.2	1.6	22.0
SAGINAW	D	27.1	24.1	27.4	31.0	30.6	25.7	26.0	27.4	29.9	35.2	23.7	26.6	334.7
	E	11.6	11.8	11.6	14.0	14.3	16.1	13.7	11.1	13.9	17.5	15.0	14.7	165.2
	T	38.7	36.0	39.0	45.0	44.9	41.7	39.7	38.5	43.8	52.7	38.7	41.2	499.9
SAULT STE. MARIE	D	0.5	0.0	0.4	0.3	0.6	0.1	0.5	0.6	0.5	1.4	0.2	0.2	5.2
	E	0.0	0.1	0.3	0.0	0.0	0.0	0.1	0.0	0.3	0.1	0.3	0.0	1.3
	T	0.6	0.1	0.7	0.3	0.6	0.1	0.5	0.6	0.9	1.5	0.5	0.2	6.5
TRAVERSE CITY	D	8.4	8.9	9.7	8.1	4.6	7.4	9.2	10.0	8.2	8.3	4.7	4.5	91.9
	E	1.6	2.3	1.5	1.9	1.4	1.8	1.6	3.9	3.1	2.8	1.4	1.3	24.5
	T	10.0	11.1	11.1	10.0	5.9	9.2	10.8	13.9	11.2	11.1	6.2	5.8	116.4
T O T A L	*D	4509.1	4266.3	4666.1	4248.1	4580.2	5333.1	4442.6	4548.5	4194.1	5018.0	5251.7	4526.9	55584.8
	*E	5241.1	4390.2	4567.4	4539.2	4687.9	5321.9	4527.3	4064.3	3715.8	4959.4	4530.4	4369.7	54914.8
	T	21143.2	18992.5	19295.7	18784.6	19741.4	21443.1	19679.8	19113.0	19285.5	22575.3	20229.6	19055.7	239539.3

SOURCE: MICHIGAN DEPARTMENT OF TRANSPORTATION, AVIATION PLANNING UNIT

NOTES: D = Deplaned cargo E = Enplaned cargo T = Total cargo

n/a = Not available * = Figures do not include Detroit Willow Run Airport

Table 35

DEPLANED, ENPLANED AND TOTAL AIR CARGO
AT AIR CARRIER AIRPORTS
1985 vs. 1986
(Tons)

LOCATION		1985	1986	% CHANGE
ALPENA	D	4.8	63.1	1214.6%
	E	1.6	69.5	4243.8%
	T	6.4	132.6	1971.9%
BATTLE CREEK	D	55.2	18.3	-66.8%
	E	25.0	9.3	-62.8%
	T	80.2	27.7	-65.5%
BENTON HARBOR	D	14.3	13.3	-7.0%
	E	2.9	2.9	0.0%
	T	17.2	16.1	-6.4%
DETROIT CITY	D	40.8	12.5	-69.4%
	E	25.7	7.9	-69.3%
	T	66.5	20.4	-69.3%
DETROIT METRO	D	49,471.8	48,876.2	-1.2%
	E	58,354.2	48,893.5	-16.2%
	T	107,826.0	97,769.7	-9.3%
DETROIT WILLOW RUN	D	n/a	n/a	n/c
	E	n/a	n/a	n/c
	T	170,719.5	129,039.8	-24.4%
ESCANABA	D	14.8	74.2	401.4%
	E	10.5	277.7	2544.8%
	T	25.3	101.8	302.4%
FLINT	D	167.4	147.6	-11.8%
	E	27.6	33.4	21.0%
	T	195.0	180.9	-7.2%
GRAND RAPIDS	D	4,176.4	5,308.5	27.1%
	E	4,549.6	5,441.4	19.6%
	T	8,726.0	10,749.6	23.2%
HOUGHTON/HANCOCK	D	23.0	11.5	-50.0%
	E	24.0	15.9	-33.8%
	T	47.0	27.5	-41.5%
IRON MOUNTAIN	D	9.7	36.4	275.3%
	E	2.0	13.0	550.0%
	T	11.7	49.4	322.2%
IRONWOOD	D	2.8	1.8	-35.7%
	E	0.1	1.0	900.0%
	T	2.9	2.8	-3.4%
JACKSON	D	2.5	1.3	-48.0%
	E	1.0	0.3	-70.0%
	T	3.5	1.6	-54.3%

DEPLANED, ENPLANED AND TOTAL AIR CARGO
AT AIR CARRIER AIRPORTS
1985 vs. 1986
(Tons)

LOCATION		1985	1986	% CHANGE
KALAMAZOO	D	250.6	252.9	0.9%
	E	100.9	107.2	6.2%
	T	351.5	360.1	2.4%
LANSING	D	241.6	260.7	7.9%
	E	102.1	61.0	-40.3%
	T	343.7	321.7	-6.4%
MACKINAC ISLAND	D	0.2	0.0	-100.0%
	E	0.0	0.0	0.0%
	T	0.2	0.0	-100.0%
MANISTEE	D	0.0	0.2	n/c
	E	0.1	0.1	0.0%
	T	0.1	0.3	200.0%
MARQUETTE	D	106.8	38.2	-64.2%
	E	37.3	15.8	-57.6%
	T	144.1	54.0	-62.5%
MENOMINEE	D	0.7	0.0	-100.0%
	E	0.2	0.0	-100.0%
	T	0.9	0.0	-100.0%
MUSKEGON	D	26.1	21.9	-16.1%
	E	25.1	16.5	-34.3%
	T	51.2	38.4	-25.0%
PELLSTON	D	21.6	14.3	-33.8%
	E	17.0	7.7	-54.7%
	T	38.6	22.0	-43.0%
SAGINAW	D	329.9	334.7	1.5%
	E	157.7	165.2	4.8%
	T	487.6	499.9	2.5%
SAULT STE. MARIE	D	8.6	5.2	-39.5%
	E	2.8	1.3	-53.6%
	T	11.4	6.5	-43.0%
TRAVERSE CITY	D	184.3	91.9	-50.1%
	E	57.4	24.5	-57.3%
	T	241.7	116.4	-51.8%
TOTAL	*D	55,153.8	55,584.8	0.8%
	*E	63,524.8	54,914.8	-13.6%
	T	289,398.1	239,539.3	-17.2%

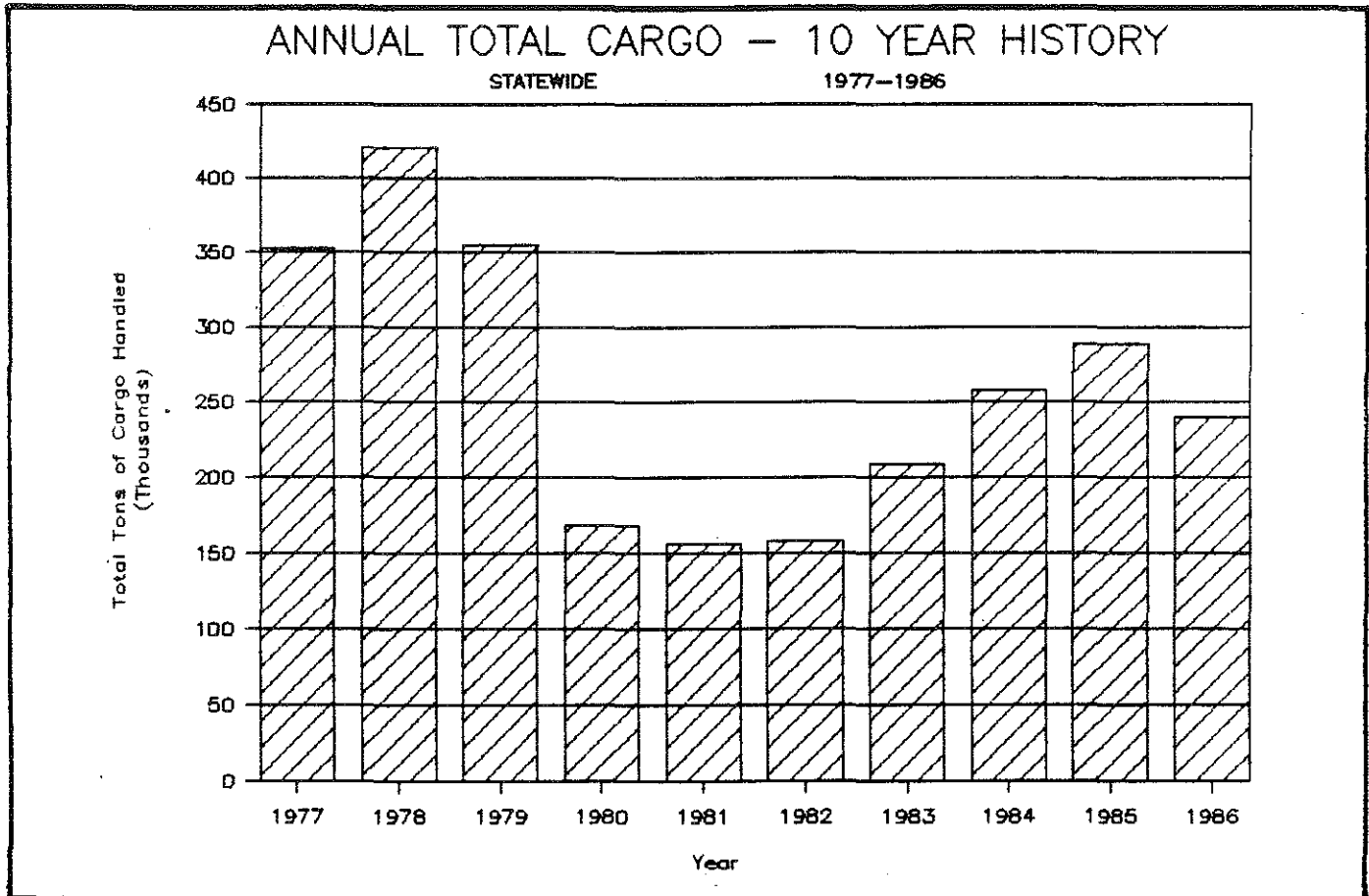
SOURCE: MICHIGAN DEPARTMENT OF TRANSPORTATION, AVIATION PLANNING UNIT

NOTES: D = Deplaned Cargo E = Enplaned Cargo T = Total Cargo n/a = Not available
n/c = Not calculable * = Figures do not include Detroit Willow Run Airport

STATEWIDE CARGO

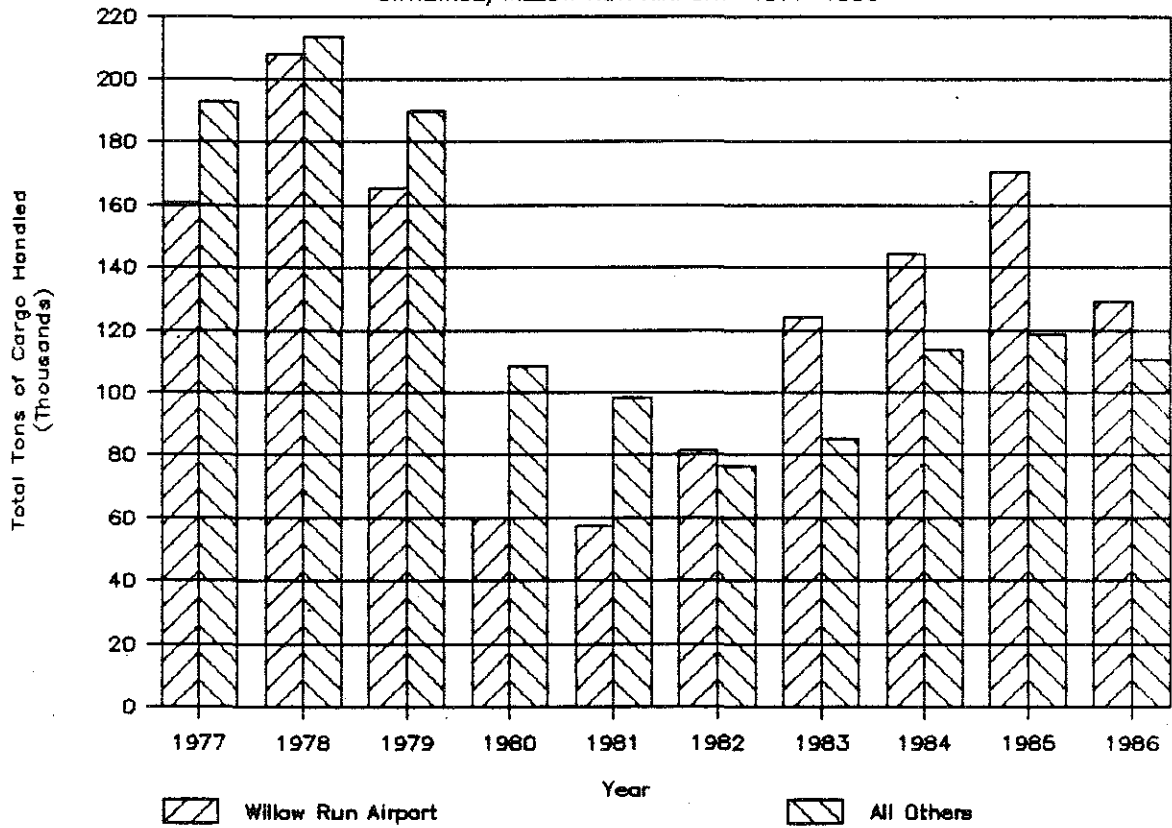
Michigan, with 239,539.3 tons of total cargo, experienced a 17.2 percent decrease in 1986 from the previous year. Historically, the state had seen a gradual increase in the level of total cargo handled since 1981 until the downturn this year. Unlike with passengers, there is not one dominant air carrier facility in the cargo field. With the inclusion of the statistics for Detroit Willow Run (the first time these statistics have been included in the report), it can be seen that Detroit Metropolitan Airport is ranked second in annual cargo handled with 40.8 percent of the statewide total. Detroit Willow Run is ranked first with 53.9 percent of the statewide total. The inclusion of Willow Run is due to its significance to the state air cargo network. By definition, it has no generally published, scheduled air carrier service. The emergence of Detroit Willow Run as the dominant air cargo facility in Michigan is shown in the Annual Total Cargo - 10 Year History, Statewide/Willow Run graph (Informational Group XXV). Starting with 1982, Willow Run accounted for over half the cargo handled in the state. Prior to that time, it had still accounted for a significant percentage.

Airport managers throughout the state attributed the decline in cargo handled to the size of the regional carrier's aircraft, which are incapable of carrying belly cargo. This effectively lowers the capacity available for air cargo. Some locations expressed concern over the fact that equipment and scheduling were not suitable for cargo purposes. Those locations with jet service, witnessed substantial amounts of cargo handled. Willow Run was not susceptible to this problem. They attributed their decline to the slowdown of auto production in Detroit. The facility handles the types of cargo which auto manufacturers prioritize under their "just in time" production techniques. Additionally, the state has seen increases in the number of locations used as feeder centers for air package freight services.



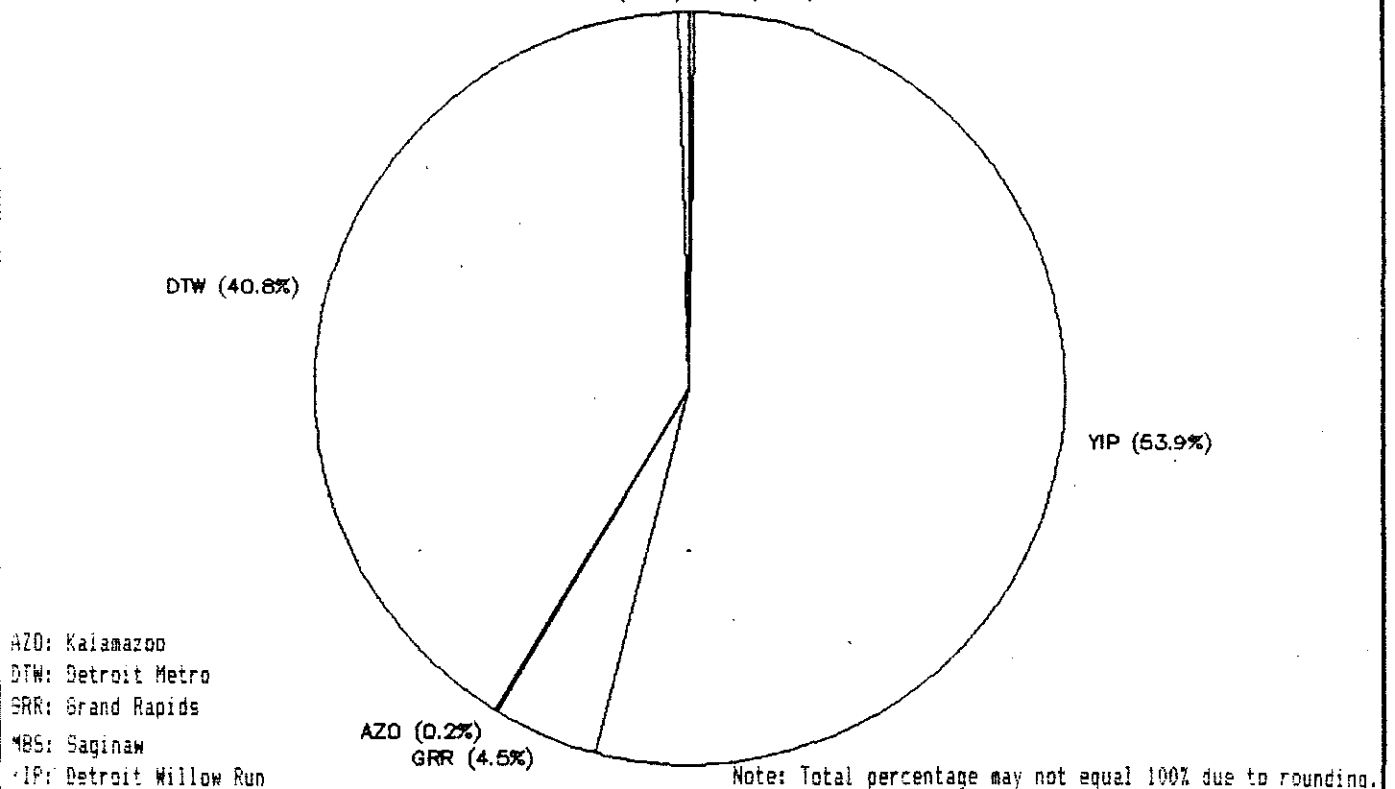
ANNUAL TOTAL CARGO — 10 YEAR HISTORY

STATEWIDE/WILLOW RUN AIRPORT 1977-1986



AIR CARRIER AIRPORTS — CARGO

STATEWIDE Others (0.5%) MBS (0.2%) 1986



AIR SERVICE - MAIL

AIR SERVICE - MAIL

Commercial Service Airport Locations

During 1986, scheduled air mail services were provided at 23 Michigan airports. There are three U.S. Postal Service regional mail centers in Michigan. These facilities are in Detroit, Grand Rapids and Lansing.

Air Mail Statistics and Trends

Michigan, with 56,805.4 tons of total mail, experienced a 6.2 percent increase in 1986 over the previous year. Table 37 provides the 1986 monthly deplaned, enplaned and total tons of air mail. Table 38 indicates the percentage change between 1985 and 1986. The ten year trend in total tons of air mail is graphically portrayed in Informational Group XXVI (Page 118).

Conclusions drawn from these numbers should be tempered with the fact that the numbers are subject to decisions made by the U.S. Postal Service.

Table 37

1986 MICHIGAN AIR MAIL STATISTICS
(Tons)

CITY	*	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOT
ALPENA	D	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
	E	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.6
	T	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.1	0.7
BATTLE CREEK	D	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	E	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	T	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BENTON HARBOR	D	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	E	0.2	0.2	0.2	0.4	0.4	0.3	0.1	0.3	2.0	0.1	0.1	0.2	4.6
	T	0.2	0.2	0.2	0.4	0.4	0.3	0.1	0.3	2.0	0.1	0.1	0.2	4.6
DETROIT - CITY	D	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	E	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	T	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DETROIT - METRO	D	1770.5	1640.7	1866.2	1734.1	1701.4	1511.1	1651.5	1625.3	1582.9	1738.0	1702.5	2213.4	20737.7
	E	2184.1	1807.0	1970.1	1888.2	1834.1	1656.2	1727.0	1782.5	1689.7	3127.7	3154.8	4736.7	27557.9
	T	3954.6	3447.7	3836.3	3622.4	3535.5	3167.3	3378.4	3407.7	3272.6	4865.7	4857.3	6950.1	48295.7
ESCANABA	D	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	E	1.0	0.7	0.7	0.5	0.5	0.6	0.5	0.5	0.5	0.3	0.4	0.8	6.9
	T	1.0	0.7	0.7	0.5	0.5	0.6	0.5	0.5	0.5	0.3	0.4	0.8	6.9
FLINT	D	1.8	0.7	30.3	1.3	1.1	0.9	0.8	1.8	0.7	0.6	0.3	0.5	40.6
	E	5.4	47.1	16.8	38.2	35.1	29.8	32.1	26.3	24.9	28.2	29.0	38.0	350.9
	T	7.2	47.8	47.1	39.5	36.2	30.7	32.9	28.0	25.6	28.8	29.3	38.5	391.5
GRAND RAPIDS	D	434.7	403.7	476.6	461.4	477.5	438.2	455.3	490.3	450.8	480.9	441.8	572.2	5583.5
	E	131.1	111.8	132.5	126.0	110.8	92.0	100.2	98.6	108.5	92.6	82.8	225.6	1412.7
	T	565.8	515.6	609.2	587.5	588.4	530.2	555.5	588.9	559.3	573.5	524.5	797.9	6996.2
HOUGHTON/HANCOCK	D	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	E	0.0	0.1	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.0	0.1	0.1	0.7
	T	0.0	0.1	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.0	0.1	0.1	0.7
IRON MOUNTAIN	D	0.1	0.0	0.1	0.1	0.2	0.1	0.1	0.1	0.2	0.4	0.1	0.1	1.5
	E	0.1	0.4	0.8	0.7	0.6	0.7	0.8	0.7	0.7	0.9	0.4	1.3	8.2
	T	0.3	0.4	0.9	0.8	0.8	0.9	0.9	0.8	0.9	1.2	0.5	1.4	9.7
IRONWOOD	D	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	E	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	T	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
JACKSON	D	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	E	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	T	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

NOTES : D = Deplaned mail E = Enplaned mail T = Total mail

1986 MICHIGAN AIR MAIL STATISTICS
(Tons)

CITY	*	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOT
KALAMAZOO	D	2.2	2.4	4.4	16.3	2.5	1.9	3.2	3.1	2.5	2.2	1.8	2.9	45.5
	E	25.0	19.8	22.4	21.2	21.0	18.4	20.2	20.1	17.7	20.9	17.9	31.0	255.5
	T	27.2	22.1	26.8	37.5	23.6	20.4	23.5	23.2	20.2	23.1	19.7	33.9	301.0
LANSING	D	1.8	1.9	1.4	1.6	2.7	1.2	1.7	1.9	1.5	0.9	1.1	4.9	22.6
	E	89.6	53.7	42.9	60.2	54.9	41.8	39.0	39.7	43.6	36.2	31.7	84.2	617.6
	T	91.4	55.6	44.3	61.8	57.5	43.0	40.7	41.7	45.0	37.2	32.9	89.1	640.2
MACKINAC ISLAND	D	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	E	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	T	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MANISTEE	D	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	E	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	T	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MARQUETTE	D	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	E	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	T	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MEMORINEE	D	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	E	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	T	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MUSKEGON	D	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	E	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	T	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PELLSTON	D	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	E	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	1.0
	T	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	1.0
SAGINAW	D	2.3	6.2	4.2	2.5	1.7	1.6	2.4	1.8	1.9	1.1	1.8	1.8	29.2
	E	5.3	6.9	5.2	3.1	1.2	11.4	13.2	11.4	11.6	13.4	11.2	26.7	120.6
	T	7.6	13.1	9.4	5.6	2.9	13.0	15.6	13.2	13.5	14.5	13.0	28.6	149.8
SAULT STE. MARIE	D	0.2	0.4	0.1	0.1	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	1.1
	E	0.0	0.1	0.1	0.1	0.1	0.0	0.2	0.1	0.1	0.1	0.1	0.1	1.1
	T	0.2	0.5	0.1	0.2	0.1	0.0	0.2	0.1	0.2	0.2	0.2	0.1	2.2
TRAVERSE CITY	D	0.3	0.2	0.2	0.3	0.2	0.2	0.3	0.4	0.4	0.5	0.2	0.1	3.3
	E	0.1	0.1	0.1	0.0	0.0	0.3	0.5	0.3	0.1	0.2	0.1	0.1	2.0
	T	0.4	0.3	0.2	0.3	0.2	0.5	0.7	0.7	0.5	0.7	0.4	0.2	5.3
T O T A L	D	2213.9	2056.2	2383.5	2217.7	2187.4	1955.3	2115.2	2124.6	2040.9	2224.7	2149.8	2796.0	26465.1
	E	2442.1	2048.0	2191.9	2138.9	2059.0	1851.6	1934.0	1980.6	1899.6	3320.9	3328.6	5145.0	30340.4
	T	4656.0	4104.2	4575.3	4356.6	4246.3	3806.9	4049.2	4105.3	3940.5	5545.6	5478.4	7941.0	56805.4

SOURCE: MICHIGAN DEPARTMENT OF TRANSPORTATION, AVIATION PLANNING UNIT

Table 38

DEPLANED, ENPLANED AND TOTAL AIR MAIL
AT AIR CARRIER AIRPORTS
1985 vs. 1986
(Tons)

LOCATION		1985	1986	% CHANGE
ALPENA	D	0.0	0.1	n/a
	E	0.2	0.6	200.0%
	T	0.2	0.7	250.0%
BATTLE CREEK	D	0.0	0.0	0.0%
	E	0.0	0.0	0.0%
	T	0.0	0.0	0.0%
BENIGN HARBOR	D	0.0	0.0	0.0%
	E	2.8	4.6	64.3%
	T	2.8	4.6	64.3%
DETROIT CITY	D	0.0	0.0	0.0%
	E	0.0	0.0	0.0%
	T	0.0	0.0	0.0%
DETROIT METRO	D	22,429.6	20,737.7	-7.5%
	E	22,865.8	27,557.9	20.5%
	T	45,295.5	48,295.7	6.6%
ESCANABA	D	0.0	0.0	0.0%
	E	7.1	6.9	-2.8%
	T	7.1	6.9	-2.8%
FLINT	D	17.7	40.6	129.4%
	E	470.1	350.9	-25.4%
	T	487.9	391.5	-19.8%
GRAND RAPIDS	D	4,954.7	5,583.5	12.7%
	E	1,475.4	1,412.7	-4.2%
	T	6,430.1	6,996.2	8.8%
HOUGHTON/HANCOCK	D	1.1	0.0	-100.0%
	E	1.5	0.7	-53.3%
	T	2.6	0.7	-73.1%
IRON MOUNTAIN	D	2.2	1.5	-31.8%
	E	9.9	8.2	-17.2%
	T	12.1	9.7	-19.8%
IRONWOOD	D	0.0	0.0	0.0%
	E	0.1	0.0	-100.0%
	T	0.1	0.0	-100.0%
JACKSON	D	0.0	0.0	0.0%
	E	0.0	0.0	0.0%
	T	0.0	0.0	0.0%
KALAMAZOO	D	27.8	45.5	63.7%
	E	323.7	255.5	-21.1%
	T	351.5	301.0	-14.4%

DEPLANED, ENPLANED AND TOTAL AIR MAIL
AT AIR CARRIER AIRPORTS
1985 vs. 1986
(Tons)

LOCATION		1985	1986	% CHANGE
LANSING	D	58.3	22.6	-61.2%
	E	647.5	617.6	-4.6%
	T	705.9	640.2	-9.3%
MACKINAC ISLAND	D	0.0	0.0	0.0%
	E	0.0	0.0	0.0%
	T	0.0	0.0	0.0%
MANISTEE	D	0.0	0.0	0.0%
	E	0.0	0.0	0.0%
	T	0.0	0.0	0.0%
MARQUETTE	D	0.0	0.0	0.0%
	E	0.6	0.0	-100.0%
	T	0.6	0.0	-100.0%
MENOMINEE	D	0.0	0.0	0.0%
	E	0.0	0.0	0.0%
	T	0.0	0.0	0.0%
MUSKEGON	D	0.0	0.0	0.0%
	E	0.0	0.0	0.0%
	T	0.0	0.0	0.0%
PELLSTON	D	0.0	0.0	0.0%
	E	0.2	1.0	400.0%
	T	0.2	1.0	400.0%
SAGINAW	D	42.7	29.2	-31.6%
	E	138.0	120.6	-12.6%
	T	180.8	149.8	-17.1%
SAULT STE. MARIE	D	1.0	1.1	10.0%
	E	1.4	1.1	-21.4%
	T	2.3	2.2	-4.3%
TRAVERSE CITY	D	2.9	3.3	13.8%
	E	4.3	2.0	-53.5%
	T	7.2	5.3	-26.4%
TOTAL	D	27,583.2	26,465.1	-4.1%
	E	25,948.6	30,340.4	16.9%
	T	53,486.8	56,805.4	6.2%

SOURCE: MICHIGAN DEPARTMENT OF TRANSPORTATION, AVIATION PLANNING UNIT.

NOTES: D = Deplaned Mail E = Enplaned Mail T = Total Mail

n/a = Amount of cargo handled in 1985 less than 0.1 ton; unable to calculate percent change.

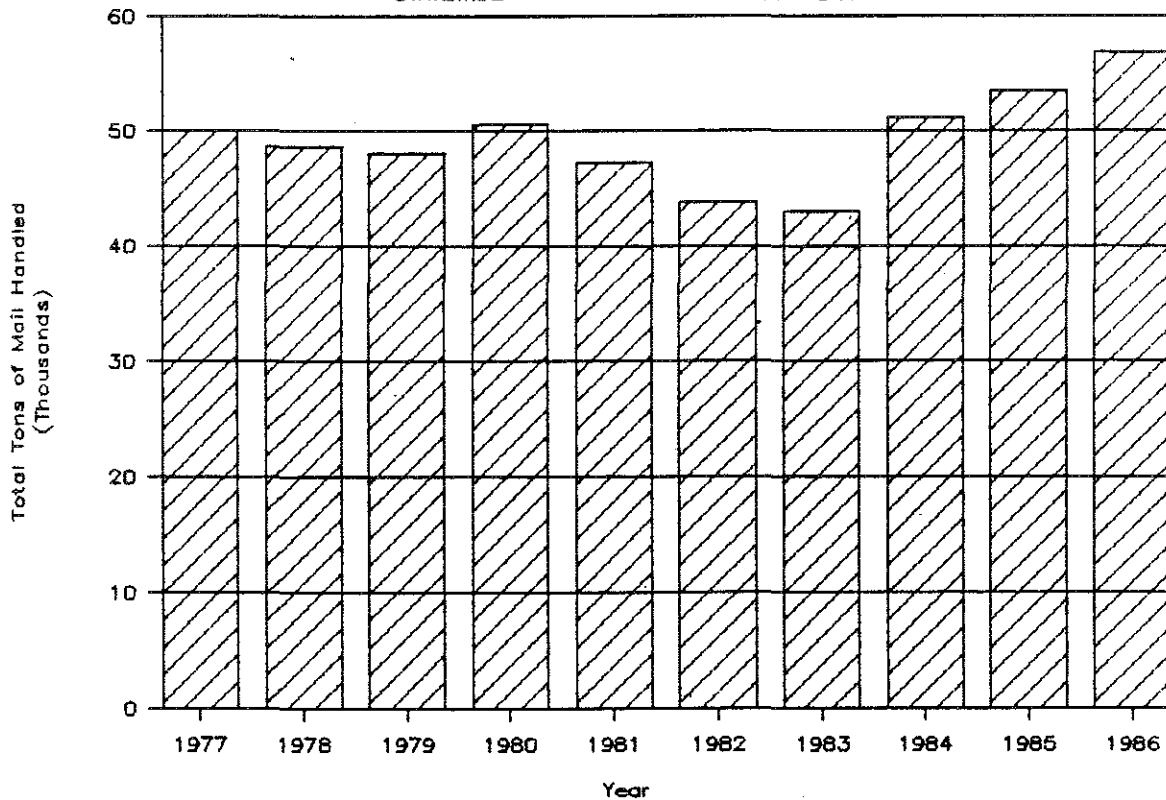
STATEWIDE MAIL

Michigan, with 56,805.4 tons of total mail, experienced a 6.2 percent increase in 1986 over the previous year. Historically, the state has seen a gradual increase in the level of total mail handled since 1983, culminating in the ten year high seen this year. As with passengers, Detroit Metropolitan Airport, is the dominant location for handling mail. The three Michigan airports handling the greatest amounts of air mail are also the regional mail centers used by the U.S. Postal Service. These facilities are Detroit Metropolitan Airport (73.8 percent), Grand Rapids Kent County Airport (10.7 percent) and Lansing Capital City Airport (1.0 percent).

ANNUAL TOTAL MAIL — 10 YEAR HISTORY

STATEWIDE

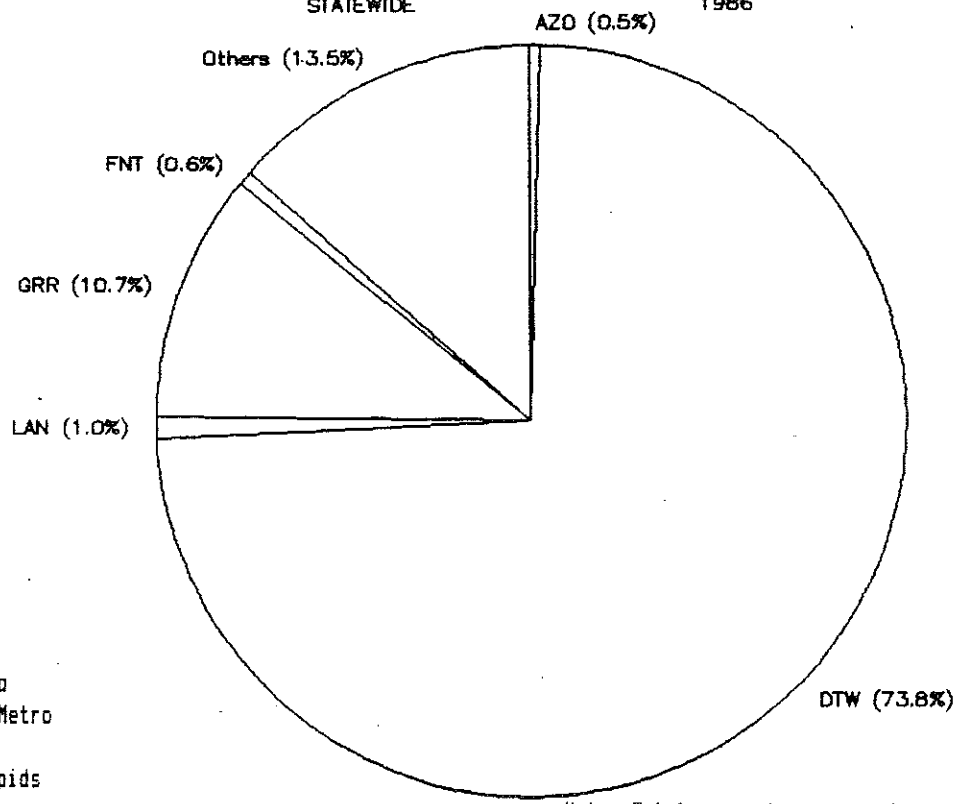
1977-1986



AIR CARRIER AIRPORTS - MAIL

STATEWIDE

1986



AZO: Kalamazoo
DTW: Detroit Metro
FNT: Flint
GRR: Grand Rapids
LAN: Lansing

Note: Total percentage may not equal 100% due to rounding.

GLOSSARY

Air Carriers -- The commercial transportation air system, consisting of the certificated route air carriers, air taxis (including commuters), supplemental air carriers and commercial operators of large aircraft.

- o. Certificated Route Air Carrier -- An air carrier holding a Certificate of Public Convenience and Necessity issued by the Civil Aeronautics Board in accordance with FAR Parts 121 or 127, authorizing the performance of scheduled service over specified routes, and a limited amount of nonscheduled service.
- o. Air Taxi -- A classification of air carriers which directly engage in the air transportation of persons, property, mail, or in any combination of such transportation and which do not directly or indirectly utilize large aircraft (over 30 seats or a maximum payload capacity of more than 71,500 pounds) and do not hold a Certificate of Public Convenience and Necessity or economic authority issued by the Civil Aeronautics Board. It is an air carrier certified in accordance with FAR Part 135 and authorized to provide on demand, Generally operate small aircraft, weighing less than 12,500 pounds and carrying less than 29 passengers, "for hire" for specific trips. These operations are classified by a three letter airline identifier.
- o. Commuter air carrier -- An air taxi operator which performs at least five round trips per week between two or more points and publishes flight schedules which specify the times, days of the weeks and points between which such flights are performed.

Aircraft Departure -- An aircraft takeoff made at an airport.

Aircraft Operations -- It is the airborne movement of aircraft in controlled or non-controlled airport terminal areas and about given en route fixes or at other points where counts can be made. There are two types of operations--local and itinerant.

- o. Local Operations are performed by aircraft which:
 - (a) Operate in the local traffic pattern or within sight of the airport, or
 - (b) Are known to be departing for, or arriving from, flight in local practice areas within a 20 mile radius of the airport, or
 - (c) Execute simulated instrument approaches or low passes at the airport.
- o. Itinerant operations are all aircraft operations other than local operations.

Air Traffic Hub -- Air traffic hubs are not airports; they are the cities and Metropolitan Statistical Areas requiring aviation services and may include more than one airport. Communities fall into four classes as determined by each community's percentage of the total enplaned passengers by scheduled air carriers in the 50 United States, the District of Columbia, and other U.S. areas designated by the Federal Aviation Administration.

- o. Large: 1.00 percent (3,633,415 passengers and over in Calendar Year (CY) 1985).

- o Medium: 0.25 percent to 0.999 percent (between 908,354 and 3,633,414 passengers in CY 1985).
- o Small: 0.05 percent to 0.249 percent (between 181,671 and 908,353 passengers in CY 1985).
- o Nonhub: Less than 0.05 percent (under 181,671 passengers in CY 1985).

All-Cargo Carrier -- An air carrier certificated in accordance with FAR Part 121 to provide scheduled air freight, express, and mail transportation over specified routes, as well as the conduct of nonscheduled operations which may include passengers.

CAB -- Civil Aeronautics Board

Cargo Tons -- The total of freight and express tons.

Certificate of Public Convenience and Necessity -- A certificate issued to an air carrier under Section 401 of the Federal Aviation Act by the Civil Aeronautics Board authorizing the carrier to engage in air transportation.

Certificated -- Holding a currently valid Certificate of Public Convenience of Necessity.

Certificated Route Air Carrier -- An air carrier holding a Certificate of Public Convenience and Necessity issued by the Federal Department of Transportation in accordance with an FAR Parts 121 or 127, authorizing the performance of scheduled service over specified routes, and a limited amount of non scheduled service.

Commercial Air Carriers -- An air carrier certificated in accordance with FAR Parts 121 or 127 to conduct scheduled services on specified routes. These air carriers may also provide nonscheduled or charter services as a secondary operation. Four carrier groupings have been designated for statistical and financial data aggregation and analysis.

- o Majors: Air carriers with annual operating revenues greater than \$1 billion.
- o Nationals: Air carriers with annual operating revenues of between \$100 million, and \$1 billion
- o Large Regionals: Air carriers with annual operating revenues of between \$10 million and \$99,999,999.
- o Medium Regionals: Air carriers with annual operating revenues of less than \$10 million.

Commuter Air Carrier -- An air taxi operator which performs at least five round trips per week between two or more points and publishes flight schedules which specify the times, days of the weeks and points between which such flights are performed.

Domestic Operations -- All air carrier operations having destinations within the 50 United States, the District of Columbia, Puerto Rico, and the U.S. Virgin Islands.

Enplaned Passengers -- The total number of revenue passengers boarding aircraft.

Essential Air Service -- Section 419 of the Airline Deregulation Act of 1978 defines Essential Air Service, under criteria to be determined by the CAB, as service which satisfies the needs of the community concerned for air transportation to one or more communities of interest and insures access to

the nation's air transportation system, at rates, fares and charges which are not unjust, unreasonable, unjustly discriminatory, unduly preferential, or unduly prejudicial.

FAA -- Federal Aviation Administration.

FAR -- Federal Aviation Regulation

Foreign Mail -- Mail transported from a point outside of the United States by U.S. flag carriers for a foreign government.

Freight -- Property transported by air under published air freight tariffs filed with the Civil Aeronautics Board. (Excludes mail, express, and passenger baggage.)

Foreign Flag Air Carrier -- An air carrier other than a U.S. flag carrier engaged in international air transportation. "Foreign air carrier" is a more inclusive term than "foreign flag air carrier," presumably including those non-U.S. air carriers operating solely within their own domestic boundaries. In practice, the two terms are used interchangeably.

General Aviation -- All civil aviation activity except that of air carriers certificated in accordance with FAR Parts 121, 123, 127 and 135. The types of aircraft used in general aviation (GA) activities cover a wide spectrum from corporate multi-engine jet aircraft piloted by professional crews to amateur-built single-engine piston acrobatic planes, balloons, and dirigibles.

General Aviation Operations -- Arrivals and departures of all civil aircraft, except those classified as air carrier and commuter/air taxi.

Domestic Operations -- In general, operations within and between the 50 States of the United States and the District of Columbia. Includes domestic operations of the certificated trunk carriers, and the local service, helicopter, intra-Alaska, intra-Hawaii, domestic all-cargo, and other route carriers. In addition, any Canadian operations conducted on the domestic route segments of U.S. air carriers are shown as domestic operations. Local service carriers operations into Mexico and the Bahamas, at this time, are shown as domestic operations.

Gateway -- A large hub that provides convenient access to domestic and international markets.

International Operations -- In general, operations outside territory of the United States, including operations between the United States and foreign countries and the United States and its territories or possessions. Includes both the combination passenger/cargo carriers and the all-cargo carriers engaged in international and territorial operations.

International and Territorial Operations -- The operation of aircraft flying between the 50 United States and foreign points, between the 50 United States and U.S. possessions and territories, and between two foreign points. Includes both the combination passenger/cargo and the all-cargo carriers engaged in international and territorial operations.

Nonhub -- A community enplaning less than 0.05 percent of the enplaned passengers in all services and all operations for all communities within the 50 States, the District of Columbia, and other U.S. areas designated by the Federal Aviation Administration. Also see "air traffic hub."

Nonscheduled Service -- Revenue flights that are not operated in regularly scheduled service such as charter flights.

Pressure Cabin -- The portion of an aircraft (usually the personnel and cargo compartments) in which an air pressure greater than the outside atmospheric pressure can be maintained and controlled by artificial means. Such an aircraft is described as being "pressurized" or having "pressurization."

Scheduled Service -- Transport service operated over an air carrier's certificated routes, based on published flight schedules, including extra sections.

Supplemental Air Carrier -- An air carrier certificated in with FAR Part 121, and providing nonscheduled or supplemental carriage of passengers or cargo, or both, in air transportation. They are also referred to as nonscheduled or charter air carriers.

Total Cargo and Mail -- The total number of enplaned revenue tons of freight, express, U.S. mail, and foreign mail.

Total U.S. Mail -- The total number of enplaned revenue tons of priority and non-priority U.S. mail.

Trunk Carriers -- This group of carriers operates primarily within and between the 50 States of the United States over routes serving primarily the large communities.

Turbojet Aircraft -- Aircraft propelled by jet engines incorporating a turbine-driven air compressor to take in and compress the air for the combustion of fuel, the gases of combustion (or the heated air) being used both to rotate the turbine and to create a thrust-producing jet.

Turboprop Aircraft -- Aircraft in which the main propulsive force is supplied by a conventional propeller driven by a gas turbine. Additional propulsive force may be supplied from the discharge turbine exhaust gas.

U.S. Flag Carrier -- One of a class of air carriers holding a certificate issued by the Department of Transportation, and approved by the President authorizing the carrier to provide scheduled operations over a specified route between the U.S. (and/or its territories) and one or more foreign countries.

APPENDICES

GOVERNOR'S AIR SERVICE TASK FORCE SHOWS FIRST YEAR ACHIEVEMENTS

Since 1978, when the federal government deregulated the airline industry, air service in Michigan has experienced dramatic changes.

There has been an overall increase in the number of flights throughout the state - accompanied by an overall reduction in the average number of seats available. Passengers in competitive markets have experienced more flight options and reduced fares. In non-competitive markets, flight options are limited and fares have increased substantially. Most flights in non-competitive markets, which were formally made in large jet aircraft, are now occurring in smaller turbo-prop aircraft. All of these changes have been perceived to be a boom to the riding public in competitive markets such as Detroit and Grand Rapids. While in non-competitive markets, such as northern Michigan and the Upper Peninsula, the perception has been that the riding public has experienced an overall reduction in both the quantity and quality of scheduled air service.

In response to these serious problems, Governor James J. Blanchard issued an Executive Order on February 7, 1986, which established the Governor's Air Service Task Force (GASTF). The Governor requested that the group, chaired by MDOT's Director James P. Pitz and comprised of a broad spectrum of leaders from both the public and private sectors, recommend ideas to improve the quality and reliability of air service in Michigan. Staff support for the GASTF was provided by a team assembled from MDOT's Executive Bureau, Bureau of Aeronautics and Bureau of Transportation Planning.

Major accomplishments of the task force include: (1) completion of an Upper Peninsula/Northern Michigan Air Service Study to look at unmet air service needs and recommend a route structure network which would be economical and profitable for expanded service, (2) establishment of two regional air service task force groups, one in northern lower Michigan and the second in the Upper Peninsula, (3) a consultant was hired and completed a study reviewing fare structures for Michigan's route systems, (4) developing and conduct-

ing an airline service evaluation and on-time performance surveys, giving the task force insight on deficiencies in current service.

The surveys completed for the Governor's Air Service Task Force show that markets for profitable airline service exist in the Upper Peninsula and northern Michigan.

Considerable time and effort of the task force has been devoted to the study and examination of marketing strategies for air service. Marketing was found to be one of the key elements necessary for air service improvements.

The task force discovered an important aspect of a successful marketing strategy is that the community must work with the airline in a cooperative effort. For example, the city of Traverse City, aided by the Michigan Departments of Transportation and Commerce, completed its own scheduled service analysis. Joint marketing efforts resulted in two additional carriers for a total of five serving the Traverse City area with over 300 daily seats to Chicago during the summer of 1986.

The task force developed a set of recommendations for continuing work to improve air service. These recommendations strongly urge an ongoing involvement of local communities, the State of Michigan, and the airlines working together to serve the air transportation needs of Michigan travellers and businesses. (See next page for list of recommendations.)

Source: "Update of MDOT's
Planning Activities"-
Winter, 1987.

MICHIGAN'S CURRENT AIR SERVICE EVALUATED

Among the objectives of the Governor's Air Service Task Force (GASTF) was to assess the public's evaluation of airline service in Michigan and to quantify the performance of the airlines providing that service.

The GASTF accomplished this through the development, conduct and compilation of two surveys. First, an Airline Service Evaluation which was completed by airline users over the study period. Second, an Airline On-Time Performance Survey which was completed for airline arrivals and departures during the study period. The Bureau of Transportation Planning took a lead role in this activity.

Evaluation Methodology

The Airline Service Evaluation form was a postage prepaid postcard developed for the GASTF to determine how passengers felt about their airline trip. Both a numeric evaluation and comments were solicited. The postcards, in a prominent display, were placed in all Michigan air service airports except Detroit Metropolitan in or near high traffic areas such as airport security and/or baggage pickup areas. Drop boxes were also provided for completed survey forms. Airport managers provided valuable assistance by keeping the displays well stocked with blank evaluation forms and by sending completed forms to the MDOT for tabulation.

Since completion of the evaluation was dependent upon passengers initiative and/or interest, a statistically valid sample of responses was not obtained. As such, the results may not be representative of the entire universe of airline passengers.

The Airline On-Time Performance Survey was designed to measure the on-time performance of individual carriers and also determine the cause of flight delays. Airport managers at all Michigan air carrier airports except Detroit Metropolitan were asked to record on a flight-by-flight basis the scheduled arrival or departure time, actual arrival or departure time, and the delay cause if the flight was late or cancelled on forms developed by the GASTF. The forms were to be returned to the MDOT on a weekly basis for tabulation.

Evaluation Response

Between the last week in April and end of July, a 14 week period, a total of 1,767 Airline Service Evaluations were returned. During that same period, the on-time performance of more than 10,000 arrivals and departures were recorded.

Findings and Conclusions

Impression of Service Provided

It is evident from the evaluations that the traveller perceives a significant degradation of service when he flies with a regional carrier. The air traveller expects the same quality of service on American Eagle, for example, that he has been accustomed to while flying American.

The most mentioned deficiencies in service are lack of inflight food and beverage service, lack of comfort and cleanliness in the aircraft, lack of truthful and knowledgeable answers by airline personnel, and a serious concern over the air worthiness of the aircraft.

Cancellations and Overbooking of Flights

Many cancellations and most of overflights happen for valid and acceptable safety reasons. However, the fact remains that many travellers are stranded or put to great inconvenience when it occurs. We have on record many complaints, both through the evaluation process and from unsolicited letters detailing the lack of concern by carriers, regional carriers particularly, for the travellers' plight. Specifically, lack of complete, timely and truthful information about the disposition of a flight, lack of any compensation for lodging, meals or incidentals, and lack of assistance in making any other travel arrangements.

Based on our data, cancellations in some of our smaller cities approach 7 percent of the flights. Overbooking, based on passenger evaluations, seems to be a common occurrence in many communities.

Baggage Problems

On the one hand, travellers complain about the lack of carry-on baggage space

and on the other, describe many incidents of lost, damaged or delayed baggage when checked through the counter. Based on the comments of travellers, it appears that the smaller aircraft used by many regionals are incapable of flying with adequate fuel, a full compliment of passengers and baggage. Many incidents have been recorded where passengers have seen their baggage unloaded from the aircraft and left behind as they flew to their destination. It is understandable that fuel and passengers are more important than bags, but the passenger feels, and rightly so, that his ticket entitles both he and his baggage to fly to the destination at the same time.

This discussion has been negative, primarily toward regional carriers. This, however, has been the message of the flying public in Michigan. It provides a starting place to work toward better air service in Michigan. The conclusion to be reached here is that all of us - communities, airlines, and the State of Michigan - must realize there is much more to the provision of air service than providing safe equipment and few departures a day. We must also be concerned about the passengers' needs, including getting adequate value for his ticket price. We must strive toward providing travellers in Michigan with the best, highest quality and most reliable service possible.

Source: "Update of MDOT's
Planning Activities"-
Winter, 1987.