

GENERAL MITCHELL INTERNATIONAL AIRPORT ENPLANING PASSENGER SURVEY FINDINGS: 1989

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to the preparation of this report.

**TECHNICAL REPORT
NUMBER 32**

**GENERAL MITCHELL INTERNATIONAL AIRPORT
ENPLANING PASSENGER SURVEY FINDINGS: 1989**

Prepared by the

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August 1990

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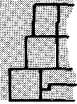
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STATEMENT OF THE EXECUTIVE DIRECTOR

During the past decade the level of commercial air service at Milwaukee County General Mitchell International Airport has changed significantly. Both passenger and freight traffic volumes have increased; the number of airlines serving the airport and the number of scheduled flights provided by those airlines have increased; and two major airlines have begun hubbing operations at the airport. Since deregulation of the scheduled airline industry, the route structure of airline service has changed markedly, and airline companies compete vigorously for shares of the large metropolitan markets represented by such airports as Mitchell International, which serves not only Milwaukee, but all southeastern Wisconsin, much of the State of Wisconsin, and some of northeastern Illinois. In addition, Chicago's O'Hare International Airport to the south continues to be the world's busiest airport, with traffic necessitating consideration of alternative supplementary airports. One of those alternative airports is Mitchell International.

These factors have caused Milwaukee County and the Wisconsin Department of Transportation to carefully consider future facility needs at Mitchell International. Accordingly, the Wisconsin Department of Transportation in 1989 asked the Southeastern Wisconsin Regional Planning Commission to conduct a new survey of enplaning passengers at Mitchell International so that current planning data would be available to help make informed airport investment decisions.

The findings of this new survey are documented in this technical report, and provide current information on passenger travel using Mitchell International, including trip origins and destinations, trip purposes, and trip frequencies; passenger socioeconomic data, including age, income, and place of residence; and passenger opinions regarding likes and dislikes about Mitchell International. These types of data are necessary for the sound preparation of traffic forecasts which, in turn, are important considerations in determining facility needs.

The data presented in this report are the result of a survey conducted in the airport gate areas over the course of a seven-day period. The Regional Planning Commission is particularly appreciative of the assistance and cooperation of airport and airline personnel in the conduct of the survey and especially of the time taken by the thousands of passengers concerned to complete the survey questionnaires. Through this cooperative effort, a better understanding of the airport needs of southeastern Wisconsin should be possible.

Respectfully submitted,

Kurt W. Bauer
Executive Director

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GENERAL MITCHELL INTERNATIONAL AIRPORT ENPLANING PASSENGER SURVEY FINDINGS: 1989

INTRODUCTION

During the past several years, a number of developments have combined to create a need for new data on enplaning passengers at Milwaukee County's General Mitchell International Airport. Passenger travel by scheduled air carrier at the airport has both increased dramatically and been changed in character by the way airline companies operate. The total number of air carrier passengers using Mitchell International has increased from 3.3 million in 1980 to 4.3 million in 1989, and the number of air carriers serving Mitchell International with scheduled flights has increased from eight to 16. Some airlines that serve the Milwaukee market have merged their operations; some have started new operations that now serve the Milwaukee market; and two air carriers—Northwest Airlines and Midwest Express Airlines—have begun hubbing operations at the airport.

A major study of commercial airport needs in the Chicago region has been initiated. That study identifies Mitchell International as an airport with potential to serve some of the passenger trips originating in the northern suburbs of Chicago, as well as some of the connecting airline traffic that currently uses Chicago's O'Hare International Airport.

Milwaukee County, in cooperation with the Wisconsin Department of Transportation and the Federal Aviation Administration (FAA), initiated the preparation of a new airport master plan for Mitchell International in 1988. The master plan is intended to reevaluate the long-term facility needs of the airport.

Because of these developments, the Wisconsin Department of Transportation, in September 1989, asked the Southeastern Wisconsin Regional Planning Commission to conduct a new enplaning passenger survey at Mitchell International. This technical report presents the findings of that survey. An enplaning passenger survey provides important information on the number and types of trips made by, and the travel habits and patterns of, scheduled air carrier passengers. Such information is crucial to a proper understanding of how airport facilities are being used; and is essential to develop-

ing the sound forecasts of future activity that are needed to determine airport facility needs. The most recent enplaning passenger survey at Mitchell International was conducted in 1983 by the Regional Planning Commission and used in updating the regional airport system plan for southeastern Wisconsin and the state airport system plan for Wisconsin.

This technical report consists of six sections, the first of which is this introduction. The second section presents the methodology used to conduct the survey and the resulting response. The third section presents passenger trip-related information. The fourth section presents information on the socioeconomic characteristics of the passengers surveyed. The fifth section presents the responses of the survey passengers to certain attitudinal questions. The sixth section consists of a summary and conclusions. An appendix presents data on historical air carrier activity at Mitchell International.

SURVEY METHODOLOGY AND RESPONSE

The enplaning passenger survey was conducted in the gate areas of each of the three concourses at Milwaukee County's General Mitchell International Airport. The survey was conducted over a seven-day period from Thursday, October 26, 1989, through Wednesday, November 1, 1989. Enplaning passengers for all the regularly scheduled departing flights during this period were handed survey forms by survey personnel stationed in the waiting and boarding areas for each gate. The passengers were asked to complete a survey form and return it prior to boarding their flight. The survey form consisted of a questionnaire on one side and a pre-addressed and postage-paid format on the other side for use by passengers who had insufficient time to complete the form in the gate areas. As soon as distribution of the survey forms to passengers in the gate areas was completed, the survey personnel began collecting the completed forms. The survey personnel then stationed themselves near the gate entrance during boarding to collect any remaining completed survey forms, and to distribute forms to passengers arriving after boarding of the aircraft had begun.

Table 1

SCHEDULED AIR CARRIERS SERVING GENERAL MITCHELL INTERNATIONAL AIRPORT: OCTOBER 1989

Airline	Code
American Airlines (including American Eagle)	AA
Comair (doing business as the Delta Connection)	DL
Continental Airlines	CO
Delta Air Lines	DL
Eastern Airlines	EA
Enterprise Airlines	BE
Express Airlines I (doing business as Northwest Airlin)	NW
Midway Airlines	ML
Midway Commuter (doing business as the Midway Connection)	ML
Midwest Express Airlines	YX
Mesaba Airlines (doing business as Northwest Airlin)	NW
Northwest Airlines	NW
Skyway Airlines (doing business as the Midwest Express Connection)	YX
Trans World Airlines	TW
United Airlines	UA
US Air	US

Source: Airline companies.

Specific information sought from each enplaning airline passenger on the questionnaire included personal characteristics such as age, sex, approximate annual household income, and home address; and trip characteristics such as origin and destination, purpose, and mode of travel to the airport. The survey also asked passengers to identify what they liked and disliked about the airport, and sought information on why passengers sometimes fly out of Chicago's O'Hare Airport instead of Mitchell International. A copy of the survey questionnaire is included as Appendix A to this report. The survey questionnaire was designed jointly by the staffs of the Regional Planning Commission, General Mitchell International Airport, and the Wisconsin Department of Transportation. The actual survey effort was organized and conducted, and the resulting survey data coded, contingency checked, edited, and summarized, by the Regional Planning Commission staff.

Similar surveys were conducted by the Regional Planning Commission at General Mitchell International Airport—formerly General Mitchell Field—in September 1971 during the preparation of the initial regional airport system plan and in August 1983 during the preparation of the second generation regional airport system plan. For informational purposes, a summary of

selected historical air carrier activity statistics has been included as Appendix B to this report. This updates similar data presented in the second generation regional airport system plan. The procedures and questionnaires used during the 1989 survey were consistent with the 1971 and 1983 surveys, permitting valid comparisons to be made with the findings of these earlier surveys. As in the previous surveys, the 1989 survey included only passengers of regularly scheduled flights operated by scheduled air carriers, as listed in Table 1, and did not include passengers of any charter or other nonscheduled flights operated either by scheduled carriers or by supplemental carriers such as American Trans Air, Gulf Air, or Sun Country. The latter were not included because the travel data for passengers using these flights are normally uniform and easily discerned. Most travel on such carriers consists of groups and organized tours traveling to resort and vacation destinations such as Las Vegas or Florida.

During the 1989 survey, questionnaires were distributed to 40,300 enplaning passengers. Table 2 lists the total number of enplaning passengers and the total number and percentage of passengers surveyed by day. A total of 17,100 usable survey forms were returned, representing about 42 percent of the total enplaning pas-

Table 2

**TOTAL NUMBER OF ENPLANING PASSENGERS RESPONDING TO SURVEY AT
GENERAL MITCHELL INTERNATIONAL AIRPORT: OCTOBER 26-NOVEMBER 1, 1989**

Day	Enplaning Passengers	Number of Survey Responses	Percent Response
Thursday, October 26, 1989	7,802	3,000	38.4
Friday, October 27, 1989	6,229	2,695	43.3
Saturday, October 28, 1989	3,359	1,482	44.1
Sunday, October 29, 1989	5,368	2,047	38.1
Monday, October 30, 1989	5,519	2,478	44.9
Tuesday, October 31, 1989	5,159	2,492	48.3
Wednesday, November 1, 1989	6,823	2,887	42.3
Total	40,259	17,081	42.4

Source: Airline companies, Milwaukee County, and SEWRPC.

sengers surveyed—a very good response rate for such a survey. Of the 17,100 usable forms returned, 2,000, or about 12 percent of the total, were returned by use of the mail-back option. The remaining 15,100 survey forms were returned directly to survey personnel at the airport.

The findings of this survey, as documented in this report, represent the 17,100 usable returns expanded as a sample of the universe of 40,300 total enplaning passengers. The survey data were expanded based upon the response rate for each airline by each day. The enplaning passenger counts by airline by day that were used for the expansion are not reported herein at the specific request of the airlines to maintain the confidential nature of such marketing data. Not all questions on each of the questionnaires were answered by all the respondents. In such cases, the percentages of any missing responses to questions were also expanded as appropriate to represent the universe of 40,300 total enplaning passengers. Accordingly, the tabulated data in this report both include and omit the "No Response" category as appropriate.

TRIP-RELATED DATA

The trip-related data collected in the survey concerned the types of trips made, trip origins and destinations, trip purposes, trip frequency, and the mode of travel used to get to Mitchell International.

Types of Trips

A number of enplaning passengers used Mitchell International to change from one scheduled

flight to another. The number of passengers so changing flights—termed connecting passengers—represents particularly important information, since Northwest Airlines and Midwest Express Airlines began hubbing operations at Mitchell International after the last enplaning passenger survey in 1983. As shown in Table 3, 4,600 passengers, or about 12 percent of the 40,300 enplaning passengers, were changing scheduled flights at Milwaukee during the one-week survey. Based on this level of connecting passengers during the survey period, it can be extrapolated that about 249,000 of the 2,132,500 passengers enplaning at Milwaukee during 1989 were connecting passengers. More detailed analysis of the data collected during this survey indicated that of the 4,600 connecting passengers, about 88 percent were transferring from the same airline and about 12 percent were transferring from a different airline. A very small number were transferring from private aircraft to scheduled flights. Of all the connecting passengers, about 94 percent were changing between flights operated by one of the two air carriers conducting hubbing operations at Mitchell International, or between one of those carriers and their respective affiliated commuter carriers.

The 12 percent of all passengers connecting boarding flights in 1989 represents a decline from the comparable percentages for 1971 and 1983 of 17 and 15 percent, respectively. This change may be attributed to the effects of airline industry deregulation. When the 1971 survey was conducted, airline routes were regulated by the federal Civil Aeronautics Board (CAB). At that time, each airline typically operated a

Table 3

**TYPE OF TRIPS MADE BY ENPLANING PASSENGERS USING GENERAL
MITCHELL INTERNATIONAL AIRPORT BY DAY: OCTOBER 26-NOVEMBER 1, 1989**

Type of Trip	Thursday October 26, 1989			Friday October 27, 1989			Saturday October 28, 1989			Sunday October 29, 1989		
	Number	Percent	Percent ^a	Number	Percent	Percent ^a	Number	Percent	Percent ^a	Number	Percent	Percent ^a
Originating	6,826	87.5	89.3	5,147	82.6	85.5	3,044	90.6	92.8	4,615	86.0	87.8
Connecting	821	10.5	10.7	874	14.0	14.5	236	7.0	7.2	639	11.9	12.2
No Response	156	2.0	--	207	3.3	--	79	2.4	--	111	2.1	--
Total	7,803	100.0	100.0	6,229	100.0	100.0	3,359	100.0	100.0	5,365	100.0	100.0

Type of Trip	Monday October 30, 1989			Tuesday October 31, 1989			Wednesday November 1, 1989			Total		
	Number	Percent	Percent ^a	Number	Percent	Percent ^a	Number	Percent	Percent ^a	Number	Percent	Percent ^a
Originating	4,622	83.8	85.8	4,538	88.0	90.0	5,904	86.5	88.8	34,696	86.2	88.3
Connecting	766	13.9	14.2	510	9.9	10.0	741	10.9	11.2	4,587	11.4	11.7
No Response	131	2.4	--	111	2.1	--	178	2.6	--	973	2.4	--
Total	5,519	100.0	100.0	5,159	100.0	100.0	6,825	100.0	100.0	40,259	100.0	100.0

^aAdjusted to omit the "No Response" category.

Source: SEWRPC.

system of trunk- and branchline routes. Airline route networks were designed to accommodate connecting passenger traffic at most large and medium-size airports, including Mitchell International. In December 1981 most of the route-regulating authority of the CAB expired, leaving airlines free to add, delete, and change routes as they saw fit. By the time of the 1983 survey, which showed the connecting passenger percentage to be 15 percent, many of the large airlines had begun converting their route networks to a hub-and-spoke pattern. This concentrated connecting traffic at hubs located at the largest airports in the country, such as Chicago, Denver, and Atlanta. In the years immediately following the 1983 survey, the percentage of connecting passengers at Mitchell International continued to decline until 1987, when under 10 percent of the passengers boarded connecting flights. In 1988, following a merger with Republic Airlines, Northwest Airlines developed a "mini-hub" at Mitchell International. Subsequently, Midwest Express developed a hub at Mitchell International. Connecting traffic at Mitchell International increased following the creation of these hubs.

Some scheduled flights operated by Northwest and Midwest Express are through flights that make a stop at Milwaukee. Examples include flights flying between Minneapolis and Toronto; Green Bay and Grand Rapids; Appleton and Dallas-Fort Worth; and Madison and Washington, D. C. Some passengers on these flights who were not ticketed to or from Milwaukee nevertheless deboarded and reboarded at Mitchell International. Such passengers who completed survey forms were identified after the survey data were coded and their responses deleted from the data base since they were not true originating or connecting passengers.

Enplaning passengers departing Mitchell International as part of a round trip by air predominate, as shown in Table 4. About 95 percent of the air travelers were departing as part of a round trip by air. Passengers making only a one-way trip by air could be expected to be either returning via another mode such as private automobile, rental car, or train, or moving to another part of the country either for the season or permanently.

Table 4

**ENPLANING PASSENGERS DEPARTING
GENERAL MITCHELL INTERNATIONAL AIRPORT
AS PART OF A ROUND TRIP BY AIR
OCTOBER 26-NOVEMBER 1, 1989**

Type of Trip	Number	Percent	Percent ^a
Round Trip By Air	37,259	92.5	94.8
One-Way Trip By Air	2,035	5.1	5.2
No Response	965	2.4	--
Total	40,259	100.0	100.0

^aAdjusted to omit the "No Response" category.

Source: SEWRPC.

Trip Origins

The geographic distribution of the trip origins of the passengers before arrival at Mitchell International is an important indicator of the size and extent of the airport service area. Because many passengers arriving at the airport do not come directly from their home, it is important, when examining the trip origins of airport users, to look not only at the places of residence of the passengers, but also at the true origins of the trips concerned, since, in many cases, they may differ from the places of residence. This section describes the trip origins of the enplaning passengers. The places of residence of the passengers are described in the section on passenger socioeconomic data. It is important to remember that the trip origin data presented consist of two principal components. The first and larger component consists of those passengers who are beginning the airline portion of their trip at Mitchell International. These passengers are considered to be originating passengers regardless of where the nonair-travel portion of their trip began prior to their arrival at the airport. The second and smaller component consists of those passengers who arrived at Mitchell International by air and are changing flights. Because these passengers are utilizing Mitchell International solely as a transfer point, they are referred to as connecting passengers and have air travel origins outside the seven-county Southeastern Wisconsin Region.

A basic tabulation of enplaning passenger trip origins derived from the 1989 survey is presented in Table 5. Almost three-quarters of the trip

Table 5

**TRIP ORIGINS OF ENPLANING
PASSENGERS USING GENERAL MITCHELL
INTERNATIONAL AIRPORT BY WISCONSIN
COUNTY: OCTOBER 26-NOVEMBER 1, 1989**

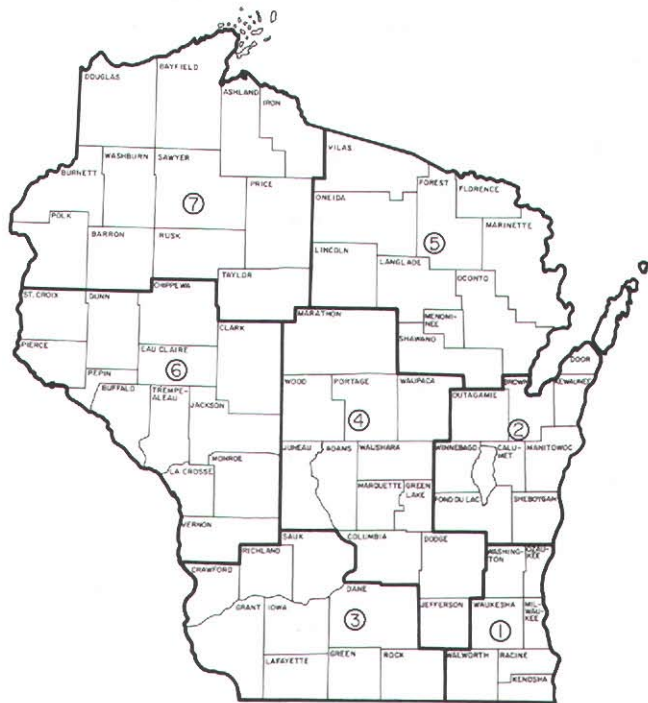
Trip Origin	Number	Percent	Percent ^a
Southeastern Wisconsin			
Kenosha County	561	1.4	1.6
Milwaukee County	15,239	37.9	43.2
Ozaukee County	1,367	3.4	3.9
Racine County	1,638	4.1	4.6
Walworth County	664	1.6	1.9
Washington County	867	2.2	2.5
Waukesha County	5,900	14.7	16.7
Subtotal	26,236	65.2	74.4
East-Central Wisconsin			
Brown County	272	0.7	0.8
Fond du Lac County	362	0.9	1.0
Manitowoc County	301	0.7	0.9
Outagamie County	505	1.3	1.4
Sheboygan County	875	2.2	2.5
Winnebago County	268	0.7	0.8
Other Counties	64	0.2	0.2
Subtotal	2,647	6.6	7.5
Southwestern Wisconsin			
Dane County	1,013	2.5	2.9
Rock County	342	0.8	1.0
Other Counties	93	0.2	0.3
Subtotal	1,448	3.6	4.1
Central Wisconsin			
Dodge County	297	0.7	0.8
Jefferson County	194	0.5	0.5
Marathon County	149	0.4	0.4
Portage County	53	0.1	0.2
Waupaca County	53	0.1	0.2
Other Counties	152	0.4	0.4
Subtotal	898	2.2	2.5
Northeastern Wisconsin			
Oneida County	51	0.1	0.1
Other Counties	63	0.2	0.2
Subtotal	114	0.3	0.3
West-Central Wisconsin			
All Counties	126	0.3	0.4
Northwest Wisconsin			
All Counties	21	0.1	0.1
No Response by County	24	0.1	0.1
Wisconsin Total	31,513	78.4	89.2
Remainder of			
United States	3,712	9.2	10.5
Foreign Countries	84	0.2	0.2
No Response	4,950	12.2	--
Total	40,259	100.0	100.0

^aAdjusted to omit the "No Response" category.

Source: SEWRPC.

Map 1

STATE OF WISCONSIN GEOGRAPHIC REGIONS AND COUNTIES



LEGEND

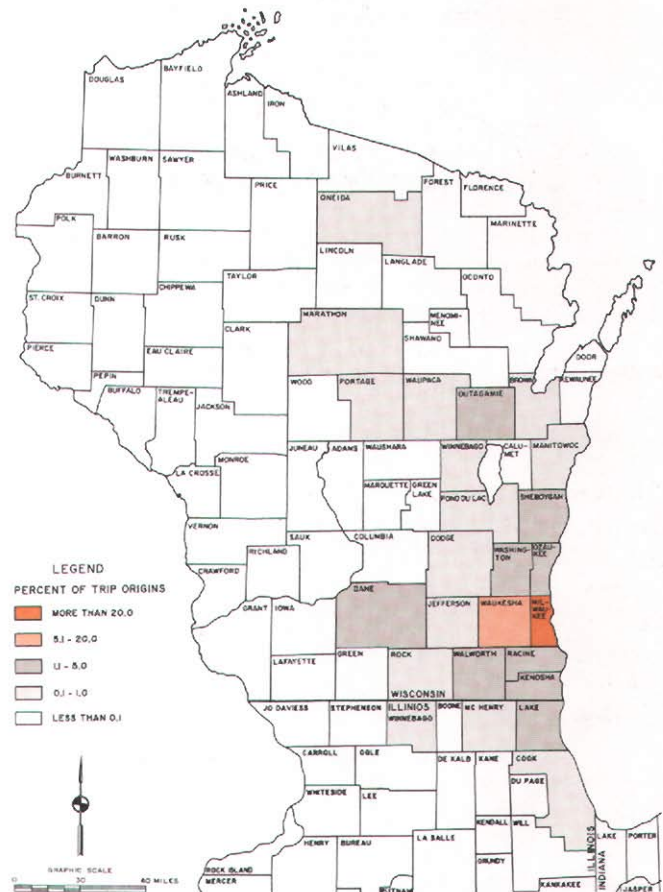
- ① SOUTHEASTERN WISCONSIN
- ② EAST - CENTRAL WISCONSIN
- ③ SOUTHWESTERN WISCONSIN
- ④ CENTRAL WISCONSIN
- ⑤ NORTHEASTERN WISCONSIN
- ⑥ WEST - CENTRAL WISCONSIN
- ⑦ NORTHWESTERN WISCONSIN

Source: SEWRPC.

origins of the enplaning passengers using Mitchell International were located within the Southeastern Wisconsin Region, with Milwaukee and Waukesha Counties together accounting for 60 percent of all trip origins. This table, along with Map 1, also indicates which other regions and counties of Wisconsin generated significant numbers of trips using Mitchell International. Individual Wisconsin counties are identified in Table 5 if 50 or more trips using Mitchell International had origins in that county. About 15 percent of the trips using Mitchell International began in Wisconsin counties outside the Southeastern Wisconsin Region. About 3 percent of all trips originated in northeastern and northwestern Illinois, and about 8 percent of all the trips during the survey had origins outside the State of Wisconsin and northern Illinois.

Map 2

TRIP ORIGINS FOR PASSENGERS ENPLANING AT GENERAL MITCHELL INTERNATIONAL AIRPORT BY COUNTY



Source: SEWRPC.

These findings clearly indicate that Mitchell International continues to be primarily an air carrier airport serving the Milwaukee metropolitan area, all of southeastern Wisconsin, and much of the State of Wisconsin, as shown on Map 2.

A comparison of the 1989 survey data with the 1971 and 1983 Commission survey data indicates that the overall share of enplaning passenger trip origins within southeastern Wisconsin has changed very little over the 18-year period, remaining at about 73 percent over the long term, as shown in Table 6. Although the overall number of trips originating in each of the seven southeastern Wisconsin counties has consistently grown over this period, the distribution of those trips among the seven southeastern Wis-

Table 6

**TRIP ORIGINS OF ENPLANING PASSENGERS USING GENERAL MITCHELL
INTERNATIONAL AIRPORT BY PERCENTAGE: 1971, 1983, AND 1989 SURVEYS**

Trip Origin	September 16-18, 1971	August 11-17, 1983	October 26- November 1, 1989
Southeastern Wisconsin			
Milwaukee County	54.7	44.7	43.2
Ozaukee County	1.5	2.7	3.9
Kenosha County	1.4	1.4	1.6
Racine County	4.3	4.4	4.6
Walworth County	0.4	1.1	1.9
Washington County	1.1	1.7	2.5
Waukesha County	9.0	12.9	16.7
Subtotal	72.4	68.9	74.4
Wisconsin Counties Outside Southeastern Wisconsin			
Northern Illinois ^a	13.6	15.9	14.9
Rest of United States	1.5	1.8	2.9
Foreign Country	12.1	13.2	7.6
	0.4	0.2	0.2
Total	100.0	100.0	100.0

^aIncludes northeastern and northwestern Illinois, as shown on Map 4.

Source: SEWRPC.

consin counties has been changing. Specifically, between 1971 and 1989 the percentage of trips originating in Milwaukee County decreased from about 55 percent to about 43 percent, while the percentage of trips originating in the remaining six southeastern Wisconsin counties increased, minimally for some counties, but very significantly for Waukesha County. As indicated in Table 6, the percentage of trips originating in Wisconsin counties outside southeastern Wisconsin, and in foreign countries, has changed little, while the percentage of trips originating in the remainder of the United States has actually declined somewhat.

The enplaning passenger trip origins within southeastern Wisconsin are shown by civil division in Table 7. There are 28 cities, 55 villages, and 64 civil towns within the seven-county Region. Civil divisions for which there were no trip origins reported were not included in Table 7. As might be expected, communities that have relatively large resident populations and employment bases generated a large num-

ber of trips. Generally, these are the larger and older established cities in each of the counties, along with some of the larger suburban communities. Such communities are readily identifiable in Table 7 since they generated 1 percent or more of all the trips originating within southeastern Wisconsin. Trips originating within the City of Milwaukee have been further broken down into selected subareas as shown in Table 8 and on Map 3. Within the City of Milwaukee the largest percentage of trip origins—about 30 percent of all City of Milwaukee origins—was generated by the central business district. On an average weekday, about 400 of the passenger trips enplaning at Mitchell International originated in the Milwaukee central business district. This may be compared to the 1983 survey wherein an estimated 260 passenger trips originated in the central business district on an average weekday. With respect to both originating and terminating passengers traveling between Mitchell International and the Milwaukee central business district, there were a total of about 800 such passengers on an average weekday in 1989.

Table 7

**TRIP ORIGINS WITHIN SOUTHEASTERN WISCONSIN BY CIVIL DIVISION OF ENPLANING PASSENGERS
USING GENERAL MITCHELL INTERNATIONAL AIRPORT: OCTOBER 26-NOVEMBER 1, 1989**

Civil Division ^a	Number of Trips	Percent of Total ^b
Kenosha County		
City		
Kenosha	445	1.7
Villages		
Paddock Lake	4	..d
Pleasant Prairie	3	..d
Silver Lake	5	..d
Twin Lakes	27	..d
Towns		
Bristol	7	..d
Paris	2	..d
Salem	18	..d
No Response	50	..d
Subtotal	561	2.1
Milwaukee County		
Cities		
Cudahy	163	..d
Franklin	229	..d
Glendale	676	2.6
Greenfield	422	1.6
Milwaukee ^c	9,048	34.5
Oak Creek	293	1.1
St. Francis	81	..d
South Milwaukee	209	..d
Wauwatosa	1,262	4.8
West Allis	622	2.4
Villages		
Bayside	214	..d
Brown Deer	272	1.0
Fox Point	222	..d
Greendale	312	1.2
Hales Corners	163	..d
River Hills	65	..d
Shorewood	399	1.5
West Milwaukee	86	..d
Whitefish Bay	446	1.7
No Response	55	..d
Subtotal	15,239	58.1
Ozaukee County		
Cities		
Cedarburg	217	..d
Mequon	619	2.4
Port Washington	149	..d
Villages		
Belgium	5	..d
Fredonia	7	..d
Grafton	76	..d
Saukville	5	..d
Thiensville	72	..d
Towns		
Belgium	23	..d
Cedarburg	62	..d
Fredonia	6	..d
Grafton	101	..d
Saukville	22	..d
No Response	3	..d
Subtotal	1,367	5.2

Civil Division ^a	Number of Trips	Percent of Total ^b
Racine County		
Cities		
Burlington	111	..d
Racine	1,216	4.6
Villages		
Elmwood Park	2	..d
Rochester	3	..d
Sturtevant	5	..d
Union Grove	32	..d
Waterford	21	..d
Towns		
Burlington	15	..d
Caledonia	35	..d
Dover	8	..d
Mt. Pleasant	2	..d
Norway	28	..d
Raymond	2	..d
Rochester	10	..d
Waterford	32	..d
No Response	116	..d
Subtotal	1,639	6.2
Walworth County		
Cities		
Delavan	205	..d
Elkhorn	97	..d
Lake Geneva	136	..d
Whitewater	60	..d
Villages		
Darien	5	..d
East Troy	24	..d
Fontana	16	..d
Genoa City	10	..d
Walworth	5	..d
Williams Bay	21	..d
Towns		
Bloomfield	2	..d
Darien	2	..d
Delavan	17	..d
East Troy	45	..d
Lyons	3	..d
Walworth	8	..d
Whitewater	9	..d
Subtotal	664	2.5
Washington County		
Cities		
Hartford	89	..d
West Bend	406	1.5
Villages		
Germantown	162	..d
Jackson	3	..d
Kewaskum	13	..d
Newburg	5	..d
Slinger	29	..d
Towns		
Addison	8	..d
Hartford	13	..d
Jackson	10	..d

Table 7 (continued)

Civil Division ^a	Number of Trips	Percent of Total ^b
Washington County (continued)		
Kewaskum	12	.. ^d
Richfield	46	.. ^d
West Bend	37	.. ^d
No Response	34	.. ^d
Subtotal	867	3.3
Waukesha County		
Cities		
Brookfield	1,321	5.0
Delafield	116	.. ^d
Muskego	154	.. ^d
New Berlin	670	2.6
Oconomowoc	352	1.3
Waukesha	1,157	4.4
Villages		
Big Bend	11	.. ^d
Butler	22	.. ^d
Dousman	31	.. ^d
Elm Grove	288	1.1
Hartland	268	1.0
Lannon	5	.. ^d
Menomonee Falls	344	1.3
Merton	3	.. ^d
Mukwonago	73	.. ^d
Nashotah	15	.. ^d
North Prairie	12	.. ^d
Oconomowoc Lake	5	.. ^d
Pewaukee	45	.. ^d
Sussex	117	.. ^d
Wales	21	.. ^d

Civil Division ^a	Number of Trips	Percent of Total ^b
Waukesha County (continued)		
Towns		
Brookfield	287	1.1
Delafield	27	.. ^d
Eagle	12	.. ^d
Genesee	16	.. ^d
Lisbon	15	.. ^d
Merton	8	.. ^d
Mukwonago	78	.. ^d
Oconomowoc	59	.. ^d
Pewaukee	165	.. ^d
Summit	2	.. ^d
Vernon	7	.. ^d
Waukesha	161	.. ^d
No Response	33	.. ^d
Subtotal	5,900	22.5
Southeastern Wisconsin Region	26,236	100.0

^aOnly those civil divisions for which trip origins were reported have been listed.

^bPercentages based only upon trip origins within southeastern Wisconsin, not trip origins of all enplaning passengers.

^cCity of Milwaukee origins have been further subdivided into subareas, as shown in Table 8.

^dLess than 1 percent.

Source: SEWRPC.

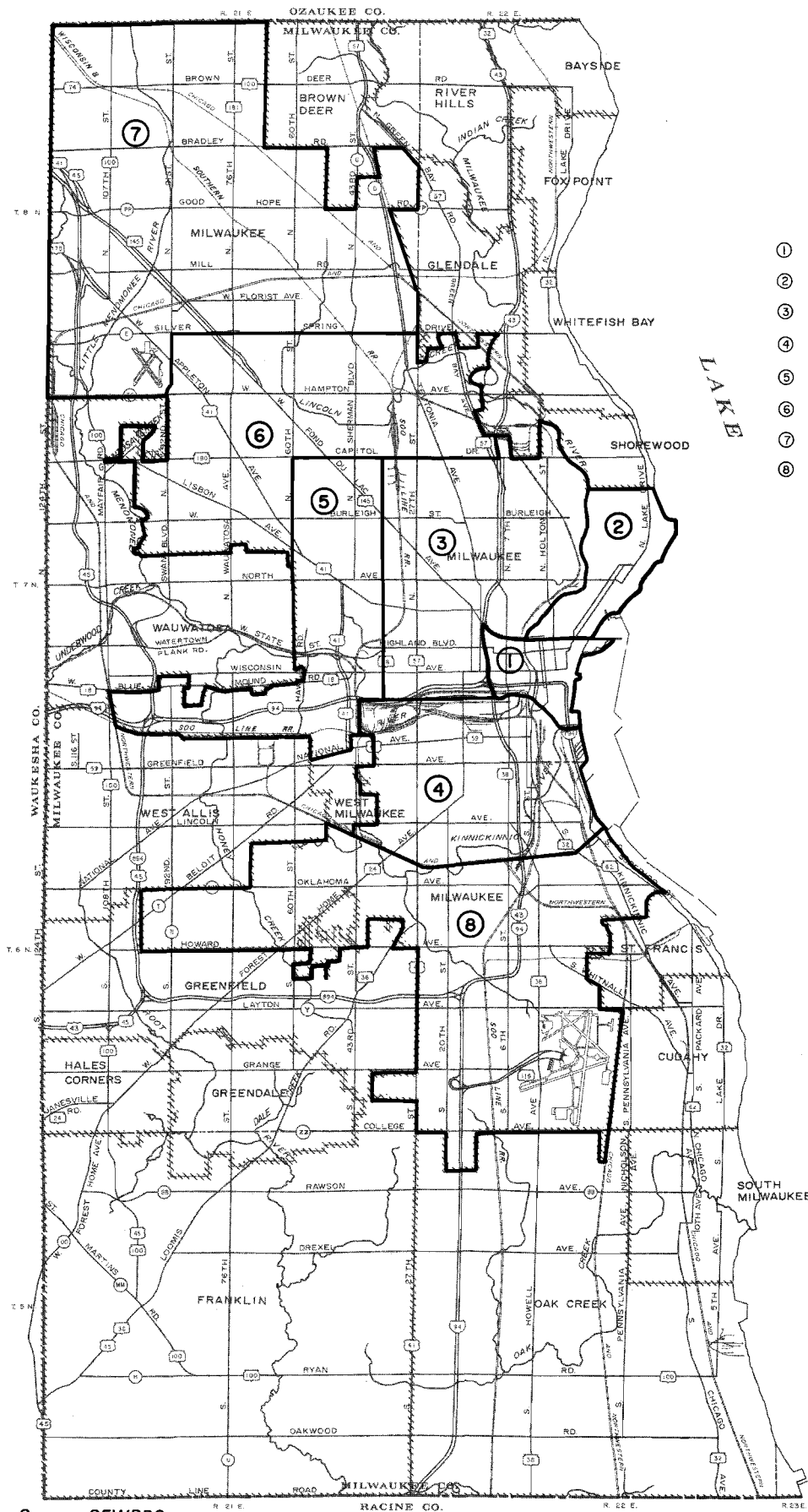
About 2.9 percent of all the enplaning passengers using Mitchell International during the week-long survey had trips that began in the State of Illinois, the origins of which are shown in Table 9 and on Map 4. Of these Illinois-based trips almost all were from northeastern and north-central Illinois. In fact, 97 percent of these trips had origins in only four Illinois counties, those being Cook, Lake, McHenry, and Winnebago. Cook County includes the City of Chicago; Lake and McHenry Counties encompass many of the northern suburbs in the Chicago area; and Winnebago County includes the City of Rockford, the city with the second largest population in Illinois after Chicago. Based upon the survey data, it is estimated that 60,300 trips with origins within the State of Illinois used Mitchell International during 1989. This represents a

significant increase over the 14,400 passengers whose trips originated in the State of Illinois in 1971 and the 26,900 passengers whose trips originated in Illinois in 1983, when the last enplaning passenger survey at Mitchell International was conducted. Illinois-based trips, however, continue to represent only a small portion of all enplanements at Mitchell International.

About 1.5 percent of all enplaning passengers using Mitchell International during the week-long survey began their trips in the State of Michigan; these trip origins are shown in Table 10. Map 5 presents a map of the State of Michigan broken down by county. Of these Michigan-based trips, about 20 percent were from the Upper Peninsula, chiefly the Escanaba and Iron Mountain areas. A majority of the

Map 3

CITY OF MILWAUKEE SUBAREAS



LEGEND

- ① CENTRAL BUSINESS DISTRICT
- ② EAST SIDE
- ③ NEAR NORTH SIDE
- ④ NEAR SOUTH SIDE
- ⑤ WEST SIDE
- ⑥ NORTHWEST AND FAR NORTH SIDE
- ⑦ FAR NORTHWEST SIDE
- ⑧ FAR SOUTH AND SOUTHWEST SIDE

Source: SEWRPC.

Table 8

**TRIP ORIGINS WITHIN CITY OF
MILWAUKEE OF ENPLANING PASSENGERS
USING GENERAL MITCHELL INTERNATIONAL
AIRPORT: OCTOBER 26-NOVEMBER 1, 1989**

Subarea	Number of Responses	Percent	Percent ^a
Central Business District . . .	2,094	23.1	30.4
East Side	563	6.2	8.2
Near North Side	370	4.1	5.4
Near South Side	334	3.7	4.8
West Side	600	6.6	8.7
Northwest and Far North Side	506	5.6	7.3
Far Northwest Side	579	6.4	8.4
Far South and Southwest Side	1,846	20.4	26.8
No Response	2,157	23.8	--
Total	9,048	100.0	100.0

^aAdjusted to omit the "No Response" category.

Source: SEWRPC.

trips—about 80 percent—were from the Lower Peninsula. Of these, over half were from the Grand Rapids area, the remainder being from the Detroit and Muskegon areas.

Trip Destinations

The destinations of passengers departing Mitchell International during the survey included every state in the United States and the District of Columbia, along with Canada, Mexico, and many countries in Europe, Asia, and South America, as shown in Table 11. The destinations of 96 percent of all enplaning passengers during the 1989 survey, however, were locations within the United States. Within the United States, trip destinations were concentrated primarily in California, Florida, Georgia, Michigan, New York, Ohio, Pennsylvania, Texas, and Wisconsin, as shown in Table 12. These nine states represented the destinations of more than one-half of all enplaning passengers during the survey. In fact, the top three states—California, Florida, and New York—represented about one-quarter of all enplaning passengers destined for United States locations. Most of the trips destined for Wisconsin were by passengers connecting from other flights.

A comparison of the destinations of passengers surveyed in the 1971, 1983, and 1989 surveys reveals a continuation of some emerging travel

patterns observed in the 1983 survey, wherein certain states had either an increasing or decreasing share of passengers enplaning at Milwaukee. Two states—Florida and Georgia—gained at least 2 percent of the total Milwaukee enplanements between 1983 and 1989, while two other states—California and Wisconsin—lost at least 2 percent of the total Milwaukee enplanements. For Florida and Georgia, this continues a trend of a gradually increasing share of Milwaukee enplanements. Other states that continued to attract an increasing percentage of Milwaukee enplanements were North Carolina and Texas. Those states that continued to attract a decreasing share of Milwaukee enplanements, based on the three surveys, were Illinois, Michigan, Minnesota, and Ohio. With respect to Illinois and Wisconsin, the decreasing share of Milwaukee enplanements means only that a smaller percentage—not number—of enplaning passengers are flying from Milwaukee to other Wisconsin and Illinois cities and a larger percentage are flying from Milwaukee to more distant cities. Thus, air travel out of Milwaukee appears to have become more long distance in nature, with fewer trips being in the 200- to 300-mile range.

The scheduled air carrier travel demand between Milwaukee and the 50 metropolitan market areas with the highest volume of trip interchanges with Milwaukee is shown in Table 13, as determined from the 1989 enplaning passenger survey findings. For comparison, the rankings for each market as determined by the 1989, 1983, and 1971 Commission surveys are also shown. Markets that show up for the first time in the 1989 survey are Fort Myers, Honolulu, Raleigh, Charlotte, Louisville, Albany, Syracuse, and Salt Lake City. The markets that show the largest increases in ranking from 1983 to 1989 are Orlando, Atlanta, Washington/Baltimore, Miami, Pittsburgh, Houston, West Palm Beach, and Nashville. The markets which show the largest decreases in ranking from 1983 to 1989 are Cleveland, St. Louis, Kansas City, Portland (Oregon), San Antonio, Chicago, Omaha, Tucson, and Des Moines.

Travel Purposes

In order to determine the primary travel purpose of the enplaning passengers, all survey respondents were asked why they were at their origin and why they were going to their destination. As might be expected, most of the responses indicated a trip purpose of "to and from home" at

Table 9

**TRIP ORIGINS OF ENPLANING
PASSENGERS USING GENERAL MITCHELL
INTERNATIONAL AIRPORT BY ILLINOIS COUNTY
OCTOBER 26-NOVEMBER 1, 1989**

Trip Origin ^a	Number	Percent	Percent ^b
Northeastern Illinois			
Cook County	275	27.0	27.0
Du Page County	7	-- ^c	-- ^c
Kane County	3	-- ^c	-- ^c
Lake County	515	50.9	51.1
McHenry County	84	8.4	8.4
Subtotal	884	87.3	87.6
Northwestern Illinois			
Boone County	2	-- ^c	-- ^c
DeKalb County	2	-- ^c	-- ^c
Jo Daviess County	1	-- ^c	-- ^c
Ogle County	4	-- ^c	-- ^c
Winnebago County	112	11.0	11.0
Subtotal	121	11.9	11.9
Central Illinois			
Livingston County	3	-- ^c	-- ^c
Southern Illinois			
Randolph County	2	-- ^c	-- ^c
No Response	6	--^c	--^c
Total	1,016	100.0	100.0

^aOnly those counties for which trip origins were reported have been listed.

^bAdjusted to omit the "No Response" category.

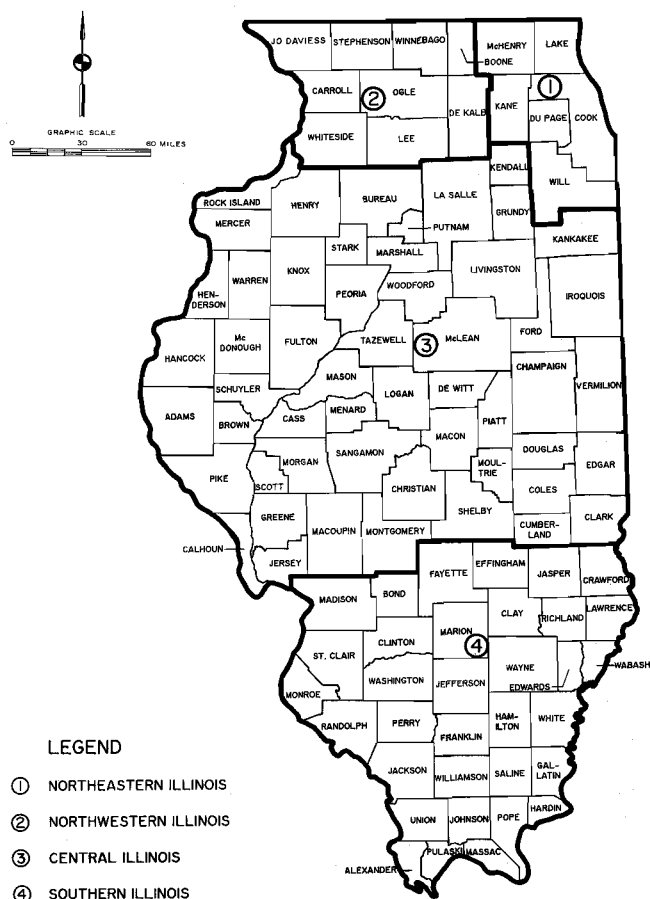
^cLess than 1 percent.

Source: SEWRPC.

one of the two ends of the trip. A more accurate representation of the overall travel purposes of the passengers may be obtained by identifying the nonhome end of such trips. These findings are presented in Table 14. All trips with work or work-related business at either end of the trip, or at both ends of the trip, were categorized as work trips. About one-quarter of the passengers did not identify "home" as the trip purpose at either end of the trip, nor did they indicate the trip purpose to be the same at each end of the trip. For example, some survey responses indicated trips having an origin purpose of work and a destination purpose of recreation. In such cases where one end of the trip was identified as being work or work-related business, the trip was then categorized as work related. A very small

Map 4

**STATE OF ILLINOIS
GEOGRAPHIC REGIONS AND COUNTIES**



LEGEND

- ① NORTHEASTERN ILLINOIS
- ② NORTHWESTERN ILLINOIS
- ③ CENTRAL ILLINOIS
- ④ SOUTHERN ILLINOIS

Source: SEWRPC.

number of responses did not identify home or work as the trip purpose at either end of the trip, but still identified differing trip purposes. An example of this would be a survey response with an origin purpose of personal business and a destination purpose of vacation. Such trips were categorized as either personal business, school, or social/recreational/vacation in that priority so long as one of the two trip ends specified one of these purposes.

In the 1989 survey it was found that work or work-related business travel that included meetings, sales calls, seminars, training sessions, trade shows and conventions, professional advancement, and field work accounted for 54 percent of the trips made by enplaning

Table 10

**TRIP ORIGINS OF ENPLANING
PASSENGERS USING GENERAL MITCHELL
INTERNATIONAL AIRPORT BY MICHIGAN COUNTY
OCTOBER 26-NOVEMBER 1, 1989**

Trip Origin	Number	Percent
Upper Peninsula		
Delta County	58	10.8
Dickinson County	22	4.1
Menominee County	7	1.3
Other Counties	10	1.9
Subtotal	97	18.1
Lower Peninsula		
Southeastern Michigan		
Wayne County	123	22.8
Other Counties	3	-- ^a
Subtotal	126	23.3
Eastern Michigan		
All Counties	9	1.7
Western Michigan		
Kent County	236	45.7
Muskegon County	52	9.5
Other Counties	9	1.7
Subtotal	297	56.9
Total	529	100.0

^aLess than 1 percent.

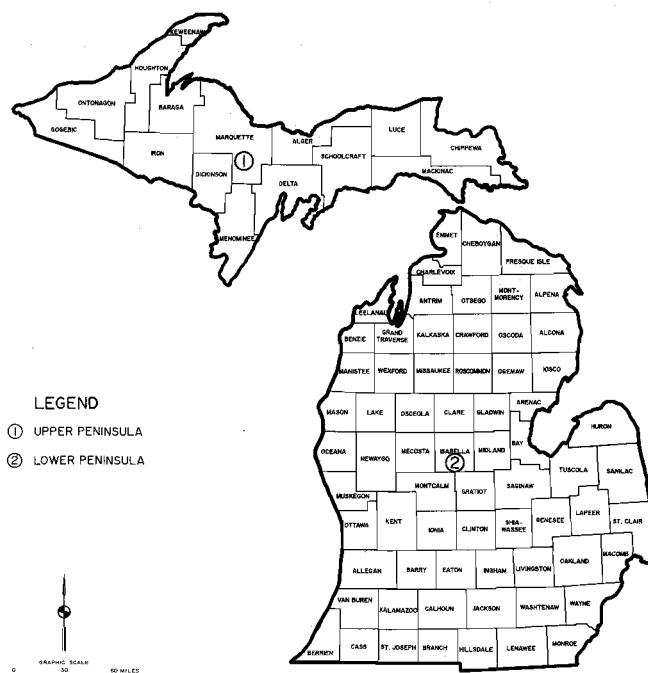
Source: SEWRPC.

passengers at Mitchell International. Personal business travel to seek employment, for medical reasons, and to attend funerals accounted for 9 percent of all trips. Travel to and from school accounted for 2 percent of all trips. Social, recreational, and vacation travel, which included family and school reunions, weddings, visiting friends and relatives, and attending avocational activities, accounted for 32 percent of all trips. Trip purposes that could not be easily categorized—for example, passengers transferring between seasonal homes—accounted for about 3 percent of all trips.

The overall travel purpose distributions of the 1971, 1983, and 1989 surveys were found to be similar, as shown in Table 15. Some variation among the percentage of trips for work and vacation purposes—the two largest trip purpose categories that were reported—is evident, but

Map 5

STATE OF MICHIGAN GEOGRAPHIC REGIONS AND COUNTIES



Source: SFWRPC.

much of this variation can be attributed to the time of the year in which the surveys were conducted. For example, the 1983 survey was conducted in August when vacation travel is expected to be near its peak. Consequently, business travel, which is more evenly distributed throughout the year, would be a relatively smaller percentage. Conversely, the 1989 survey was conducted during late October and early November, when vacation travel is reduced. The distribution of travel purposes among southeastern Wisconsin and selected surrounding regions is shown in Table 16. Again, no large unexpected variations are evident.

Frequency of Flying Out of Mitchell International

The results of the survey indicated that about one-third of all enplaning passengers surveyed typically fly out of Mitchell International once a year or less, as shown in Table 17. Almost 40 percent of all enplaning passengers fly out of Mitchell International two to six times a year, or every two to six months. About 11 percent of all enplaning passengers fly out of Mitchell

Table 11

**DESTINATIONS BY COUNTRY OF
ENPLANING PASSENGERS USING GENERAL
MITCHELL INTERNATIONAL AIRPORT
OCTOBER 26-NOVEMBER 1, 1989**

Destination	Number	Percent	Percent ^a
North America			
United States	37,065	92.1	95.7
Canada			
Ontario	391	1.0	1.0
Quebec	58	0.1	0.1
Alberta	25	-- ^b	-- ^b
Other	67	0.2	0.2
Mexico	71	0.2	0.2
Caribbean and Central America			
Bahamas	161	0.4	0.4
Puerto Rico	110	0.3	0.3
Virgin Islands	35	-- ^b	-- ^b
Jamaica	31	-- ^b	-- ^b
Other	33	-- ^b	-- ^b
Subtotal	38,047	94.5	98.2
South America			
Brazil	20	-- ^b	-- ^b
Other	21	-- ^b	-- ^b
Subtotal	41	0.1	0.1
Europe			
United Kingdom	115	0.3	0.3
West Germany	102	0.3	0.3
Denmark	28	-- ^b	-- ^b
France	29	-- ^b	-- ^b
Spain	25	-- ^b	-- ^b
Other	118	0.3	0.3
Subtotal	417	1.0	1.1
Asia			
Japan	44	0.1	0.1
Other	110	0.3	0.3
Subtotal	154	0.4	0.4
Australia	33	-- ^b	-- ^b
Africa			
Egypt	12	-- ^b	-- ^b
Other	25	-- ^b	-- ^b
Subtotal	37	-- ^b	-- ^b
No Response	1,530	3.8	--
Total	40,259	100.0	100.0

^aAdjusted to omit the "No Response" category.

^bLess than 0.1 percent.

Source: SEWRPC.

Table 12

**DESTINATIONS WITHIN THE UNITED STATES BY
PERCENTAGE OF ENPLANING PASSENGERS USING
GENERAL MITCHELL INTERNATIONAL AIRPORT
1971, 1983, AND 1989**

State of Destination	Percent of Total		
	1971	1983	1989
Alabama	0.2	0.4	0.5
Alaska	0.2	0.3	0.1
Arizona	0.4	2.9	2.7
Arkansas	0.1	0.1	0.3
California	8.1	9.7	7.4
Colorado	2.1	3.2	2.2
Connecticut	1.5	1.3	1.1
Delaware	0.1	0.1	0.1
District of Columbia	1.7	1.9	3.2
Florida	3.6	6.1	11.0
Georgia	1.2	1.9	3.9
Hawaii	0.4	0.6	1.0
Idaho	0.1	0.2	0.1
Illinois	2.8	1.3	0.7
Indiana	1.7	1.4	1.4
Iowa	1.0	1.1	0.8
Kansas	0.5	0.5	0.5
Kentucky	0.8	0.4	0.7
Louisiana	0.5	0.7	1.0
Maine	0.2	0.1	0.2
Maryland	1.1	0.9	1.2
Massachusetts	2.4	1.9	2.8
Michigan	13.2	8.2	6.4
Minnesota	9.4	5.2	3.9
Mississippi	0.1	0.1	0.2
Missouri	3.6	3.5	1.9
Montana	0.5	0.4	0.1
Nebraska	0.5	0.6	0.4
Nevada	1.5	4.0	3.3
New Hampshire	0.2	0.1	0.1
New Jersey	3.3	2.1	2.2
New Mexico	0.2	0.4	0.3
New York	8.2	6.0	7.3
North Carolina	0.6	0.9	1.6
North Dakota	0.5	0.3	0.3
Ohio	8.9	5.6	4.3
Oklahoma	0.3	0.6	0.4
Oregon	0.5	1.0	0.5
Pennsylvania	3.2	3.0	4.5
Rhode Island	0.2	0.1	0.2
South Carolina	0.3	0.5	0.7
South Dakota	0.3	0.2	0.1
Tennessee	0.8	1.2	1.5
Texas	1.9	4.0	4.8
Utah	0.2	0.3	0.3
Vermont	0.1	0.1	0.1
Virginia	1.3	0.9	0.9
Washington	1.1	1.9	1.3
West Virginia	0.3	0.1	0.1
Wisconsin	8.0	7.3	5.1
Wyoming	0.1	0.1	0.0
Not Reported	0.0	4.3	4.0
Total	100.0	100.0	100.0

Source: SEWRPC.

Table 13

**DESTINATIONS BY MAJOR METROPOLITAN AREA OF ORIGINATING PASSENGERS
USING GENERAL MITCHELL INTERNATIONAL AIRPORT: OCTOBER 26-NOVEMBER 1, 1989**

Metropolitan Area	Number of Originating Passengers October 26- November 1, 1989	Number of Originating Passengers 1989 Annual Estimate	Percent of Total	1989 Survey Ranking	1983 Survey Ranking	1971 Survey Ranking
New York, New York	2,714	152,400	8.1	1	1	1
Washington, D. C./Baltimore, Maryland	1,463	82,100	4.4	2	7	4
Detroit, Michigan	1,328	74,600	4.0	3	4	2
Orlando, Florida	1,236	69,400	3.7	4	13	--
Los Angeles, California	1,209	67,900	3.6	5	2	5
Minneapolis/St. Paul, Minnesota	1,157	65,000	3.5	6	3	3
Las Vegas, Nevada	1,104	62,000	3.3	7	5	11
Atlanta, Georgia	1,003	56,300	3.0	8	17	18
Boston, Massachusetts	909	51,000	2.7	9	12	9
Dallas/Fort Worth, Texas	820	46,000	2.5	10	14	31
Phoenix, Arizona	814	45,700	2.4	11	9	--
San Francisco, California	801	45,000	2.4	12	6	8
Philadelphia, Pennsylvania	800	44,900	2.4	13	15	19
Tampa, Florida	793	44,500	2.4	14	18	24
Miami, Florida	788	44,200	2.4	15	24	17
Denver, Colorado	632	33,500	1.9	6	8	10
Cleveland, Ohio	629	35,300	1.9	17	11	6
St. Louis, Missouri	456	25,600	1.4	18	10	7
Pittsburgh, Pennsylvania	446	25,000	1.3	19	28	14
Houston, Texas	370	20,800	1.1	20	29	34
San Diego, California	362	20,300	1.1	21	19	29
Seattle, Washington	359	20,200	1.1	22	16	23
Toronto, Ontario, Canada	348	19,500	1.0	23	20	--
Cincinnati, Ohio	331	18,600	1.0	24	25	20
Indianapolis, Indiana	310	17,400	0.9	25	21	15
Fort Myers, Florida	306	17,200	0.9	26	--	--
New Orleans, Louisiana	303	17,000	0.9	27	31	--
Grand Rapids, Michigan	293	16,500	0.9	28	22	16
Hartford, Connecticut	247	13,900	0.7	29	32	36
Columbus, Ohio	243	13,600	0.7	30	27	13
Kansas City, Missouri	236	13,300	0.7	31	23	28
West Palm Beach, Florida	219	12,300	0.7	32	44	--
Nashville, Tennessee	211	11,800	0.6	33	48	--
Honolulu, Hawaii	204	11,500	0.6	34	--	--
Raleigh, North Carolina	193	10,800	0.6	35	--	--
Charlotte, North Carolina	164	9,200	0.5	36	--	--
Portland, Oregon	160	9,000	0.5	37	26	40
San Antonio, Texas	151	8,500	0.5	38	30	46
Louisville, Kentucky	150	8,400	0.4	39	--	--
Sarasota, Florida	148	8,300	0.4	40	--	--
Dayton, Ohio	147	8,300	0.4	41	41	21
Chicago, Illinois	143	8,000	0.4	42	34	12
Reno, Nevada	129	7,200	0.4	43	45	--
Memphis, Tennessee	129	7,200	0.4	44	39	--
Omaha, Nebraska	126	7,100	0.4	45	36	39
Tucson, Arizona	123	6,900	0.4	46	38	--
Des Moines, Iowa	118	6,600	0.4	47	37	--
Albany, New York	115	6,500	0.3	48	--	--
Syracuse, New York	113	6,300	0.3	49	--	--
Salt Lake City, Utah	105	5,900	0.3	50	--	--
Subtotal	25,658	1,440,500	76.8	--	--	--
Other Destinations	7,737	434,400	23.2	--	--	--
Total Originating Passengers	33,395	1,874,900	100.0	--	--	--
Connecting Passengers	4,587	257,500	--	--	--	--
No Response	2,277	--	--	--	--	--
Total Enplaning Passengers	40,259	2,132,500	--	--	--	--

Source: SEWRPC.

Table 14

TRIP PURPOSE AT ORIGIN AND DESTINATION AND OVERALL TRAVEL PURPOSE OF ENPLANING PASSENGERS USING GENERAL MITCHELL INTERNATIONAL AIRPORT: OCTOBER 26-NOVEMBER 1, 1989

Purpose	Percent of Total		
	Origin	Destination	Overall Travel Purpose
Home	42.1	31.9	--
Work or Work-Related Business	33.7	35.4	54.1
Personal Business	5.8	5.2	8.7
School	1.1	1.1	1.6
Social/Recreation/Vacation	15.0	25.0	32.4
Other	2.3	1.4	3.2
Total	100.0	100.0	100.0

Source: SEWRPC.

International seven to 12 times a year, or every one to two months. About 15 percent of the enplaning passengers fly out of Mitchell International more than once a month, with 8 percent flying every two to four weeks and 5 percent flying every one to two weeks. Less than 2 percent of all enplaning passengers flying out of Mitchell International do so more than once a week. Thus, the survey findings indicate that Mitchell International is used largely by occasional users. In fact, nearly 85 percent of the enplaning passengers use Mitchell International's facilities no more than once a month.

The number of times per year that passengers typically fly out of Mitchell International is shown in Table 18 by travel purpose. Of the passengers surveyed, those who fly most frequently do so for work-related reasons, with 40 percent making trips more frequently than every two months. For people traveling for other reasons, over 40 percent travel no more than two to six times a year, and at least another 40 percent typically travel once or less a year. Table 19 shows the air travel frequency by the responding passengers' county of residence within southeastern Wisconsin, and Table 20 shows the air travel frequency by the responding passengers' region of home residence.

Mode of Travel to Mitchell International

The manner in which enplaning passengers arrived at Mitchell International is presented in

Table 15

OVERALL TRAVEL PURPOSE OF ENPLANING PASSENGERS USING GENERAL MITCHELL INTERNATIONAL AIRPORT: 1971, 1983, AND 1989

Purpose	Percent of Total		
	1971	1983	1989
Work or Work-Related Business	50.7	47.9	54.1
Personal Business	6.7	10.0	8.7
School	2.3	1.4	1.6
Social/Recreation/Vacation	38.5	39.8	32.4
Other	1.8	0.9	3.2
Total	100.0	100.0	100.0

Source: SEWRPC.

Table 21. As previously noted, about 12 percent of all enplaning passengers were connecting from another airplane. Of all originating passengers, over three-quarters arrived by private automobile or truck, including privately operated company or agency vehicles. A gradually increasing share of passengers—12 percent in 1989—arrived by rental car and a gradually decreasing share—4 percent in 1989—arrived by taxicab. Over the long term from 1971 to 1989, the use of hotel and motel courtesy cars and vans has increased slightly and the use of

Table 16

**TRAVEL PURPOSE OF ENPLANING PASSENGERS USING GENERAL MITCHELL
INTERNATIONAL AIRPORT BY REGION OF TRIP ORIGIN: OCTOBER 26-NOVEMBER 1, 1989**

Travel Purpose	Percent of Total					Total
	Southeastern Wisconsin	Rest of Wisconsin	Northern Illinois	Michigan Upper Peninsula	Rest of Country	
Work or Work-Related Business	54.2	46.0	48.2	43.3	60.3	53.2
Personal Business	8.1	10.7	12.0	12.4	9.5	8.7
School	1.2	2.2	1.8	5.5	3.3	1.6
Social/Vacation	33.9	38.5	35.8	34.7	24.0	33.9
Other	2.6	2.6	2.2	4.1	2.9	2.6
Total	100.0	100.0	100.0	100.0	100.0	100.0

Source: SEWRPC.

Table 17

**AIR TRAVEL FREQUENCY OF
ENPLANING PASSENGERS USING
GENERAL MITCHELL INTERNATIONAL
AIRPORT: OCTOBER 26-NOVEMBER 1, 1989**

Number of Departures Made Annually at Mitchell International	Number	Percent	Percent ^a
One or Fewer	13,733	34.1	34.5
2 to 6	15,648	38.9	39.2
7 to 12	4,416	11.0	11.1
13 to 25	3,207	8.0	8.0
26 to 50	2,198	5.4	5.5
More than 50	670	1.7	1.7
No Response	386	0.9	--
Total	40,259	100.0	100.0

^aAdjusted to omit the "No Response" category.

Source: SEWRPC.

limousines has fluctuated. Use of buses, including both intercity motor coaches, such as Greyhound, and local transit system routes, has remained relatively constant.

The manner in which enplaning passengers arrived at Mitchell International from individual counties within and adjacent to southeastern Wisconsin is shown in Table 22. Most passengers

arrived by private automobile or truck or rental car, but a significant percentage of passengers arrived at the airport by limousine from Sheboygan County, by taxicab from Milwaukee, and by bus from Walworth County. Regularly scheduled limousine service is operated for the general public between the Sheboygan area and Mitchell International. The relatively high percentage of passengers arriving at the airport by bus from Walworth County was the result of a group chartering buses between the County and Mitchell International during the survey.

The manner in which enplaning passengers arrived at Mitchell International from other, more distant counties in Wisconsin and from adjacent states is shown in Table 23. Nearly half the passengers originating in many of these more distant counties arrived at Mitchell International by airplane. These counties include: Brown—Green Bay; Dane—Madison; Marathon—Wausau; Oneida—Rhinelander; Outagamie—Appleton; and Winnebago—Rockford. These counties are connected to the Mitchell International hub by regional airline services affiliated with Northwest and Midwest Express Airlines. The remaining passengers originating in these more distant counties arrived mainly by private auto or truck or rental car. Exceptions included a number of passengers arriving at the airport from the Manitowoc area by scheduled limousine service, and from the Rhinelander area by hotel courtesy car.

Table 18

**AIR TRAVEL FREQUENCY BY TRAVEL PURPOSE OF ENPLANING PASSENGERS USING
GENERAL MITCHELL INTERNATIONAL AIRPORT: OCTOBER 26-NOVEMBER 1, 1989**

Number of Departures Made Annually at Mitchell International	Percent of Total					
	Work or Work-Related Business	Personal Business	School	Social/ Vacation	Other	Total
One or Fewer	25.5	42.7	41.6	46.0	43.1	34.5
2 to 6	34.0	42.9	49.4	46.4	41.6	39.2
7 to 12	15.3	9.5	6.9	4.9	8.1	11.1
13 to 25	12.9	3.6	0.9	1.7	4.6	8.0
26 to 50	9.5	1.0	0.8	0.7	1.2	5.5
More than 50	2.8	0.3	0.4	0.3	1.4	1.7
Total	100.0	100.0	100.0	100.0	100.0	100.0

Source: SEWRPC.

Table 19

**AIR TRAVEL FREQUENCY BY COUNTY OF ENPLANING PASSENGERS
USING GENERAL MITCHELL INTERNATIONAL AIRPORT WHO ARE RESIDENTS
OF SOUTHEASTERN WISCONSIN: OCTOBER 26-NOVEMBER 1, 1989**

Number of Departures Made Annually at Mitchell International	Percent of Total							Total
	County of Home Residence							
	Kenosha	Ozaukee	Milwaukee	Racine	Walworth	Washington	Waukesha	
One or Fewer	25.3	13.3	19.1	19.6	25.0	26.0	12.2	17.4
2 to 6	43.3	39.8	45.2	44.6	45.4	39.3	39.3	42.8
7 to 12	13.7	17.6	13.3	13.3	13.1	12.9	16.3	14.4
13 to 25	12.0	14.3	10.5	13.6	8.5	10.8	15.3	12.3
26 to 50	4.5	12.3	8.8	6.5	7.3	9.0	13.1	9.9
More than 50	1.2	2.7	3.1	2.4	0.7	1.9	3.8	3.0
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Source: SEWRPC.

Table 20

**AIR TRAVEL FREQUENCY OF ENPLANING PASSENGERS USING GENERAL MITCHELL
INTERNATIONAL AIRPORT BY SELECTED REGIONS: OCTOBER 26-NOVEMBER 1, 1989**

Number of Departures Made Annually at Mitchell International	Percent of Total					Total
	Home Residence by Region					
	Southeastern Wisconsin	Remainder of Wisconsin	Northern Illinois	Michigan Upper Peninsula	Remainder of United States	
One or Fewer	17.4	37.9	47.0	0.0	51.8	34.3
2 to 6	42.8	42.0	32.6	33.0	34.7	39.2
7 to 12	14.4	10.6	12.4	4.9	7.2	11.1
13 to 25	12.3	5.3	6.2	2.1	4.2	8.1
26 to 50	9.9	3.0	1.8	0.0	1.7	5.6
More than 50	3.0	1.2	0.0	0.0	0.4	1.7
Total	100.0	100.0	100.0	100.0	100.0	100.0

Source: SEWRPC.

Table 21

**MODE OF ARRIVAL OF ENPLANING PASSENGERS USING GENERAL
MITCHELL INTERNATIONAL AIRPORT: 1971, 1983, AND 1989**

Mode of Travel	Percent of Total			
	1971	1983	1989	
			All Modes	Ground Modes ^a
Private Car/Truck	57.0	64.6	67.2	76.1
Rental Car	9.3	10.2	10.9	12.4
Hotel/Motel Courtesy Car	2.1	2.1	2.6	3.0
Airport Limousine	4.5	1.9	2.9	3.3
Taxicab	8.2	4.7	3.4	3.8
Bus ^b	1.2	0.9	1.2	1.4
Another Airplane ^c	17.7	15.4	11.7	--
Total	100.0	100.0	100.0	100.0

^aAdjusted to omit the "Another Airplane" category.

^bIncludes both local transit and intercity bus service.

^cIncludes air taxi and private airplanes.

Source: SEWRPC.

Table 22

**MODE OF ARRIVAL OF ENPLANING PASSENGERS USING GENERAL MITCHELL INTERNATIONAL AIRPORT
BY COUNTIES IN AND SURROUNDING SOUTHEASTERN WISCONSIN: OCTOBER 26-NOVEMBER 1, 1989**

Origin	Percent of Total							Total
	Mode of Arrival at Airport							
	Another Airplane	Private Car/Truck	Hotel/Motel Courtesy Car	Limousine	Taxicab	Rental Car	Bus	
Southeastern Wisconsin								
Kenosha County	--	85.7	--	2.5	--	10.9	0.9	100.0
Milwaukee County	--	74.5	3.6	3.0	6.8	11.1	1.0	100.0
Ozaukee County	--	94.3	0.4	0.7	0.6	4.0	--	100.0
Racine County	--	87.2	1.5	1.3	0.2	9.2	0.6	100.0
Walworth County	--	71.8	2.2	4.2	--	6.7	15.1	100.0
Washington County	--	93.0	--	0.7	--	6.3	--	100.0
Waukesha County	--	82.8	2.8	1.7	1.2	10.9	0.6	100.0
Outside Southeastern Wisconsin								
Boone County, Illinois	--	100.0	--	--	--	--	--	100.0
Dodge County	2.2	77.4	--	4.7	--	15.7	--	100.0
Fond du Lac County	--	81.5	0.7	--	--	17.1	0.7	100.0
Jefferson County	--	85.9	--	1.0	--	11.6	1.5	100.0
Lake County, Illinois	--	88.1	0.6	6.0	--	5.3	--	100.0
McHenry County, Illinois	--	93.7	--	--	--	6.3	--	100.0
Rock County	1.0	70.2	--	--	--	28.8	--	100.0
Sheboygan County	--	61.6	1.4	23.3	--	13.1	0.6	100.0

Source: SEWRPC.

Table 23

**MODE OF ARRIVAL OF ENPLANING PASSENGERS USING GENERAL
MITCHELL INTERNATIONAL AIRPORT BY SELECTED COUNTIES AND STATES
OUTSIDE SOUTHEASTERN WISCONSIN: OCTOBER 26-NOVEMBER 1, 1989**

Origin	Percent of Total							Total
	Mode of Arrival at Airport							
	Another Airplane	Private Car/Truck	Hotel/Motel Courtesy Car	Limousine	Taxicab	Rental Car	Bus	
Wisconsin								
Brown County	45.5	36.5	3.5	1.4	--	10.9	2.3	100.0
Dane County	43.2	38.2	0.2	0.2	0.5	11.9	5.9	100.0
Manitowoc County	0.7	71.1	--	10.0	--	17.5	0.7	100.0
Marathon County	72.3	25.9	--	--	--	--	1.8	100.0
Oneida County	55.5	31.9	12.6	--	--	--	--	100.0
Outagamie County	65.0	26.6	0.5	0.4	--	7.3	0.3	100.0
Portage County	13.3	65.6	--	--	--	21.1	--	100.0
Waupaca County	4.4	92.2	--	--	--	3.4	--	100.0
Winnebago County	3.1	80.9	0.8	2.1	1.2	10.2	1.6	100.0
Illinois								
Cook County	6.8	61.4	0.9	2.1	3.3	23.7	1.8	100.0
Winnebago County	46.9	42.3	--	1.9	--	8.8	--	100.0
Michigan Upper Peninsula	58.2	41.8	--	--	--	--	--	100.0
Indiana	75.3	--	--	--	--	10.2	14.5	100.0
Iowa	97.9	2.1	--	--	--	--	--	100.0
Minnesota	84.8	7.4	--	--	--	7.9	--	100.0

Source: SEWRPC.

Table 24

**SOCIOECONOMIC CHARACTERISTICS OF ENPLANING PASSENGERS USING
GENERAL MITCHELL INTERNATIONAL AIRPORT: 1971, 1983, AND 1989**

Characteristic	Enplaning Passengers			Southeastern Wisconsin Region Population	
	1971 (percent)	1983 (percent)	1989 (percent)	1970 (percent)	1980 (percent)
Sex					
Male	70.8	60.7	61.2	48.3	48.8
Female	29.2	39.3	38.8	51.7	51.6
Total	100.0	100.0	100.0	100.0	100.0
Age					
Under 25	13.9	15.5	8.6	46.6	41.9
25-44	45.0	47.6	49.5	23.5	27.3
45-64	35.3	30.4	33.8	20.2	19.8
65 or Older	5.8	6.5	8.1	9.7	11.1
Total	100.0	100.0	100.0	100.0	100.0
Median Age	41	39	41	28	30
Annual Household Income					
Actual Median Income	\$16,650	\$33,000	\$54,000	\$ 9,950	\$20,100
Adjusted Median Income in 1989 Dollars	51,500	39,600	54,000	31,900	29,700

Source: SEWRPC.

PASSENGER SOCIOECONOMIC DATA

A comparison of the data on age and gender of enplaning passengers surveyed during 1971, 1983, and 1989 is provided in Table 24. Although males constituted the majority of enplaning passengers in all three survey years, the proportion of enplaning passengers that were female increased from about 29 percent in 1971 to almost 40 percent in 1983. As shown in Table 24, the percentage of enplaning passengers who are female remained relatively constant from 1983 to 1989. About one-half of the enplaning passengers were in the 25- to 44-year age group. However, from 1983 to 1989, the percentage of enplaning passengers in the age group below 26 years decreased and the percentage of enplaning passengers in older age groups, including 45 to 64 years and 65 and older, increased. This trend parallels population age group trends in southeastern Wisconsin and in the United States. In

addition, the lower percentage of passengers in the under 25 group in the 1989 survey may be partially accounted for by school being in session when the survey was conducted. The median age of enplaning passengers surveyed during the 1989 survey was 41 years, compared with 39 years during the 1983 survey and 41 years during the 1971 survey. Table 25 presents the travel purpose of passengers flying out of Mitchell International by age group, and Table 26 presents the frequency of use of the airport by age group.

Table 27 provides information on the annual household income of enplaning passengers using Mitchell International as determined from the 1989 survey. As might be expected, a large portion of the passengers reported a relatively high annual household income compared with the median annual income of households in the Southeastern Wisconsin Region of \$29,700,

Table 25

**TRAVEL PURPOSE OF ENPLANING PASSENGERS USING GENERAL MITCHELL
INTERNATIONAL AIRPORT BY AGE GROUP: OCTOBER 26-NOVEMBER 1, 1989**

Travel Purpose	Percent of Total							Total
	Age							
	15 and Under	16-24	25-34	35-44	45-54	55-64	65 and Older	
Work or Work-Related Business	5.9	35.1	64.0	67.8	60.0	41.7	13.6	54.3
Personal Business	8.1	12.1	7.1	7.1	9.3	11.2	10.8	8.7
School	4.8	12.2	1.1	0.8	0.5	0.5	0.2	1.6
Social/Vacation	73.2	36.6	25.0	22.3	27.9	43.5	67.8	32.3
Other	8.0	4.0	2.8	2.0	2.3	3.1	7.6	3.1
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Source: SEWRPC.

Table 26

**FREQUENCY OF USE OF GENERAL MITCHELL INTERNATIONAL
AIRPORT BY AGE GROUP: OCTOBER 26-NOVEMBER 1, 1989**

Number of Departures Made Annually at Mitchell International	Percent of Total							Total
	Age							
	15 and Under	16-24	25-34	35-44	45-54	55-64	65 and Older	
One or Fewer	55.1	52.6	35.3	31.6	28.2	31.7	41.0	34.4
2 to 6	34.8	36.4	36.7	36.6	40.5	43.4	48.7	39.2
7 to 12	6.5	6.1	11.1	13.0	12.0	12.1	6.3	11.1
13 to 25	2.7	2.8	9.1	10.0	9.4	7.1	2.7	8.1
26 to 50	0.9	1.2	5.7	7.1	7.3	4.9	0.9	5.5
More than 50	0.0	0.9	2.1	1.7	2.6	0.8	0.4	1.7
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Source: SEWRPC.

Table 27

**ANNUAL HOUSEHOLD INCOME OF
ENPLANING PASSENGERS USING GENERAL
MITCHELL INTERNATIONAL AIRPORT
OCTOBER 26-NOVEMBER 1, 1989**

Annual Household Income ^a	Number	Percent	Percent ^b
Under \$10,000	1,110	2.8	3.1
\$10,000 to \$19,999	1,949	4.8	5.4
\$20,000 to \$29,999	3,688	9.2	10.3
\$30,000 to \$39,999	4,594	11.4	12.8
\$40,000 to \$49,999	5,079	12.6	14.1
\$50,000 to \$74,999	9,472	23.5	26.3
\$75,000 to \$99,999	4,312	10.7	12.0
\$100,000 and Over	5,745	14.3	16.0
No Response	4,309	10.7	--
Total	40,259	100.0	100.0

^a Given in 1989 dollars.^b Adjusted to omit the "No Response" category.

Source: SEWRPC.

expressed in constant 1989 dollars. The median annual household income of enplaning passengers surveyed was \$54,000 in 1989, compared with \$39,600 during the 1983 survey and \$51,500 during the 1971 survey, all expressed in constant 1989 dollars and as summarized in Table 24. Over one-half of the households represented by the enplaning passengers surveyed indicated an annual household income of \$50,000 or more, expressed in 1989 dollars. Table 28 presents a distribution of the travel purpose of passengers flying out of Mitchell International by annual household income, and Table 29 presents the frequency of use of the airport distributed by income group.

Place of Residence

The place of residence of passengers using Mitchell International is presented in Table 30. The data in the table indicate that 45 percent of

Table 28

**TRAVEL PURPOSE OF ENPLANING PASSENGERS USING GENERAL MITCHELL
INTERNATIONAL AIRPORT BY ANNUAL HOUSEHOLD INCOME: OCTOBER 26-NOVEMBER 1, 1989**

Travel Purpose	Percent of Total								Total
	Annual Household Income								
	Under \$10,000	\$10,000- \$19,999	\$20,000- \$29,999	\$30,000- \$39,999	\$40,000- \$49,999	\$50,000- \$74,999	\$75,000- \$99,999	\$100,000 and Over	
Work or Work-Related Business	18.3	24.7	36.0	52.3	57.3	64.8	67.5	64.2	55.8
Personal Business	16.7	10.8	10.3	8.2	8.6	7.6	6.1	8.3	8.5
School	10.2	2.7	1.9	1.3	1.1	0.6	0.9	1.3	1.5
Social/Vacation	48.2	56.0	48.3	35.7	30.5	24.6	23.7	22.8	31.3
Other	6.5	5.7	3.5	2.5	2.5	2.3	1.8	3.2	2.9
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Source: SEWRPC.

Table 29

**FREQUENCY OF USE OF GENERAL MITCHELL INTERNATIONAL AIRPORT
BY ANNUAL HOUSEHOLD INCOME: OCTOBER 26-NOVEMBER 1, 1989**

Number of Departures Made Annually at Mitchell International	Percent of Total								Total
	Annual Household Income								
	Under \$10,000	\$10,000- \$19,999	\$20,000- \$29,999	\$30,000- \$39,999	\$40,000- \$49,999	\$50,000- \$74,999	\$75,000- \$99,999	\$100,000 and Over	
One or Fewer	63.5	58.5	47.6	43.1	35.1	29.3	21.8	18.9	33.8
2 to 6	31.0	36.9	41.2	39.5	41.3	38.9	38.6	37.8	39.0
7 to 12	4.4	2.7	5.6	8.4	11.0	13.0	15.2	16.8	11.4
13 to 25	0.7	1.0	3.0	4.7	6.8	10.1	12.4	13.8	8.3
26 to 50	0.4	0.5	1.8	3.3	4.5	6.5	10.0	9.2	5.7
More than 50	0.0	0.4	0.8	1.1	1.3	2.2	2.0	3.5	1.8
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Source: SEWRPC.

the enplaning passengers surveyed were residents of southeastern Wisconsin. Of the southeastern Wisconsin residents, three-quarters resided in either Milwaukee or Waukesha Counties. Another 13 percent of all enplaning passengers indicated that they were residents of other Wisconsin counties. The distribution of enplaning passengers by Wisconsin and northern Illinois county of residence is shown on Map 6. Many of the Wisconsin residents were from larger urbanized areas located immediately west and north of Milwaukee such as Madison; Sheboygan and Manitowoc; Green Bay; and the Fox River Valley cities of Oshkosh, Neenah-Menasha, and Appleton. Almost 40 percent of the enplaning passengers indicated their place of residence to be outside Wisconsin in other parts of the United States, and 2 percent indicated their residence to be in a foreign country.

Table 31 presents additional information on the communities within southeastern Wisconsin that were indicated in the 1989 survey to be the home residences of enplaning passengers. These data show where the passengers live regardless of where their trip originated during the survey. The volume of trips generated by residents of a specific civil division is a function of many variables, including total population of that civil division, household income, and ground travel time to the airport. Of course, the larger communities may be expected to generate the most trips. For example, the City of Milwaukee generates far more trips than any other community. However, this general relationship can be seen more clearly by examining the number of enplaning passengers per thousand resident population for each county and community, as shown in Table 31. Washington County pro-

Table 30

**HOME RESIDENCES OF ENPLANING
PASSENGERS USING GENERAL MITCHELL
INTERNATIONAL AIRPORT BY WISCONSIN
COUNTY: OCTOBER 26-NOVEMBER 1, 1989**

Home Residence	Number	Percent	Percent ^a
Southeastern Wisconsin			
Kenosha County	457	1.1	1.2
Milwaukee County	8,539	21.2	22.0
Ozaukee County	1,308	3.2	3.4
Racine County	1,247	3.1	3.2
Walworth County	428	1.1	1.1
Washington County	789	2.0	2.0
Waukesha County	4,826	12.0	12.4
Subtotal	17,594	43.7	45.3
East-Central Wisconsin			
Brown County	259	0.6	0.7
Fond du Lac County	272	0.7	0.7
Manitowoc County	245	0.6	0.6
Outagamie County	421	1.0	1.1
Sheboygan County	621	1.5	1.6
Winnebago County	414	1.0	1.1
Other Counties	95	0.2	0.2
Subtotal	2,327	5.8	6.0
Southwestern Wisconsin			
Dane County	1,172	2.9	3.0
Rock County	249	0.6	0.6
Sauk County	87	0.2	0.2
Other Counties	72	0.2	0.2
Subtotal	1,580	3.9	4.0
Central Wisconsin			
Columbia County	79	0.2	0.2
Dodge County	216	0.5	0.6
Jefferson County	168	0.4	0.4
Marathon County	141	0.4	0.4
Portage County	98	0.2	0.3
Waupaca County	70	0.2	0.2
Wood County	53	0.1	0.1
Other Counties	101	0.3	0.3
Subtotal	926	2.3	2.4
Northeastern Wisconsin			
Shawano County	50	0.1	0.1
Other Counties	154	0.4	0.4
Subtotal	204	0.5	0.5
West-Central Wisconsin			
La Crosse County	53	0.1	0.1
Other Counties	120	0.3	0.3
Subtotal	173	0.4	0.4
Northwestern Wisconsin			
All Counties	32	0.1	0.1
No Response by County . . .	33	0.1	0.1
Wisconsin Total	22,869	56.9	58.9
Remainder of			
United States	15,222	37.9	39.2
Foreign Countries	759	1.9	2.0
No Response	1,409	3.3	--
Total	40,259	100.0	100.0

^aAdjusted to omit the "No Response" category.

Source: SEWRPC.

duced a ratio of trips per thousand resident population nearly identical to that ratio for the Southeastern Wisconsin Region as a whole. Milwaukee and Walworth Counties produced ratios slightly lower than the regional ratio; while Kenosha and Racine Counties produced ratios significantly lower than the regional ratio. On the other hand, Ozaukee and Waukesha Counties produced ratios of trips per thousand resident population significantly higher than the ratio for the entire Southeastern Wisconsin Region. Thus, the data collected in the survey continue to indicate that factors other than distance from the airport strongly affect the volume of enplaning passengers generated by a particular locality. Such other factors may include the average household income of an area and the relative distance of the area to other airports with scheduled air carrier service, particularly Chicago's O'Hare International Airport.

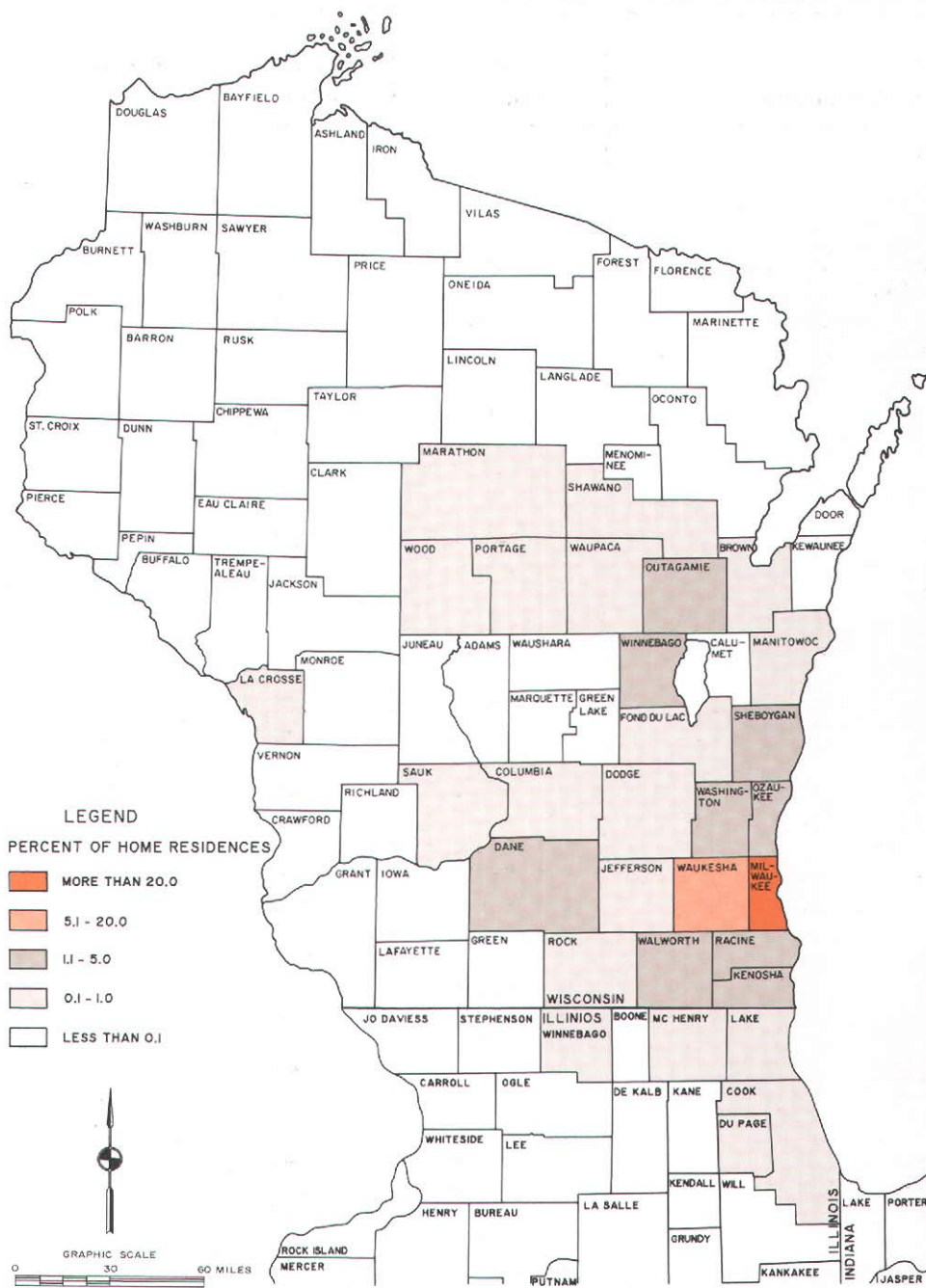
Within Milwaukee County, more than 40 percent of the enplaning passengers using Mitchell International indicated their homes to be within the City of Milwaukee. Therefore, the locations of City of Milwaukee home residences were further broken down into the subareas listed in Table 32. These subareas are shown on Map 3. In contrast to the trip origins within the City of Milwaukee which were concentrated in the central business district and in the vicinity of Mitchell International, the locations of City of Milwaukee home residences were more evenly distributed throughout the City.

The home residences of enplaning passengers using Mitchell International were broken down by Illinois county, as indicated in Table 33. The home residences in Illinois of enplaning passengers using Mitchell International were found to be concentrated in Lake and Cook Counties. Together, the home residences located in these two counties accounted for almost two-thirds of the home residences of all passengers from the State of Illinois. In contrast to the distribution of trip origins within Illinois, the home residences within Illinois are distributed throughout many more counties.

The home residence of enplaning passengers were also broken down by Michigan county, as shown in Table 34. Of the Michigan residents, about 10 percent live in the Upper Peninsula, about 35 percent live in the Detroit metropolitan area, and about 21 percent live in the Grand Rapids area.

Map 6

LOCATION OF RESIDENCES OF ENPLANING PASSENGERS USING GENERAL MITCHELL INTERNATIONAL AIRPORT BY WISCONSIN AND NORTHERN ILLINOIS COUNTIES



Source: SEWRPC.

Table 31

**HOME RESIDENCES WITHIN SOUTHEASTERN WISCONSIN BY CIVIL DIVISION OF ENPLANING
PASSENGERS USING GENERAL MITCHELL INTERNATIONAL AIRPORT: OCTOBER 26-NOVEMBER 1, 1989**

County/Municipality	1989 Population	Number of Trips	Percent of Total ^a	Trips per 1,000 Population
Kenosha County				
City				
Kenosha	77,752	348	2.0	4.5
Villages				
Paddock Lake	2,481	2	-- ^c	0.8
Pleasant Prairie	12,297	5	-- ^c	0.4
Silver Lake	1,760	3	-- ^c	1.7
Twin Lakes	3,878	21	-- ^c	5.4
Towns				
Brighton	1,149	3	-- ^c	2.6
Bristol	3,870	7	-- ^c	1.8
Salem	6,631	34	-- ^c	5.1
No Response	--	34	-- ^c	--
Subtotal	109,818	457	2.6	4.2
Milwaukee County				
Cities				
Cudahy	19,074	120	-- ^c	6.3
Franklin	20,929	243	1.4	11.6
Glendale	13,885	346	2.0	24.9
Greenfield	32,727	351	2.0	10.7
Milwaukee ^b	600,324	3,604	20.5	6.0
Oak Creek	19,140	175	1.0	9.1
St. Francis	9,717	58	-- ^c	6.0
South Milwaukee	20,992	161	-- ^c	7.7
Wauwatosa	49,987	884	5.0	17.7
West Allis	63,884	496	2.8	7.8
Villages				
Bayside	4,664	215	1.2	46.1
Brown Deer	12,638	205	1.1	16.2
Fox Point	7,228	234	1.3	32.4
Greendale	16,869	288	1.6	17.1
Hales Corners	7,453	164	-- ^c	22.0
River Hills	1,632	63	-- ^c	38.6
Shorewood	14,014	415	2.4	29.6
West Milwaukee	3,654	42	-- ^c	11.5
Whitefish Bay	14,148	465	2.6	32.9
No Response	--	10	-- ^c	--
Subtotal	932,959	8,539	48.6	9.2
Ozaukee County				
Cities				
Cedarburg	9,734	220	1.3	22.6
Mequon	17,060	608	3.5	35.6
Port Washington	9,171	104	-- ^c	11.3
Villages				
Belgium	930	8	-- ^c	8.6
Fredonia	1,652	9	-- ^c	5.4
Grafton	9,133	72	-- ^c	7.9
Saukville	3,701	10	-- ^c	2.7
Thiensville	3,184	76	-- ^c	23.9

Table 31 (continued)

County/Municipality	1989 Population	Number of Trips	Percent of Total ^a	Trips per 1,000 Population
Ozaukee County (continued)				
Towns				
Belgium	1,328	17	--c	12.8
Cedarburg	5,352	57	--c	10.7
Fredonia	2,117	9	--c	4.3
Grafton	3,782	85	--c	22.5
Port Washington	1,451	4	--c	2.8
Saukville	1,631	24	--c	14.7
No Response	--	5	--c	--
Subtotal	70,226	1,308	7.4	18.6
Racine County				
Cities				
Burlington	8,780	105	--c	12.0
Racine	81,588	903	5.1	11.1
Villages				
Sturtevant	3,968	8	--c	2.0
Union Grove	3,685	33	--c	9.0
Waterford	2,328	23	--c	9.9
Towns				
Burlington	5,560	6	--c	1.1
Caledonia	21,294	37	--c	1.7
Dover	3,316	13	--c	3.9
Mt. Pleasant	20,687	2	--c	0.1
Norway	5,363	34	--c	6.3
Waterford	4,055	28	--c	6.9
No Response	--	55	--c	--
Subtotal	160,624	1,247	7.1	7.8
Walworth County				
Cities				
Delavan	6,124	72	--c	11.8
Elkhorn	4,986	75	--c	15.2
Lake Geneva	5,924	94	--c	15.9
Whitewater	9,390	49	--c	5.2
Villages				
Darien	1,192	2	--c	1.7
East Troy	2,651	20	--c	7.5
Fontana	1,740	14	--c	8.0
Genoa City	1,303	15	--c	11.5
Walworth	1,622	3	--c	1.8
Williams Bay	1,962	18	--c	9.2
Towns				
Bloomfield	3,510	2	--c	0.6
Darien	1,510	2	--c	1.3
Delavan	4,146	7	--c	1.7
East Troy	3,835	39	--c	10.2
Walworth	1,475	3	--c	2.0
Whitewater	1,291	12	--c	9.3
Subtotal	52,661	428	2.4	8.1

Table 31 (continued)

County/Municipality	1989 Population	Number of Trips	Percent of Total ^a	Trips per 1,000 Population
Washington County				
Cities				
Hartford	7,883	86	--c	10.9
West Bend	24,119	341	1.9	14.1
Villages				
Germantown	12,884	149	--c	11.6
Jackson	2,018	5	--c	2.5
Kewaskum	2,479	25	--c	10.1
Newburg	747	3	--c	4.0
Slinger	2,140	27	--c	12.6
Towns				
Addison	3,026	8	--c	2.6
Hartford	3,293	9	--c	2.7
Jackson	3,230	14	--c	4.3
Kewaskum	1,271	14	--c	11.0
Richfield	9,046	51	--c	5.6
West Bend	3,836	27	--c	7.0
No Response	--	30	--c	--
Subtotal	75,972	789	4.5	10.4
Waukesha County				
Cities				
Brookfield	34,782	885	5.0	25.4
Delafield	5,231	96	--c	18.4
Muskego	16,607	172	1.0	10.4
New Berlin	33,134	537	3.1	16.2
Oconomowoc	10,830	302	1.7	27.9
Waukesha	54,764	974	5.5	17.8
Villages				
Big Bend	1,417	18	--c	12.7
Butler	2,094	10	--c	4.8
Chenequa	487	3	--c	6.2
Dousman	1,326	42	--c	31.7
Elm Grove	6,475	276	1.6	42.6
Hartland	6,582	245	1.4	37.2
Lannon	959	3	--c	3.1
Menomonee Falls	27,574	288	1.6	10.4
Merton	1,109	5	--c	4.5
Mukwonago	4,469	74	--c	16.6
Nashotah	574	25	--c	43.6
North Prairie	1,120	10	--c	8.9
Oconomowoc Lake	499	5	--c	10.0
Pewaukee	5,289	56	--c	10.6
Sussex	4,745	105	--c	22.1
Wales	2,361	30	--c	12.7
Towns				
Brookfield	4,638	178	1.0	38.4
Delafield	5,271	23	--c	4.4
Eagle	1,890	8	--c	4.2
Genesee	5,655	9	--c	1.6
Lisbon	8,704	13	--c	1.5
Merton	6,154	7	--c	1.1

Table 31 (continued)

County/Municipality	1989 Population	Number of Trips	Percent of Total ^a	Trips per 1,000 Population
Waukesha County (continued)				
Mukwonago	5,675	95	-- ^c	16.7
Oconomowoc	7,369	73	-- ^c	9.9
Pewaukee	9,722	135	-- ^c	13.9
Summit	4,044	5	-- ^c	1.2
Vernon	7,160	2	-- ^c	0.3
Waukesha	7,297	109	-- ^c	14.9
No Response	--	8	-- ^c	--
Subtotal	296,007	4,826	27.4	16.3
Southeastern Wisconsin Region	1,698,267	17,594	100.0	10.4

^aPercentages based only upon home residences within southeastern Wisconsin, not home residences of all enplaning passengers.

^bCity of Milwaukee residences have been further subdivided into subareas, as shown in Table 32.

^cLess than 1 percent.

Source: SEWRPC.

The home residences of passengers surveyed in the 1971, 1983, and 1989 surveys are presented in Table 35. The percentage of enplaning passengers at Mitchell International that are residents of southeastern Wisconsin has substantially increased from about 30 percent in 1971 and 1983 to 45 percent in 1989. This increase may in part be attributed to the substantial recovery of the Region from the severe economic recession experienced from 1979 to 1983. Employment in the Region has increased from 826,100 jobs in 1983 to 938,000 jobs in 1988. It may also be attributed to a decline in the percentage of residents of the Region using O'Hare rather than Mitchell International. The percentage of Region residents using O'Hare has declined from about 25 percent in 1983 to about 10 percent in 1989.

OPINION DATA

The survey contained a number of questions relative to the respondents' opinions about Mitchell International Airport. Respondents were asked to indicate the most important

reasons for using Mitchell International; what kind of problems may have been encountered while using Mitchell International; and reasons for choosing to use Chicago's O'Hare Airport instead of Mitchell International.

Reasons for Choosing to Fly Out of Mitchell International

In the survey, enplaning passengers were asked to indicate the two most important reasons for choosing to use Mitchell International. Passengers responded with either one or two reasons from a suggested list on the questionnaire. These responses were tabulated and are presented in Table 36. By far the most important reason was that Mitchell International was located near their home or place of work. The next most important reasons were the ease with which they could use the airport terminal and their choice of airline. Other reasons included ticket prices, convenient parking, fewer flight delays, and security.

Responses to this question were also tabulated by travel purpose, frequency of flying out of Mitchell International, and region of home

Table 32

**LOCATION OF CITY OF MILWAUKEE HOME
RESIDENCES OF ENPLANING PASSENGERS USING
GENERAL MITCHELL INTERNATIONAL AIRPORT
OCTOBER 26-NOVEMBER 1, 1989**

Subarea	Number of Responses	Percent of Total
Central Business District	220	6.1
East Side	549	15.2
Near North Side	211	5.9
Near South Side	183	5.1
West Side	398	11.1
Northwest and Far North Side	491	13.6
Far Northwest Side	453	12.6
Far South and Southwest Side	859	23.8
No Response	240	6.6
Total	3,604	100.0

Source: SEWRPC.

Table 33

**HOME RESIDENCES OF ENPLANING
PASSENGERS USING GENERAL MITCHELL
INTERNATIONAL AIRPORT BY ILLINOIS COUNTY
OCTOBER 26-NOVEMBER 1, 1989**

Home Residence	Number	Percent	Percent ^a
Northeastern Illinois			
Cook County	197	20.5	21.5
Du Page County	40	4.1	4.4
Kane County	11	1.1	1.2
Lake County	394	40.9	42.9
McHenry County	78	8.1	8.5
Will County	2	. . ^b	. . ^b
Subtotal	722	74.9	78.6
Northwestern Illinois			
Stephenson County	9	. . ^b	. . ^b
Winnebago County	112	11.6	12.2
All Other Counties	14	1.5	1.5
Subtotal	135	14.0	14.7
Central Illinois			
Sangamon County	11	1.1	1.2
All Other Counties	20	2.1	2.2
Subtotal	31	3.2	3.4
Southern Illinois			
Madison County	20	2.1	2.2
All Other Counties	10	1.0	1.1
Subtotal	30	3.1	3.3
No Response	46	4.8	--
Total	964	100.0	100.0

^aAdjusted to omit the "No Response" category.

^bLess than 1 percent.

Source: SEWRPC.

Table 34

**HOME RESIDENCES OF ENPLANING
PASSENGERS USING GENERAL MITCHELL
INTERNATIONAL AIRPORT BY MICHIGAN COUNTY
OCTOBER 26-NOVEMBER 1, 1989**

Home Residence	Number	Percent	Percent ^a
Upper Peninsula			
Delta County	57	3.9	5.0
Dickinson County	17	1.2	1.5
Marquette County ^a	14	1.0	1.2
Other Counties	30	2.0	2.6
Subtotal	118	8.0	10.3
Lower Peninsula			
Kent County	243	16.6	21.2
Muskegon County	80	5.4	7.0
Oakland County	162	11.0	14.1
Washtenaw County	53	3.6	4.6
Wayne County	181	12.3	15.8
Other Counties	309	21.0	27.0
Subtotal	1,028	70.0	89.7
No Response	322	21.9	--
Total	1,468	100.0	100.0

^aAdjusted to omit the "No Response" category.

Source: SEWRPC.

residence, as shown in Tables 37, 38, and 39, respectively. Proximity of Mitchell International to home or place of work, choice of airline, and less crowded conditions and fewer problems in the terminal were the most often cited reasons, regardless of how often, why, and from where the passengers traveled. Ticket prices were found to be a less important reason for using Mitchell International by people traveling for work purposes. Choice of airline and, especially, ticket prices, were more important reasons for infrequent flyers than for frequent flyers. Passengers who live outside southeastern Wisconsin and northern Illinois noted the choice of airline to be an important reason for using Mitchell International, reflecting either loyalty to using a specific airline, use of an airline that requires a change of flights at Mitchell International, or the airline routing being chosen by the travel agent or employer. Ticket prices were a significant reason for passengers who live in areas surrounding southeastern Wisconsin. Most notably, passengers living in northern Illinois cited the reduced congestion and problems in the terminal and convenient parking as important reasons far more often than did other passengers.

Table 35

**HOME RESIDENCES OF ENPLANING PASSENGERS USING GENERAL MITCHELL
INTERNATIONAL AIRPORT BY PERCENTAGE: 1971, 1983, AND 1989 SURVEYS**

Home Residence	September 16-18, 1971	August 11-17, 1983	October 26- November 1, 1989
Southeastern Wisconsin			
Milwaukee County	20.6	16.5	22.0
Ozaukee County	1.0	1.1	3.4
Kenosha County	0.6	0.6	1.2
Racine County	2.1	1.9	3.2
Walworth County	0.1	0.2	1.1
Washington County	0.6	0.5	2.0
Waukesha County	5.3	6.6	12.4
Subtotal	30.3	27.4	45.3
Wisconsin County Outside Southeastern Wisconsin			
Northern Illinois ^a	14.4	19.2	13.6
Rest of United States	1.5	1.4	2.2
Foreign Country	50.9	48.9	37.0
	2.9	3.1	1.9
Total	100.0	100.0	100.0

^aIncludes northeastern and northwestern Illinois, as shown on Map 3.

Source: SEWRPC.

Problems Encountered at Mitchell International
Passengers were also asked to indicate the two most important problems experienced in using Mitchell International. Passengers responded with either one or two concerns from a suggested list on a questionnaire, and many passengers added additional written comments on the survey form. These responses were tabulated and are presented in Table 40. By far the most important concern expressed by passengers was not enough nonstop flights to desired destinations. Other important concerns included inconvenient schedules, delays caused by connecting flights at other airports, not enough parking, and ticket prices. The responses to this question were also tabulated by travel purpose, as shown in Table 41, and by frequency of flying, as shown in Table 42. In general, these concerns were shared equally by all passengers, regardless of trip purpose or frequency of flying, except for the concern over insufficient parking, which was found to be of greater concern to passengers who fly out of Mitchell International on a frequent basis.

A large number of responding passengers wrote comments on the survey forms, most dealing with problems they encountered in using the terminal facilities. The most frequently added comments included: unsatisfactory baggage handling; inadequate markings and signs to guide passengers in the terminal; inadequate or unsatisfactory hours, prices, and service at bars and restaurants; and difficulty in getting from the rental car facilities to baggage check-in areas with luggage. Many of the passengers made an effort to discuss these concerns with the survey personnel.

**Reasons for Choosing to Fly Out of O'Hare
Airport Instead of Mitchell International**

Enplaning passengers were also asked to indicate the most important reasons for choosing to sometimes use Chicago's O'Hare Airport instead of Mitchell International. These responses were tabulated and are shown in Table 43. The most important reasons indicated by the respondents included better schedules and more nonstop flights to desired destinations. Other important

Table 36

**MOST IMPORTANT REASONS FOR CHOOSING TO FLY OUT OF GENERAL
MITCHELL INTERNATIONAL AIRPORT FOR ENPLANING PASSENGERS
USING MITCHELL INTERNATIONAL: OCTOBER 26-NOVEMBER 1, 1989**

Reason	Number of Responses ^a	Percent of All Responses ^b	Percent of Passengers Responding ^c
Close to Home or Work	27,276	43.6	71.3
Fewer Problems in Terminal	12,196	19.5	31.9
Choice of Airline	11,902	19.0	31.1
Ticket Prices	4,150	6.6	10.8
Convenient Parking	3,005	4.8	7.9
Fewer Flight Delays	2,288	3.7	6.0
Security in Parking and Terminal Areas	623	1.0	1.6
Other	1,152	1.8	3.0
Total	62,592	100.0	--

NOTE: A total of 1,998 passengers did not respond to this question.

^aBased on respondents' choices of their two most important reasons.

^bGiven as a percentage of 62,592 responses.

^cGiven as a percentage of 38,261 passengers responding to this question.

Source: SEWRPC.

Table 37

**MOST IMPORTANT REASONS FOR CHOOSING TO FLY OUT OF GENERAL
MITCHELL INTERNATIONAL AIRPORT FOR ENPLANING PASSENGERS USING MITCHELL
INTERNATIONAL BY TRAVEL PURPOSE: OCTOBER 26-NOVEMBER 1, 1989**

Reason	Percent of Total					Total
	Travel Purpose					
	Work or Work-Related Business	Personal Business	School	Social/ Vacation	Other	
Close to Home or Work	45.0	40.6	38.4	42.2	46.9	43.6
Choice of Airline	19.1	21.2	26.3	17.9	19.5	19.0
Fewer Problems in Terminal	19.8	19.4	14.6	19.5	16.6	19.5
Convenient Parking	5.1	3.5	1.2	4.9	2.9	4.8
Ticket Prices	3.5	9.5	11.8	10.6	7.7	6.6
Security in Parking and Terminal Areas	0.9	1.0	1.5	1.2	1.0	1.0
Fewer Flight Delays	4.5	3.2	4.1	2.4	2.9	3.7
Other	2.1	1.6	2.1	1.3	2.5	1.8
Total	100.0	100.0	100.0	100.0	100.0	100.0

Source: SEWRPC.

Table 38

**MOST IMPORTANT REASONS FOR CHOOSING TO FLY OUT OF GENERAL
MITCHELL INTERNATIONAL AIRPORT FOR ENPLANING PASSENGERS USING MITCHELL
INTERNATIONAL BY FREQUENCY OF FLYING: OCTOBER 26-NOVEMBER 1, 1989**

Reason	Percent of Total						Total
	Number of Departures Made Annually at Mitchell International						
	One or Fewer	2 to 6	7 to 12	13 to 25	26 to 50	More than 50	
Close to Home or Work	40.5	43.8	44.7	46.9	48.3	49.0	43.5
Choice of Airline	24.2	18.1	15.9	14.8	13.7	14.6	19.0
Fewer Problems in Terminal	13.9	21.1	23.9	22.9	21.7	20.2	19.5
Convenient Parking	2.8	4.7	5.9	7.9	7.9	6.3	4.8
Ticket Prices	11.3	6.6	2.8	1.6	1.1	0.3	6.6
Security in Parking and Terminal Areas	1.0	1.0	0.8	0.8	1.1	1.8	1.0
Fewer Flight Delays	3.0	3.4	4.6	4.5	5.1	7.0	3.7
Other	3.3	1.3	1.4	0.6	1.1	0.8	1.9
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Source: SEWRPC.

Table 39

**MOST IMPORTANT REASONS FOR CHOOSING TO FLY OUT OF GENERAL
MITCHELL INTERNATIONAL AIRPORT FOR ENPLANING PASSENGERS USING MITCHELL
INTERNATIONAL BY SELECTED REGIONS: OCTOBER 26-NOVEMBER 1, 1989**

Reason	Percent of Total					Total
	Region of Home Residence					
	Southeastern Wisconsin	Remainder of Wisconsin	Northern Illinois	Michigan Upper Peninsula	Remainder of United States	
Close to Home or Work	51.0	27.9	15.4	29.1	40.5	43.5
Choice of Airline	11.5	25.0	12.2	34.4	28.3	19.0
Fewer Problems in Terminal	22.7	19.6	33.2	12.8	14.0	19.6
Convenient Parking	6.7	4.2	12.9	2.7	1.6	4.8
Ticket Prices	3.7	14.0	19.3	14.2	7.1	6.6
Security in Parking and Terminal Areas . . .	1.1	1.7	1.6	0.0	0.5	1.0
Fewer Flight Delays	2.6	5.4	4.2	6.1	4.5	3.7
Other	0.7	2.2	1.2	0.7	3.5	1.8
Total	100.0	100.0	100.0	100.0	100.0	100.0

Source: SEWRPC.

Table 40

**MOST IMPORTANT PROBLEMS ENCOUNTERED AT GENERAL MITCHELL INTERNATIONAL AIRPORT
BY ENPLANING PASSENGERS USING MITCHELL INTERNATIONAL: OCTOBER 26-NOVEMBER 1, 1989**

Problem	Number of Responses ^a	Percent of All Responses ^b	Percent of Passengers Responding ^c
Not Enough Nonstop Flights	14,573	37.4	59.1
Inconvenient Schedules	6,375	16.4	25.9
Delays Caused by Connecting Flights at Other Airports	6,157	15.8	25.0
Not Enough Parking	4,531	11.6	18.4
Ticket Prices	3,436	8.8	13.9
Insufficient Terminal Facilities	1,763	4.5	7.2
Too Far from Home or Work	1,403	3.6	5.7
Other	732	1.9	3.0
Total	38,970	100.0	--

NOTE: A total of 15,610 passengers did not respond to this question.

^aBased on respondents' choices of their two most important problems.

^bGiven as a percentage of 38,970 responses.

^cGiven as a percentage of 24,649 passengers responding to this question.

Source: SEWRPC.

Table 41

**MOST IMPORTANT PROBLEMS ENCOUNTERED AT GENERAL MITCHELL
INTERNATIONAL AIRPORT BY ENPLANING PASSENGERS USING MITCHELL
INTERNATIONAL BY TRAVEL PURPOSE: OCTOBER 26-NOVEMBER 1, 1989**

Problem	Percent of Total					Total
	Travel Purpose					
	Work or Work-Related Business	Personal Business	School	Social/ Vacation	Other	
Inconvenient Schedules	18.5	14.8	18.5	12.0	17.5	16.4
Not Enough Nonstop Flights	35.4	39.1	29.8	41.3	39.5	37.4
Not Enough Parking	12.4	9.4	7.3	11.2	7.0	11.6
Insufficient Terminal Facilities	4.2	4.3	5.0	5.4	3.1	4.5
Delays Caused by Connecting Flights at Other Airports	15.6	15.8	19.4	15.8	17.7	15.8
Ticket Prices	8.8	9.0	11.2	8.8	7.9	8.8
Too Far from Home or Work	3.3	5.1	5.8	3.6	4.9	3.6
Other	1.8	2.5	3.0	1.9	2.4	1.9
Total	100.0	100.0	100.0	100.0	100.0	100.0

Source: SEWRPC.

Table 42

**MOST IMPORTANT PROBLEMS ENCOUNTERED AT GENERAL MITCHELL
INTERNATIONAL AIRPORT FOR ENPLANING PASSENGERS USING MITCHELL
INTERNATIONAL BY FREQUENCY OF FLYING: OCTOBER 26-NOVEMBER 1, 1989**

Problem	Percent of Total						Total
	Number of Departures Made Annually at Mitchell International						
	One or Fewer	2 to 6	7 to 12	13 to 25	26 to 50	More than 50	
Inconvenient Schedules	14.0	15.8	19.2	18.7	15.8	18.1	16.4
Not Enough Nonstop Flights	33.7	39.5	36.9	36.8	37.2	37.5	37.4
Not Enough Parking	9.5	10.2	12.7	15.0	15.1	16.9	11.6
Insufficient Terminal Facilities	7.0	4.1	3.2	3.5	4.5	4.9	4.5
Delays Caused by Connecting Flights at Other Airports	15.2	16.6	16.2	14.8	15.1	10.1	15.8
Ticket Prices	8.4	9.1	9.1	9.0	9.7	9.2	8.8
Too Far from Home or Work	8.3	3.3	2.2	1.2	1.4	1.5	3.6
Other	3.9	1.4	1.7	1.1	1.2	1.8	1.9
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Source: SEWRPC.

Table 43

**MOST IMPORTANT REASONS FOR
CHOOSING TO FLY OUT OF CHICAGO'S O'HARE
INTERNATIONAL AIRPORT INSTEAD OF GENERAL
MITCHELL INTERNATIONAL AIRPORT FOR
ENPLANING PASSENGERS USING MITCHELL
INTERNATIONAL: OCTOBER 26-NOVEMBER 1, 1989**

Reason	Number	Percent	Percent ^a
Better Schedules	5,726	14.2	24.4
More Nonstop Flights	5,121	12.7	21.7
Lower Fares	4,342	10.8	18.4
International Flights	4,021	10.0	17.0
Closer to Home or Work	2,583	6.4	10.9
Other	1,805	4.5	7.6
No Response	16,662	41.4	--
Total	40,259	100.0	100.0

^aAdjusted to omit the "No Response" category.

Source: SEWRPC.

reasons included lower fares and availability of international flights. Responses to this question were also tabulated by location of the pas-

sengers' home residence and by travel purpose, as shown in Tables 44 and 45. A number of respondents indicated that Chicago's O'Hare Airport was located closer to home or work. These included a large number of passengers who, not surprisingly, lived in northern Illinois. Passengers who are residents of southeastern Wisconsin indicated the availability of international flights to be an important reason.

Passengers who sometimes use Chicago's O'Hare Airport instead of Mitchell International were asked how often they used O'Hare. Most of the enplaning passengers surveyed responded to this question regardless of where they lived. However, this question is the most meaningful for residents of southeastern Wisconsin, for which O'Hare provides a relatively close viable option. As indicated in Table 46, about 74 percent of the residents of southeastern Wisconsin indicated they use O'Hare International instead of Mitchell International once a year or less. Most of the remaining survey respondents who were residents of southeastern Wisconsin indicated that they use O'Hare instead of Mitchell International more than once a year, but no more than two to six times per year.

Table 44

MOST IMPORTANT REASONS FOR CHOOSING TO FLY OUT OF CHICAGO'S O'HARE INTERNATIONAL AIRPORT INSTEAD OF GENERAL MITCHELL INTERNATIONAL AIRPORT FOR ENPLANING PASSENGERS USING MITCHELL INTERNATIONAL BY HOME RESIDENCE: OCTOBER 26-NOVEMBER 1, 1989

Reason	Percent of Total					Total
	Region of Home Residence					
	Southeastern Wisconsin	Remainder of Wisconsin	Northern Illinois	Michigan Upper Peninsula	Remainder of United States	
Closer to Home or Work	4.6	5.0	42.0	6.1	20.4	10.9
More Nonstop Flights	25.1	18.3	17.0	25.3	18.3	21.7
International Flights	24.9	14.5	3.7	6.8	7.6	17.2
Lower Fares	22.5	19.9	12.4	14.5	12.2	18.5
Better Schedules	17.2	32.8	20.5	34.1	31.3	24.1
Other	5.7	9.5	4.4	13.2	10.2	7.6
Total	100.0	100.0	100.0	100.0	100.0	100.0

Source: SEWRPC.

SUMMARY AND CONCLUSIONS

In September 1989 the Wisconsin Department of Transportation asked the Regional Planning Commission to conduct a new survey of enplaning passengers using scheduled airline flights at Milwaukee County's General Mitchell International Airport. The purpose of the survey was to collect new and updated information concerning the number and types of trips made by passengers using Mitchell International, together with such related information as the socioeconomic characteristics and the home residences of the passengers. The information collected under this survey effort is particularly important in light of recent developments affecting Mitchell International, including substantial increases in the number of enplaning passengers; the merger of large airlines that serve Mitchell International; the entry of other large airlines into the Milwaukee market; the hubbing operations conducted by two airlines; the initiation of a major study of airport needs in the Chicago region, which identified Mitchell International as having the potential to serve some trips originating in the Chicago area; and the prepa-

ration of a new airport master plan. The new survey was similar to surveys conducted by the Commission in 1971 and 1983.

The survey was conducted in the gate areas of the airport from Thursday, October 26, through Wednesday, November 1, 1989. Enplaning passengers for all regularly scheduled departing flights were handed a copy of, and asked to complete, a survey questionnaire and return it prior to boarding their flight. Passengers without sufficient time to complete the questionnaire before boarding their flight had the option of mailing back the pre-addressed and postage-paid form upon reaching their destination. A total of 17,100 usable survey forms were returned by the 40,300 passengers enplaning during the survey period, representing an overall return of about 42 percent, a good response for this type of survey. The survey findings represent the 17,100 usable returns expanded as a sample of the 40,300 enplaning passengers during the one-week survey.

The major findings of the enplaning passenger survey may be summarized as follows:

Table 45

**MOST IMPORTANT REASONS BY TRAVEL PURPOSE WHY SOUTHEASTERN WISCONSIN
RESIDENTS SOMETIMES CHOOSE TO FLY OUT OF CHICAGO'S O'HARE INTERNATIONAL AIRPORT
INSTEAD OF GENERAL MITCHELL INTERNATIONAL AIRPORT: OCTOBER 26-NOVEMBER 1, 1989**

Reason	Work or Work-Related Business	Personal Business	School	Social/ Vacation	Other	Total
Closer to Home or Work	3.9	7.9	7.8	4.5	12.0	4.6
More Nonstop Flights	25.7	25.3	20.1	24.3	24.5	25.1
International Flights	23.0	26.1	27.5	27.9	22.5	24.9
Lower Fares	22.3	23.8	18.4	22.9	17.1	22.5
Better Schedules	20.2	12.4	14.3	13.6	15.3	17.2
Other	4.9	4.5	11.9	6.8	8.6	5.7
Total	100.0	100.0	100.0	100.0	100.0	100.0

Source: SEWRPC.

- About 12 percent of the enplaning passengers during the one-week survey indicated that they were changing scheduled flights at Mitchell International. Of these connecting passengers, about 88 percent were transferring between flights of the same airline. Of all the connecting passengers, about 94 percent were changing flights operated by one of the two air carriers conducting hubbing operations at Mitchell International—Midwest Express and Northwest—or between one of these carriers and an affiliated commuter carrier.

- The earlier surveys found the percentage of connecting passengers to be 17 percent in 1971 and 15 percent in 1983. In the years immediately following the 1983 survey the percentage of connecting passengers continued to decline to below 10 percent, and then began to increase in 1987, reaching 12 percent in 1989.

- Almost three-quarters of the enplaning passengers using Mitchell International had trip origins within southeastern Wisconsin. This share remained relatively constant since the 1971 survey was conducted. Trips originating in Milwaukee and Waukesha Counties together accounted for nearly 60 percent of all trip origins in the 1989 survey.

Table 46

**FREQUENCY OF FLYING OUT OF CHICAGO'S
O'HARE INTERNATIONAL AIRPORT INSTEAD OF
GENERAL MITCHELL INTERNATIONAL AIRPORT
BY SOUTHEASTERN WISCONSIN RESIDENTS
ENPLANING AT MITCHELL INTERNATIONAL
OCTOBER 26-NOVEMBER 1, 1989**

Number of Departures Made Annually at O'Hare Airport	Number	Percent	Percent ^a
One or Fewer	12,220	69.5	73.6
2 to 6	3,472	19.7	20.9
7 to 12	636	3.6	3.8
13 to 25	192	1.1	1.2
26 to 50	53	0.3	0.3
More than 50	30	0.2	0.2
No Response	992	5.6	--
Total	17,595	100.0	100.0

^aAdjusted to omit the "No Response" category.

Source: SEWRPC.

- From 1971 to 1989 the percentage of trips originating in Milwaukee County decreased from 55 percent to about 43 percent, while the percentage of trips originating in the remaining six southeastern Wisconsin counties increased—minimally for some counties, but very significantly for Waukesha County.

- About 3 percent of all enplaning passengers during the week-long survey had trip origins within northeastern and north-central Illinois, representing a significant increase over the percentage of trips originating in northern Illinois during the earlier surveys. Almost all these Illinois-based trips originated in Cook, Lake, McHenry, and Winnebago Counties. Nevertheless, Illinois-based trips continue to represent only a very small portion of all enplanements at Mitchell International.
- Within the City of Milwaukee, about 30 percent of the trip origins were generated by the central business district. On an average weekday, an estimated 800 originating and terminating passengers traveled between the airport and the central business district, compared with an estimated 500 such passengers in 1983.
- The destinations of 96 percent of all enplaning passengers during the survey were within the United States. The top three states—California, Florida, and New York—were destinations for about one-quarter of all enplaning passengers. These three states plus Georgia, Michigan, Ohio, Pennsylvania, Texas, and Wisconsin were the destinations for more than one-half of all enplaning passengers. Florida and Georgia, as well as North Carolina and Texas, were among the states that gained significant shares of total Milwaukee enplanements between 1983 and 1989.
- Work- or business-related travel and social or recreational travel were found to be the most important kinds of trips served by Mitchell International. Work- or business-related travel accounted for over half—54 percent—of the trips; and social or recreational trips accounted for 32 percent of all trips. The remaining 14 percent of the trips were for school, personal, or other reasons. The overall distribution of travel purposes was found to be similar to the 1971 and 1983 survey findings.
- The use of Mitchell International is largely by occasional users, with nearly 85 percent of the enplaning passengers using the airport no more than once a month. Fewer than 2 percent of all enplaning passengers fly out of the airport more than once a week, but about 35 percent of the enplaning passengers use the airport once a year or less.
- Of all originating passengers, over three-quarters arrived at the airport by private automobile or truck, including privately operated company or agency vehicles. Compared with the previous surveys, a gradually increasing share of passengers arrived by rental car or by hotel and motel courtesy cars, and a gradually decreasing share arrived by taxicab. The use of limousines has fluctuated and the use of both local and intercity buses has remained relatively constant.
- The median annual household income of the passengers surveyed in 1989 was \$54,000. As might be expected, this is high compared with the median annual income of all households in southeastern Wisconsin of \$29,700. As in past surveys, these findings continue to reflect a strong correlation between annual household income and the frequency of commercial air travel.
- The median age of the enplaning passengers was 41 years, which reflects little change from the previous surveys. As in the 1983 survey, the 1989 survey indicated that almost 40 percent of the passengers were female, compared with about 29 percent in the 1971 survey.
- About 45 percent of the enplaning passengers were residents of southeastern Wisconsin, another 14 percent were residents of other Wisconsin counties, and another 2 percent were residents of northeastern Illinois. About 37 percent of enplaning passengers were residents of the remainder of the United States and 2 percent were residents of other countries. The share of southeastern Wisconsin residents represents a substantial increase over 1971 and 1983, when about 30 percent of the enplaning passengers were residents of southeastern Wisconsin.
- The 1989 survey continued to indicate that, while distance from the airport may influence the number of enplaning passengers generated by a particular locality, other factors such as the average household

income of an area and the relative distance to other airports such as Chicago's O'Hare International may also have a strong influence. For example, Ozaukee and Waukesha Counties generated significantly more enplaning passengers per thousand resident population than did the other southeastern Wisconsin counties.

- The most important reasons why passengers chose to fly out of Mitchell International was that the airport was near their home or place of work. Other frequently cited reasons included the ease with which they could use the airport terminal and their choice of airline.
- The concern most frequently expressed by people who may have experienced problems using Mitchell International was an insufficient number of nonstop flights to desired destinations. Other frequently cited concerns included inconvenient schedules, delays caused by connecting flights at other airports, insufficient parking, and ticket prices.
- The most important reasons cited by passengers for choosing to sometimes use Chicago's O'Hare International Airport instead of Mitchell International included

better schedules and more nonstop flights to desired locations, as well as lower fares and the availability of international flights. Passengers who were residents of southeastern Wisconsin indicated the availability of international flights to be an important reason.

The level of service at, and the utilization of, General Mitchell International Airport has increased dramatically since the early 1970's. The number of airlines providing scheduled air carrier service at Mitchell International has increased from six during the 1971 survey to 11 during the 1983 survey and to 16 during the 1989 survey. Annual enplaning passengers during this same period have increased in number from 977,000 in 1971 to 1,463,000 in 1983 to 2,132,000 in 1989. The data and information collected in this survey provide an important benchmark on which to evaluate and consider service and facility improvement proposals for Mitchell International over time. In this way, Milwaukee County and the Wisconsin Department of Transportation will have a basis on which to evaluate changes in airport use as they occur over time, and on which to, in part, base decisions to help ensure that a sufficient level of airport facilities and services are available to meet the commercial aviation needs of southeastern Wisconsin.

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APPENDICES

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Appendix A

SURVEY QUESTIONNAIRE

GENERAL MITCHELL INTERNATIONAL AIRPORT ENPLANING PASSENGER SURVEY

This survey is being conducted to plan facilities and services at General Mitchell International Airport. Your replies will be kept entirely confidential and will be used for statistical purposes only. Please return this form to the survey personnel or deposit it in any mailbox. This survey is being conducted by the Southeastern Wisconsin Regional Planning Commission in cooperation with the U. S. Department of Transportation, Federal Aviation Administration; the Wisconsin Department of Transportation; and Milwaukee County.

1. HOW DID YOU GET TO GENERAL MITCHELL INTERNATIONAL AIRPORT?

- ☐ Enter Number
- | | | |
|-----------------------|----------------------|---------------------------|
| 1. Private Auto/Truck | 4. Airport Limousine | 7. Bus |
| 2. Another Airplane | 5. Taxicab | 8. Other (specify): _____ |
| 3. Hotel Courtesy Car | 6. Rental Car | |

2. IF YOU ARE CHANGING PLANES HERE AT MILWAUKEE, ARE YOU TRANSFERRING FROM:

- ☐ Enter Number
- | | |
|--------------------------------|---------------------------|
| 1. Same Scheduled Airline | 3. Private Aircraft |
| 2. Different Scheduled Airline | 4. Other (specify): _____ |

A. FROM WHERE DID YOU FLY? _____
(city, state, or country)

3. IF YOU ARE NOT CHANGING PLANES HERE, WHERE DID YOUR TRIP TO THE AIRPORT BEGIN TODAY?

(nearest major street intersection, name of company or building, or address) (city)

4. WHAT WAS YOUR MAIN REASON FOR BEING AT THE PLACE WHERE YOUR TRIP STARTED TODAY?

- ☐ Enter Number
- | | | | |
|-----------|----------------------------------|----------------------|---------------------------|
| 1. Home | 3. Work or Work-Related Business | 4. Personal Business | 6. Other (specify): _____ |
| 2. School | | 5. Social/Vacation | |

5. WHAT IS YOUR FINAL DESTINATION TODAY?

(city, state, or country)

6. WHAT IS YOUR MAIN REASON FOR GOING THERE?

- ☐ Enter Number
- | | | | |
|-----------|----------------------------------|----------------------|---------------------------|
| 1. Home | 3. Work or Work-Related Business | 4. Personal Business | 6. Other (specify): _____ |
| 2. School | | 5. Social/Vacation | |

7. IS THIS FLIGHT PART OF A ROUND TRIP BY AIR FOR YOU? Yes _____ No _____

8. HOW OFTEN DO YOU TYPICALLY FLY OUT OF GENERAL MITCHELL INTERNATIONAL AIRPORT AT MILWAUKEE?

- ☐ Enter Number
- | | | |
|------------------------|--------------------------|------------------------------|
| 1. Once a year or less | 3. 7 to 12 times a year | 5. 26 to 50 times a year |
| 2. 2 to 6 times a year | 4. 13 to 25 times a year | 6. More than 50 times a year |

A. HOW OFTEN DO YOU TYPICALLY FLY OUT OF CHICAGO'S O'HARE AIRPORT INSTEAD OF MITCHELL INTERNATIONAL?

- ☐ Enter Number
- | | | |
|------------------------|--------------------------|------------------------------|
| 1. Once a year or less | 3. 7 to 12 times a year | 5. 26 to 50 times a year |
| 2. 2 to 6 times a year | 4. 13 to 25 times a year | 6. More than 50 times a year |

B. IF YOU SOMETIMES FLY OUT OF O'HARE INSTEAD OF MITCHELL INTERNATIONAL, WHAT IS YOUR MAIN REASON?

- ☐ Enter Number
- | | | |
|---------------------------|--------------------------|---------------------------|
| 1. Closer to Home or Work | 3. International Flights | 5. Better Schedules |
| 2. More Nonstop Flights | 4. Lower Fares | 6. Other (specify): _____ |

9. WHAT IS YOUR HOME ADDRESS?

(nearest major street intersection or address)

(city) (state)

10. AGE:

- ☐ Enter Number
- | | | | |
|----------------|----------|----------|----------------|
| 1. 15 or Under | 3. 25-34 | 5. 45-54 | 7. 65 or Older |
| 2. 16-24 | 4. 35-44 | 6. 55-64 | |

11. SEX: Male _____ Female _____

12. ANNUAL HOUSEHOLD INCOME (approximate)

- ☐ Enter Number
- | | | | |
|-----------------------|----------------------|----------------------|----------------------|
| 1. Less than \$10,000 | 3. \$20,000-\$29,999 | 5. \$40,000-\$49,999 | 7. \$75,000-\$99,999 |
| 2. \$10,000-\$19,999 | 4. \$30,000-\$39,999 | 6. \$50,000-\$74,999 | 8. \$100,000 or More |

13. WHAT ARE THE TWO MOST IMPORTANT REASONS WHY YOU CHOSE TO FLY OUT OF MITCHELL INTERNATIONAL?

- ☐ Enter Numbers
- | | |
|----------------------------|---|
| 1. Close to Home or Work | 5. Ticket Prices |
| 2. Choice of Airline | 6. Security in Parking and Terminal Areas |
| 3. Less Hassle in Terminal | 7. Fewer Flight Delays |
| 4. Convenient Parking | 8. Other (specify): _____ |

14. WHAT PROBLEMS DO YOU ENCOUNTER AT MITCHELL INTERNATIONAL?

- ☐ Enter Numbers
- | | |
|-------------------------------------|--|
| 1. Inconvenient Schedules | 5. Delays Caused by Connecting Flights at Other Airports |
| 2. Not Enough Nonstop Flights | 6. Ticket Prices |
| 3. Not Enough Parking | 7. Too Far from Home or Work |
| 4. Insufficient Terminal Facilities | 8. Other (specify): _____ |

Thank you. Your response is important to the planning of improved service at General Mitchell International Airport.

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Appendix B

REVIEW OF RECENT AIR CARRIER ACTIVITY STATISTICS FOR MILWAUKEE COUNTY'S GENERAL MITCHELL INTERNATIONAL AIRPORT

Table B-1

NUMBER OF WEEKDAY NONSTOP FLIGHTS DEPARTING GENERAL MITCHELL INTERNATIONAL AIRPORT FOR OTHER CITIES: 1971, 1985, AND 1989

City	1971 ^a	1985 ^b	1989 ^c
Appleton, Wisconsin	2	2	8
Atlanta, Georgia	2	5	10
Benton Harbor, Michigan	2	0	0
Boston, Massachusetts	1	2	5
Cedar Rapids, Iowa	1	0	2
Chicago, Illinois	24	24	22
Cincinnati, Ohio	3	9	9
Cleveland, Ohio	3	4	7
Columbus, Ohio	1	3	5
Dallas-Fort Worth, Texas	0	4	3
Dayton, Ohio	3	3	0
Denver, Colorado	2	8	4
Des Moines, Iowa	0	0	2
Detroit, Michigan	9	12	12
Escanaba, Michigan	0	3	0
Flint, Michigan	0	0	2
Grand Rapids, Michigan	1	3	12
Green Bay, Wisconsin	1	5	6
Indianapolis, Indiana	3	5	7
Iron Mountain, Michigan	0	2	0
Kansas City, Missouri	0	1	0
La Crosse, Wisconsin	0	3	3
Lansing, Michigan	0	0	2
Los Angeles, California	2	0	1
Madison, Wisconsin	13	6	6
Manitowoc, Wisconsin	2	0	0
Memphis, Tennessee	0	3	4
Minneapolis-St. Paul, Minnesota	11	10	8
Moline, Illinois	1	0	0
Muskegon, Michigan	4	3	4
Nashville, Tennessee	0	0	3
New York, New York- Newark, New Jersey	14	5	9
Oshkosh, Wisconsin	5	4	0
Philadelphia, Pennsylvania	2	0	4
Pittsburgh, Pennsylvania	1	2	3
Rochester, Minnesota	2	0	0
Rockford, Illinois	1	0	2
St. Louis, Missouri	3	6	6
San Francisco, California	1	0	1
Seattle-Tacoma, Washington	1	0	0
Tampa-St. Petersburg, Florida	1	1	0
Toronto, Ontario	0	0	1
Traverse City, Michigan	0	3	0
Washington, D. C.	3	1	4
Wausau-Stevens Point, Wisconsin	0	0	5

^aBased on airline schedules effective January 1971.

^bBased on airline schedules effective August 1, 1985.

^cBased on airline schedules effective October 26, 1989.

Source: Airline schedules and SEWRPC.

Table B-2

TOTAL NUMBER OF ANNUAL ENPLANING AND DEPLANING PASSENGERS AT GENERAL MITCHELL INTERNATIONAL AIRPORT: 1970-1989

Year	Enplaning Passengers	Deplaning Passengers	Total	Enplaning Passengers as Percent of Total
1970	887,047	879,755	1,766,802	50.2
1975	1,170,063	1,064,805	2,234,868	52.4
1980	1,642,532	1,653,038	3,295,570	49.8
1985	1,530,169	1,532,785	3,062,954	50.0
1986	1,682,739	1,701,925	3,384,664	49.7
1987	1,798,679	1,771,661	3,570,340	50.4
1988	2,012,727	2,017,019	4,029,746	49.9
1989	2,132,541	2,175,754	4,308,295	49.5

Source: General Mitchell International Airport and SEWRPC.

Table B-3

TOTAL NUMBER OF ENPLANING PASSENGERS BY MONTH AT GENERAL MITCHELL INTERNATIONAL AIRPORT: 1986-1989

Month	1986	1987	1988	1989
January	121,914	126,339	130,586	159,740
February	124,626	136,418	143,340	157,163
March	168,845	176,394	186,942	202,214
April	147,261	170,176	159,755	166,899
May	141,748	152,533	163,812	168,289
June	144,011	154,333	176,492	187,966
July	145,487	159,903	180,065	184,785
August	153,453	166,506	194,261	205,113
September	129,305	136,835	164,311	166,413
October	140,440	151,939	182,075	190,375
November	125,334	133,640	166,581	173,657
December	140,315	133,663	164,507	169,927
Total	1,682,739	1,798,679	2,012,727	2,132,541

Source: General Mitchell International Airport and SEWRPC.

Table B-4

**ENPLANING PASSENGER TRAFFIC BY TYPE OF AIRLINE AT
GENERAL MITCHELL INTERNATIONAL AIRPORT: 1986-1989**

Airline	1986		1987		1988		1989	
	Total Passengers	Percent of Market Share	Total Passengers	Percent of Market Share	Total Passengers	Percent of Market Share	Total Passengers	Percent of Market Share
Large Carriers ^a	2,889,241	85.36	2,999,084	84.00	3,423,741	84.50	3,847,392	89.30
Commuter Carriers ^b	366,019	10.81	416,511	11.67	407,879	10.07	293,306	6.81
Charter Carriers ^c	129,406	3.82	154,745	4.33	220,330	5.44	167,597	3.89
Total	3,384,666	100.00	3,570,340	100.00	4,051,950	100.00	4,308,295	100.00

^aIncludes American, Braniff, Continental, Delta, Eastern, Frontier, Midway, Midwest Express, Northwest, Ozark, Republic, TWA, United, USAir.

^bIncludes Air Wisconsin, American Eagle, Apex, Comair, Enterprise, Express I, Florida Express, Mesaba, Midstate, Midway Connection, Skyway.

^cIncludes American Trans Air, Bahamas Air, Gulf Air, Milwaukee Jet, Mitchell Aero, PCI, Scott Aviation, Sky World, Sun Country, Sunworld, Transocean, Worldwide, Nonscheduled.

Source: General Mitchell International Airport and SEWRPC.

Table B-5

**AVERAGE NUMBER OF PASSENGERS PER DEPARTURE AND ENPLANING
LOAD FACTOR AT GENERAL MITCHELL INTERNATIONAL AIRPORT: 1970-1989**

Year	Total Enplaned Passengers	Total Air Carrier Departures	Average Number of Passengers per Departure	Total Annual Available Seats (millions)	Enplaning Load Factor ^a
1970	887,047	36,909	24	N/A	--
1975	1,170,063	37,561	31	N/A	--
1980	1,642,532	42,638	39	N/A	--
1985	1,530,169	42,206	36	3.61	42
1986	1,682,739	58,974	29	3.75	45
1987	1,798,679	51,736	35	3.22	56
1988	2,019,960	63,773	32	3.70	55
1989	2,132,541	74,077	29	4.37	49

NOTE: N/A indicates data not available.

^aThe enplaning load factor is the percentage of seats on departing flights occupied by passengers enplaning at Mitchell International.

Source: General Mitchell International Airport and SEWRPC.

Table B-6

**DOMESTIC PASSENGER TRAFFIC ENPLANED AT UNITED STATES
STATIONS AND AT GENERAL MITCHELL INTERNATIONAL AIRPORT: 1970-1988**

Year	United States			General Mitchell International Airport	
	Number of Enplaned Passengers (millions)				
	Large Scheduled Certificated Air Carriers	Regional and Commuter Air Carriers	Total	Number of Enplaned Passengers (millions)	Percent of U. S. Total
1970	155.939	- -a	155.939	0.887	0.57
1975	188.496	6.666	195.162	1.170	0.60
1980	269.586	10.865	280.451	1.642	0.59
1985	351.347	18.853	370.200	1.530	0.41
1986	387.599	20.849	408.448	1.683	0.41
1987	411.311	24.839	436.150	1.799	0.41
1988	413.790	27.404	441.194	2.013	0.46

^aRegional and commuter air carrier statistics not compiled prior to 1971.

Source: Federal Aviation Administration, General Mitchell International Airport, and SEWRPC.

Table B-7

AIR FREIGHT AND AIRMAIL HANDLED AT GENERAL MITCHELL INTERNATIONAL AIRPORT: 1970-1989

Year	Freight (tons)			Airmail (tons)		
	Enplaned	Deplaned	Total	Enplaned	Deplaned	Total
1970	19,435.5	16,196.4	35,631.9	4,229.8	5,204.7	9,434.5
1975	14,974.6	12,568.0	27,542.6	5,932.4	5,787.9	11,720.3
1980	10,246.1	8,531.4	18,777.5	7,317.0	8,708.6	16,025.6
1985	12,965.5	10,746.1	23,711.6	5,786.6	10,731.8	16,518.4
1986	16,319.5	11,533.1	27,852.6	6,027.1	9,542.3	15,569.4
1987	24,480.7	18,180.4	42,661.1	7,090.7	10,887.0	17,977.7
1988	28,403.9	24,933.6	53,337.5	7,956.9	12,505.3	20,462.2
1989	30,001.7	25,986.9	55,988.6	8,409.5	12,288.0	20,697.5

Source: General Mitchell International Airport and SEWRPC.

Table B-8

AIRPORT OPERATIONS AT GENERAL MITCHELL INTERNATIONAL AIRPORT: 1970-1989

Year	Type of Activity				Total
	Air Carrier ^a	Air Taxi ^a	General Aviation	Military	
1970	73,817	- ^b	138,264	14,069	226,150
1975	75,121	8,089	116,324	10,547	210,081
1980	85,275	9,892	132,345	12,082	239,594
1985	84,411	14,710	81,041	7,995	188,157
1986	58,974	41,457	84,356	6,913	191,700
1987	51,736	35,779	92,075	5,974	185,564
1988	63,773	39,835	82,639	6,374	192,621
1989	74,077	44,565	73,189	6,608	198,439

^aRegional and commuter airline operations reported as part of air carrier operations through 1985, and as part of air taxi operations thereafter.

^bAir taxi operations reported as part of air carrier operations prior to 1973.

Source: General Mitchell International Airport and SEWRPC.