

Historical Origin-Destination Passenger Traffic and Average Daily Enplanements
at Iron Mountain/Kingsford, Michigan

Four quarters ended	Origin- destination passengers ⁸	Average annual enplanements ²	Average enplanements per service day ¹⁰
12/31/1990	4,692	2,346	7.5
12/31/1991	4,538	2,269	7.2
12/31/1992	5,441	2,721	8.7
12/31/1993	5,626	2,813	9.0
12/31/1994	5,388	2,694	8.6
12/31/1995	5,154	2,577	8.2
12/31/1996	4,629	2,315	7.4
12/31/1997	3,361	1,681	5.4
12/31/1998	2,973	1,487	4.8

⁸ Source: D.O.T., R.S.P.A. and B.T.S., Form 298-C, Schedule T-1, data reported by Great Lakes Aviation, Ltd. (Great Lakes voluntarily suspended all scheduled operations, including Iron Mountain-Chicago service, on May 16, 1997, while the carrier worked with the Federal Aviation Administration to resolve operational deficiencies in its system. It resumed service at Iron Mountain on May 30, 1997.)

⁹ Origin-destination passengers divided by two.

¹⁰ Average annual enplanements divided by 313 effective annual service days, except for the four-quarter periods ended 12/31/1992 and 12/31/1996 (314 effective annual service days to reflect leap years).

Historical Origin-Destination Passenger Traffic and Average Daily Enplanements
at North Platte, Nebraska

Four quarters ended	Origin- destination passengers ¹¹	Average annual enplanements ¹²	Average enplanements per service day ¹³
12/31/1990	26,827	13,414	42.9
12/31/1991	29,464	14,732	47.1
12/31/1992	30,240	15,120	48.2
12/31/1993	31,894	15,947	50.9
12/31/1994	24,242	12,121	38.7
12/31/1995	20,174	10,087	32.2
12/31/1996	17,087	8,544	27.2
12/31/1997	20,647	10,324	33.0
12/31/1998	15,024	7,512	24.0

¹¹ Source: D.O.T., R.S.P.A. and B.T.S., Form 298-C, Schedule T-1, data reported by Rocky Mountain Airways (CY 1990--CY 1992), GP Express Airlines (CY 1990 through CY 1995), Continental Express (CY 1992—CY 1994), Mesa Airlines (third quarter 1992 through second quarter 1995 and third quarter 1997 through second quarter 1998), and Great Lakes Aviation (second quarter 1998, onward), as well as D.O.T., B.T.S., Report T-100A, On-Flight Market O&D, reported by Mesa Airlines for July 1995 through June 1997.

¹² Origin-destination passengers divided by two.

¹³ Average annual enplanements divided by 3 13 effective annual service days, except for the four-quarter periods ended 12/31/1992 and 12/31/1996 (3 14 effective annual service days to reflect leap years).

Historical Origin-Destination Passenger Traffic and Average Daily Enplanements
at Williston, North Dakota

Four quarters ended	Origin- destination <u>passengers</u> ¹⁴	Average annual <u>enplanements</u> ¹⁵	Average enplanements <u>per service day</u> ¹⁶
12/31/1990	8,149	4,075	13.0 ⁷
12/31/1991	6,371	3,186	10.2
12/31/1992	6,621	3,311	10.5
12/31/1993	9,985	4,993	16.0
12/31/1994	14,148	7,074	22.6
12/31/1995	15,185	7,593	24.3
12/31/1996	17,498	8,749	27.9
12/31/1997	12,669	6,335	20.2
12/31/1998	12,519	6,260	20.0

¹⁴ Source: D.O.T., R.S.P.A. and B.T.S., Form 298-C, Schedule T- 1, data reported by Big Sky Airlines (CY 1990 through second quarter 1993) and Great Lakes Aviation, Ltd. (second quarter 1993 to date). (Great Lakes voluntarily suspended all scheduled operations, including Williston-Denver service, on May 16, 1997, while the carrier worked with the Federal Aviation Administration to resolve operational deficiencies in its system. It resumed service at Williston on July 4, 1997.)

¹⁵ Origin-destination passengers divided by two.

¹⁶ Average annual enplanements divided by 313 effective annual service days, except for the four-quarter periods ended 12/31/1992 and 12/31/1996 (314 effective annual service days to reflect leap years).