

FILE COPY

Little Known Facts
ABOUT THE SCHEDULED
AIR TRANSPORT INDUSTRY

Domestic and International Airlines of the United States





AIR TRANSPORT ASSOCIATION OF AMERICA
1515 MASSACHUSETTS AVENUE, N. W. WASHINGTON, D. C. TELEPHONE EXECUTIVE 2929

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TO THE AMERICAN PUBLIC:-

In this fourth edition of "Little Known Facts", it is apparent that the Airlines today are able to make a most vital contribution to the war effort only because of their peace-time record, as reported on the following pages---a record made possible through Government encouragement and public confidence in the future of air transportation.

Es Gorell
Edgar S. Gorrell, President
Air Transport Association
of America

SAVE TIME BY AIR

BY COMMON ACTION TO ADVANCE THE AIRLINE INDUSTRY FOR BETTER SERVICE TO THE PUBLIC AND FOR THE NATIONAL DEFENSE



BACKLOG of National Defense

On many occasions in the past, a number of high Government officials have referred to Civil Aviation as an important adjunct to our national defense. In recent years, as the war clouds were gathering over the world and growing darker day by day, President Roosevelt and the Departments of War and Navy made the following statements:

From Franklin D. Roosevelt's message to the National Aviation Forum, January 24, 1939:

"Civil Aviation is clearly recognized as the backlog of National Defense . . . the country's welfare in time of peace and its safety in time of war rests upon an economically and technically sound air transportation system, both domestic and overseas.

"Aviation is the only form of transportation which operates in a medium which knows no frontiers but touches alike all countries of the earth.

"One fact which stands out is that hardly another civil activity of our people bears such a direct and intimate relation to the national security as does civil aviation . . ."

From a statement by Secretary of the Navy, Frank A. Knox, June 24, 1940:

". . . the Navy Department is prepared to cooperate with that industry (Air Transport), which it considers as a necessary adjunct of National Defense with requirements second in importance only to those of the armed forces."

From a joint statement of the War and Navy Departments, September 13, 1940:

"The War and Navy Departments consider that the Air Transport Industry is a necessary adjunct of the National Defense. . ."

During 16 Years of Peace The Airlines Have Prepared to Serve The Nation In Case Of War

Ever since 1926, long before the dictators realized that "air transport is air power," the Government has encouraged the development of the scheduled Airlines as a common carrier service to strengthen the nation's defense in case of war.

The need of annihilating the vast distances between our production centers and military stations by the fastest form of transportation was clearly indicated as a wise and sound national policy.



With this encouragement, the Aircraft industry was stimulated to develop new, more efficient and far faster types of airliners. Aircraft instrument manufacturers were asked for new and more sensitive types of instruments. A radio network was built, a network greater in scope than that of the big commercial radio companies combined. And the most accurate weather reporting system in the world was set up.

Progressively, the Airlines threw a webwork of skyways over the United States and established routes over the seas to more than 60 foreign countries.

Hence, when the Japs struck at Pearl Harbor, the nation had at its disposal the most efficient air transport system in the world, fully prepared with everything it had—men and equipment, experience and resources.

Plans and proposals for full cooperation with the U. S. Armed Forces had been in existence for a number of years—calling for aid in training military pilots, navigators, radio operators and ground crews, as well as for vital transport service.

Scheduled Air Transport was one of the few major industries that required no "conversion period" to get on a firm wartime footing. When the first blow fell, it was ready.

A DUAL WARTIME TRANSPORT JOB

Today, the 20 Airlines of the Nation are performing many vital military services, the most important of which is *transport*—a *dual wartime transport job*.

MILITARY TRANSPORT: Under contract to the U. S. Armed Forces, transport planes operated by the Airlines now circle the globe for the Army and Navy.

They fly fighting men, munitions, medical supplies, food, airplane engines, tank parts and even complete jeeps over land and sea to our military stations *wherever* they may be.

And this job is being done with the same clock-like efficiency with which the Airlines serve the "production front" at home.

SCHEDULED TRANSPORT: As a vital part of the nation's transport system, the Airlines link all important U. S. industrial centers by regular day and night schedules—a service which extends beyond our borders to over 60 foreign countries.

War production and the nation's essential business must be kept at full speed ahead. Busy men and essential material must be moved at the fastest possible speed. The 3-mile-a-minute speed of air transportation must be maintained. And the Airlines are maintaining it under private management—24 hours a day!

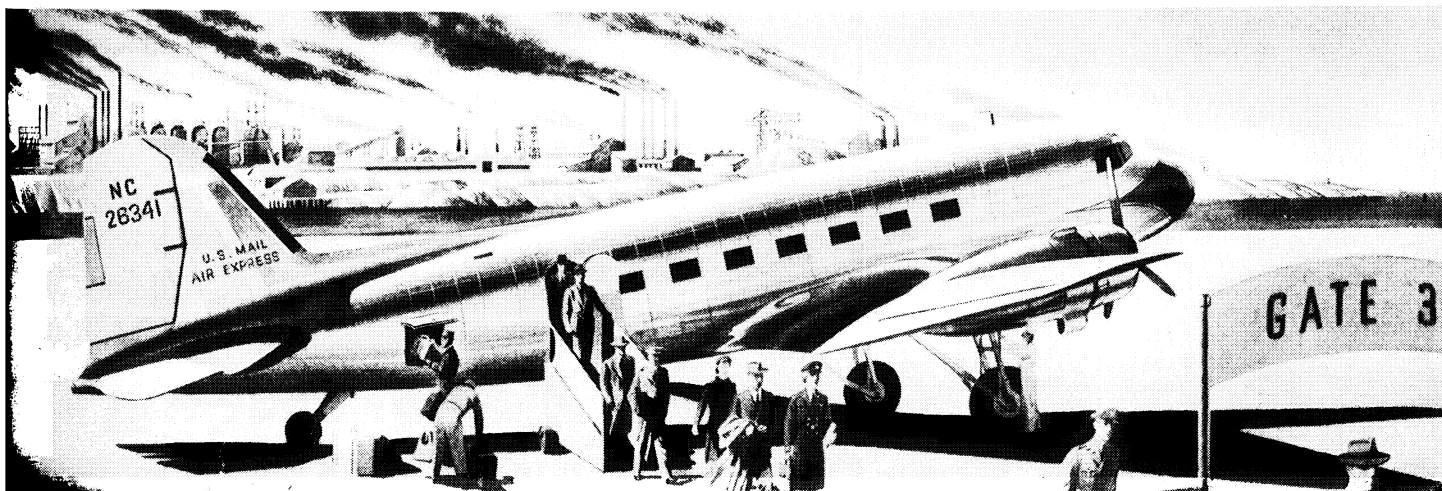


Chart 1

TOTAL PASSENGERS CARRIED - UNITED STATES

(REVENUE AND NON - REVENUE)
DOMESTIC AND INTERNATIONAL AIR SERVICE

Source: Civil Aeronautics Administration

100,000 PASSENGERS

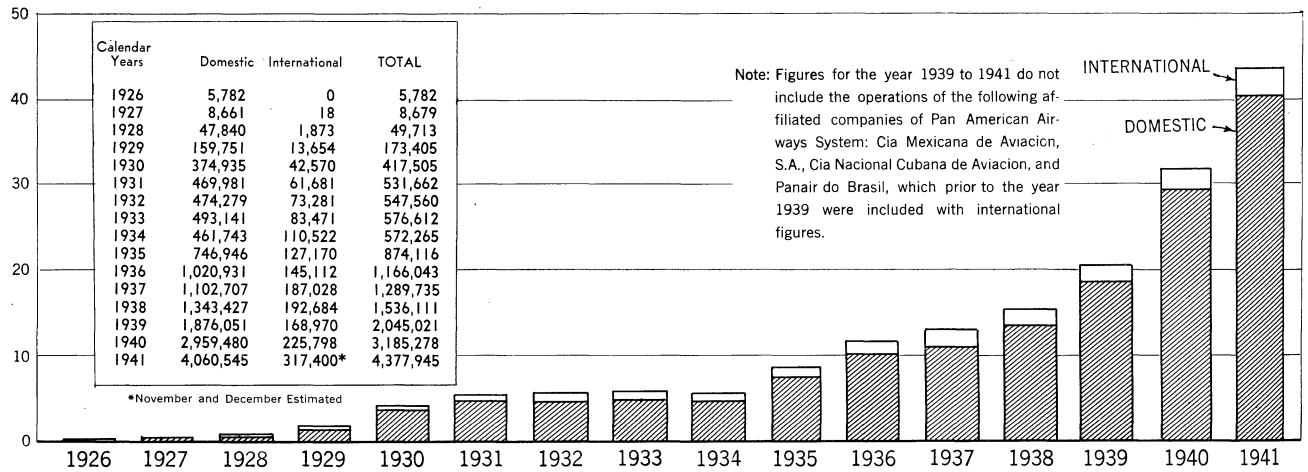


Chart 2

TOTAL PASSENGER MILES FLOWN - UNITED STATES

(REVENUE AND NON - REVENUE)
DOMESTIC AND INTERNATIONAL AIR SERVICE

Source: Civil Aeronautics Administration

TEN MILLION MILES

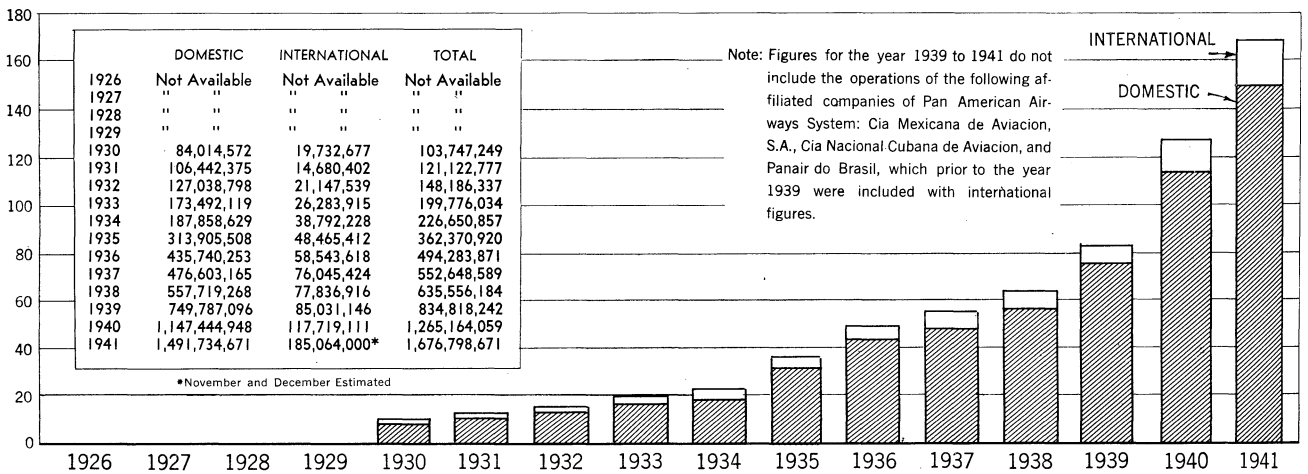


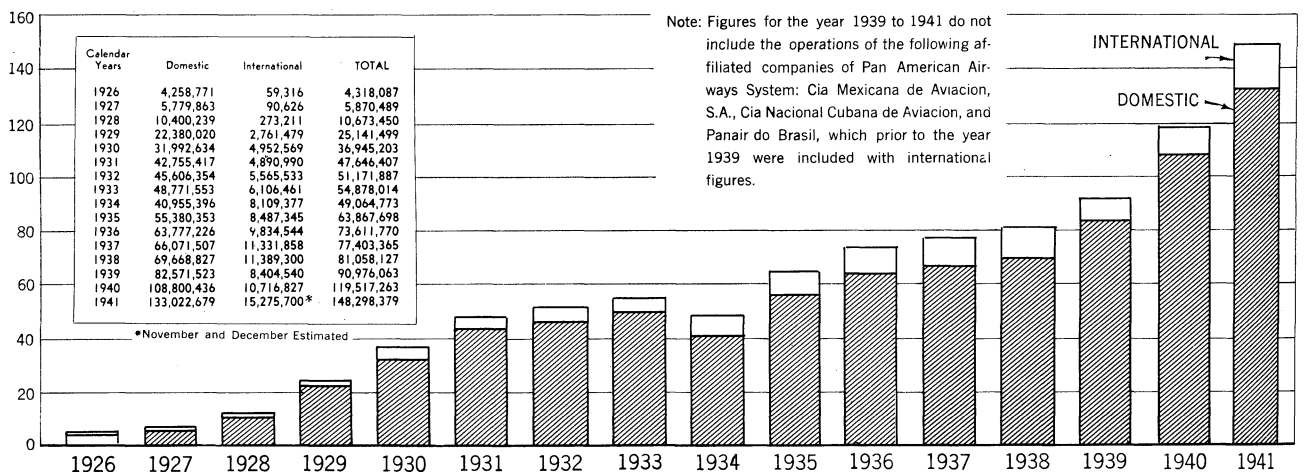
Chart 3

TOTAL REVENUE MILES FLOWN - UNITED STATES

DOMESTIC AND INTERNATIONAL AIR SERVICE

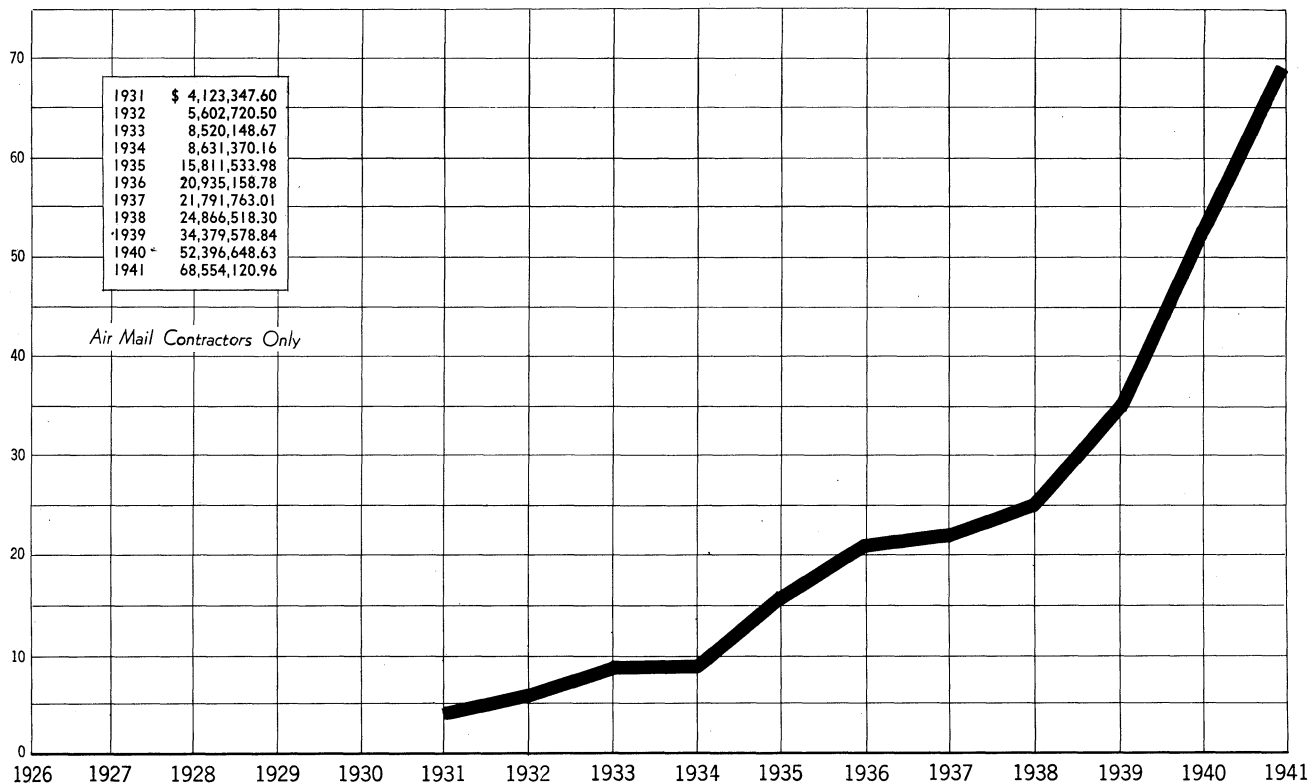
Source: Civil Aeronautics Administration

MILLIONS OF MILES



PASSENGER REVENUE (DOMESTIC) Source: Civil Aeronautics Administration and Carrier Monthly Reports

MILLIONS OF DOLLARS

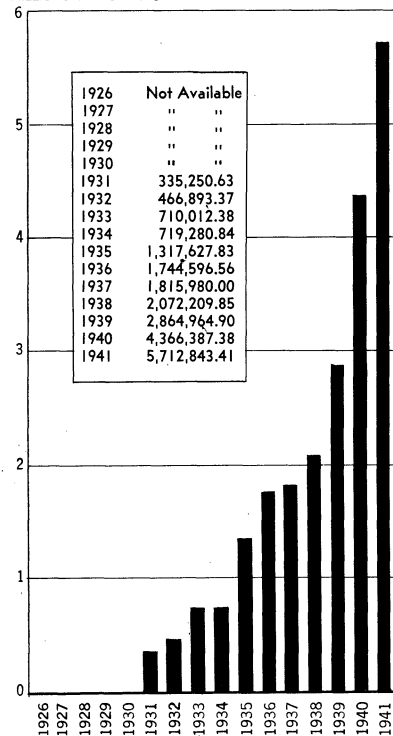


PASSENGER REVENUE DOMESTIC AIR LINES

Source: Civil Aeronautics Administration

MONTHLY AVERAGES BY YEARS

MILLIONS OF DOLLARS



MONTHLY TOTALS

MILLIONS OF DOLLARS

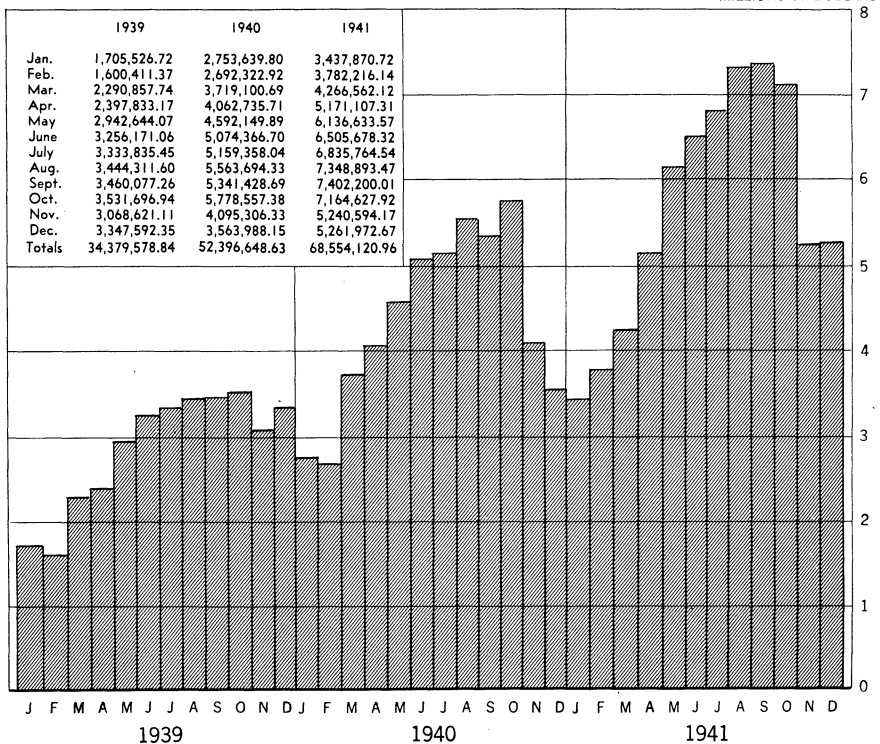


Chart 5

PASSENGERS CARRIED (DOMESTIC)

REVENUE AND NON-REVENUE

Source: Civil Aeronautics Administration

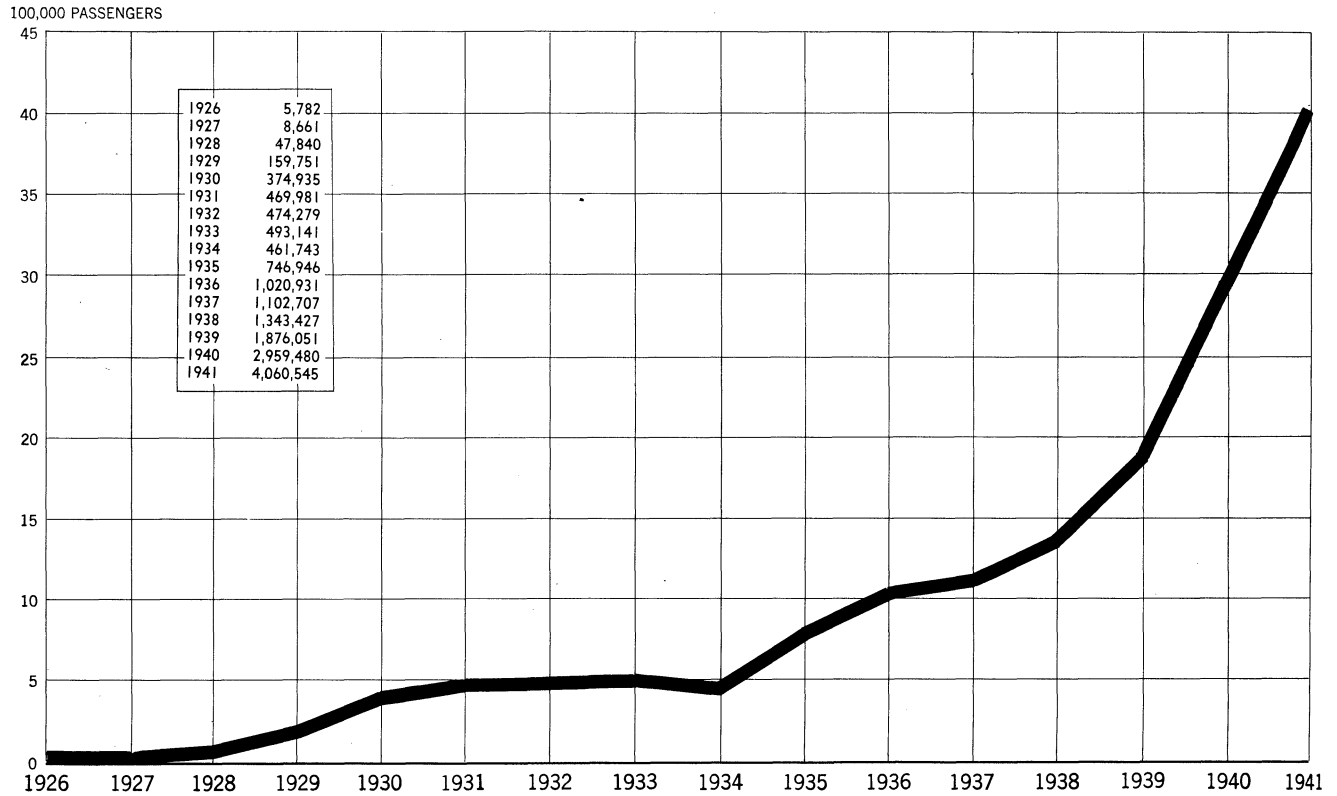


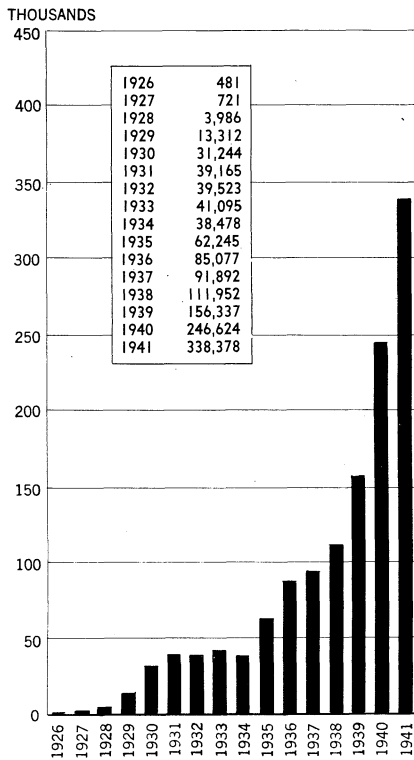
Chart 5A

PASSENGERS CARRIED

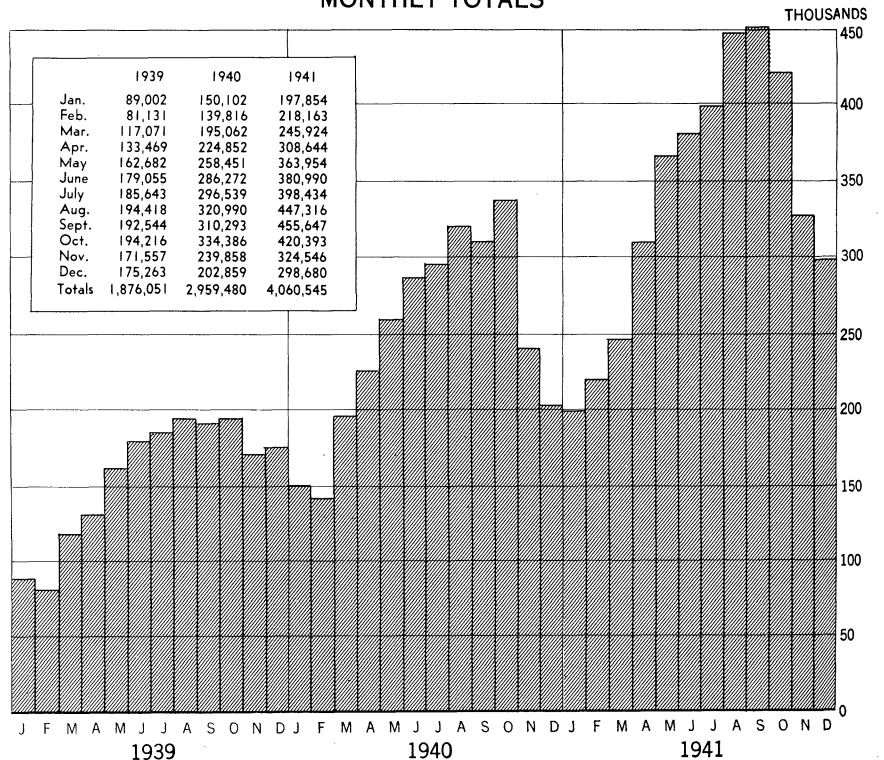
DOMESTIC

Source: Civil Aeronautics Administration

MONTHLY AVERAGES BY YEARS



MONTHLY TOTALS

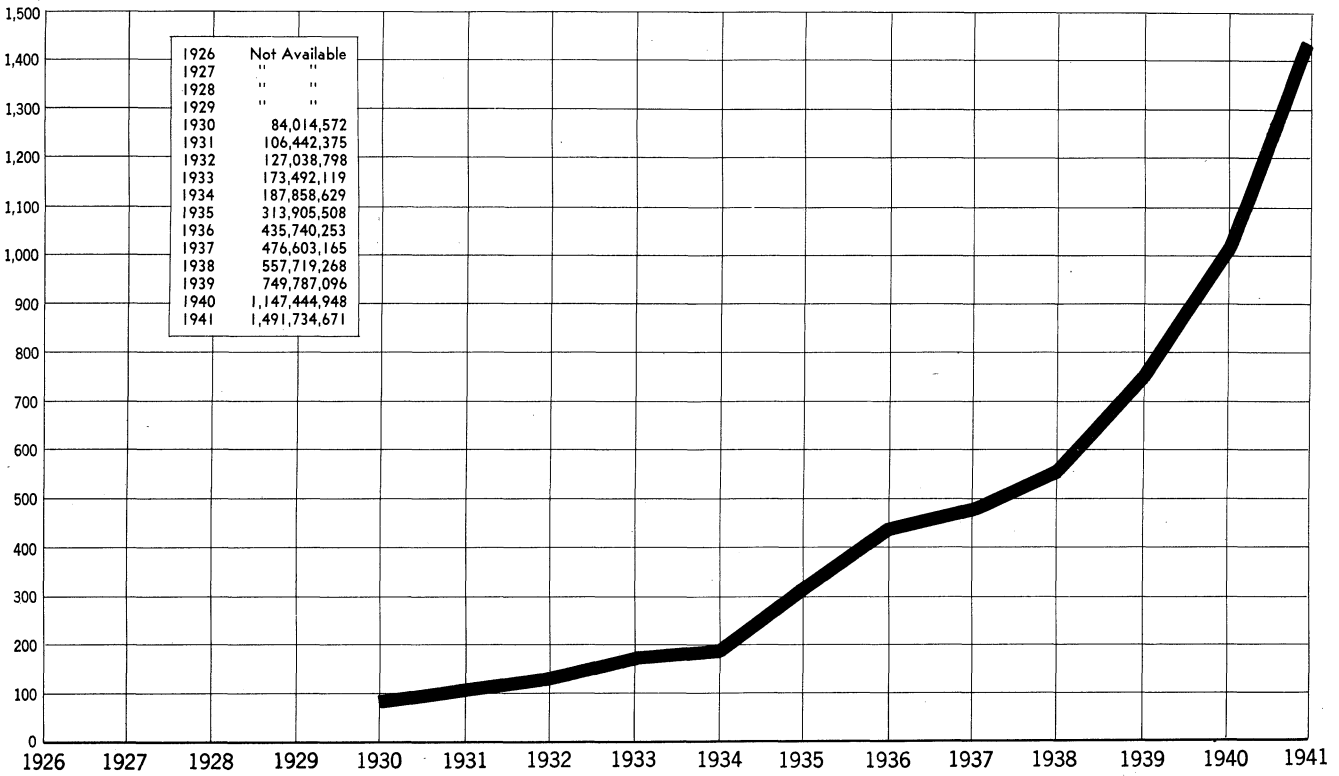


PASSENGER MILES (DOMESTIC)

REVENUE AND NON-REVENUE

Source: Civil Aeronautics Administration

MILLIONS OF MILES



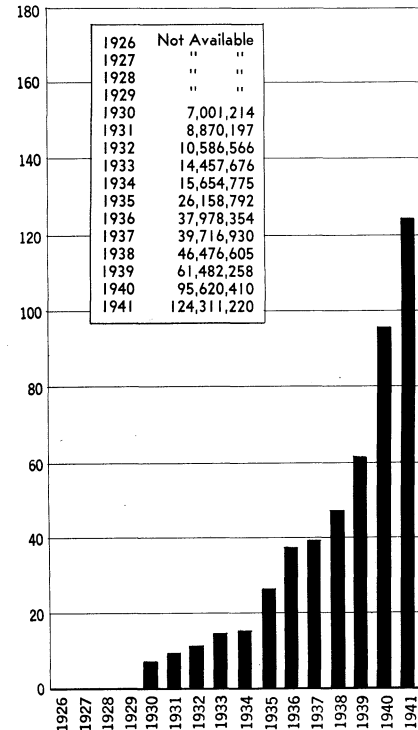
PASSENGER MILES FLOWN

DOMESTIC

Source: Civil Aeronautics Administration

MONTHLY AVERAGES BY YEARS

MILLIONS OF MILES



MONTHLY TOTALS

MILLIONS OF MILES

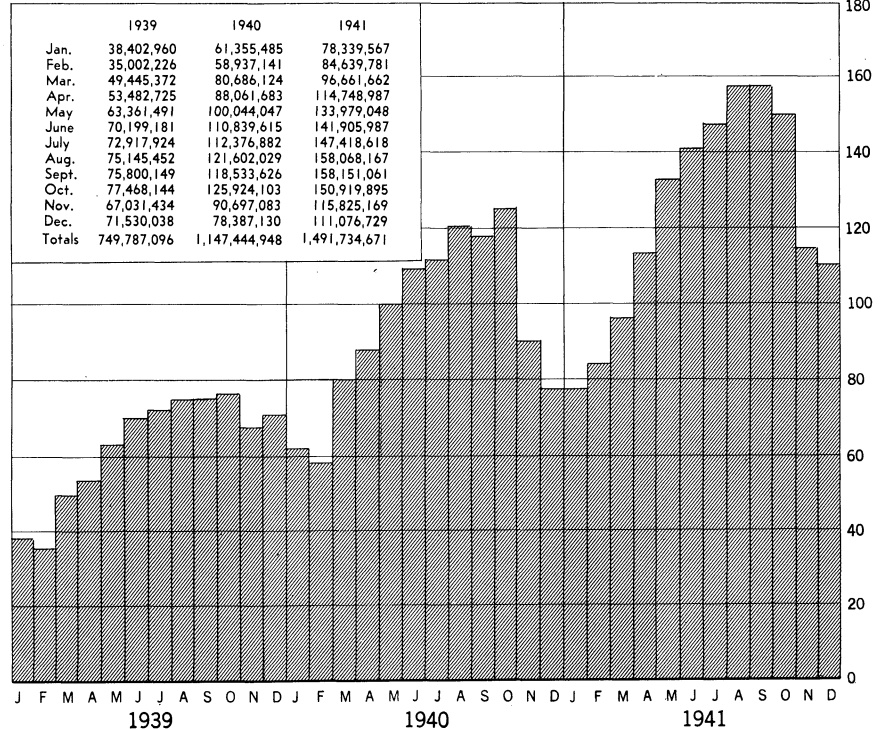


Chart 7

AVERAGE PASSENGER FARE PER MILE DOMESTIC

Source: Air Transport Association

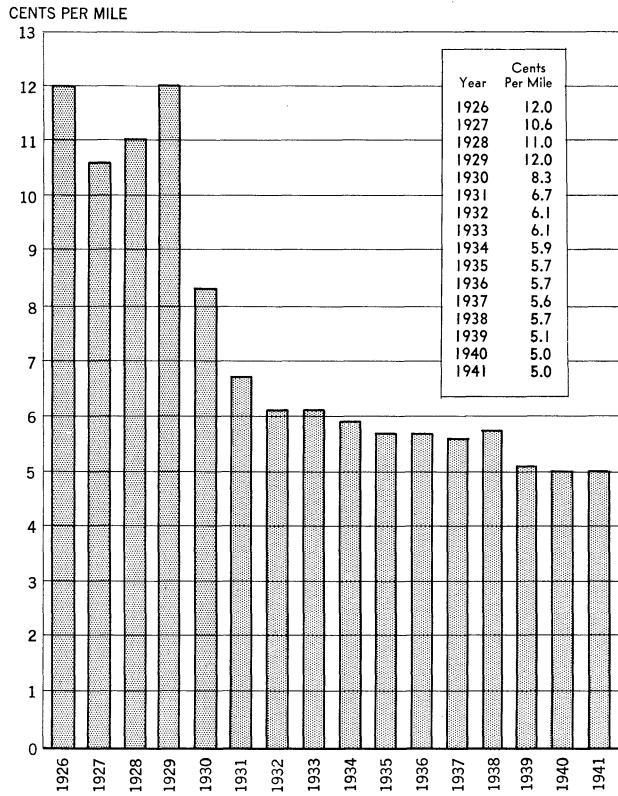


Chart 8

AVERAGE TRIP PER PASSENGER DOMESTIC

Source: Air Transport Association

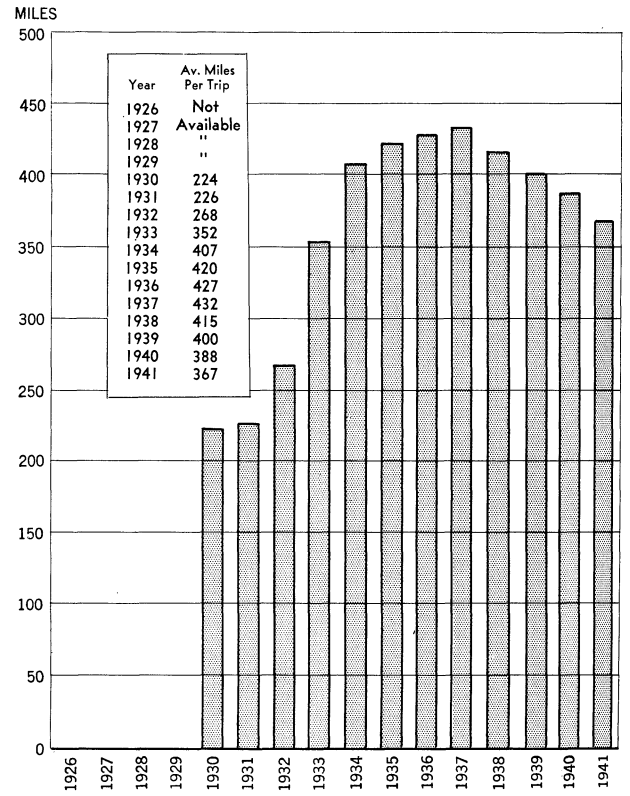


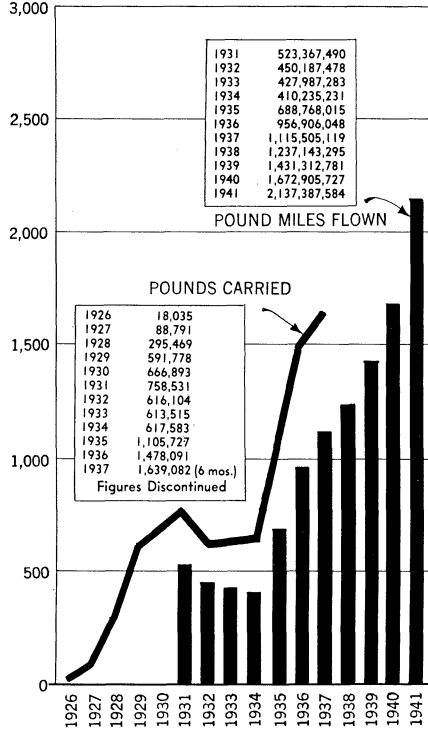
Chart 9

AIR MAIL POUND MILES FLOWN DOMESTIC AIR LINES

Source: Post Office Department

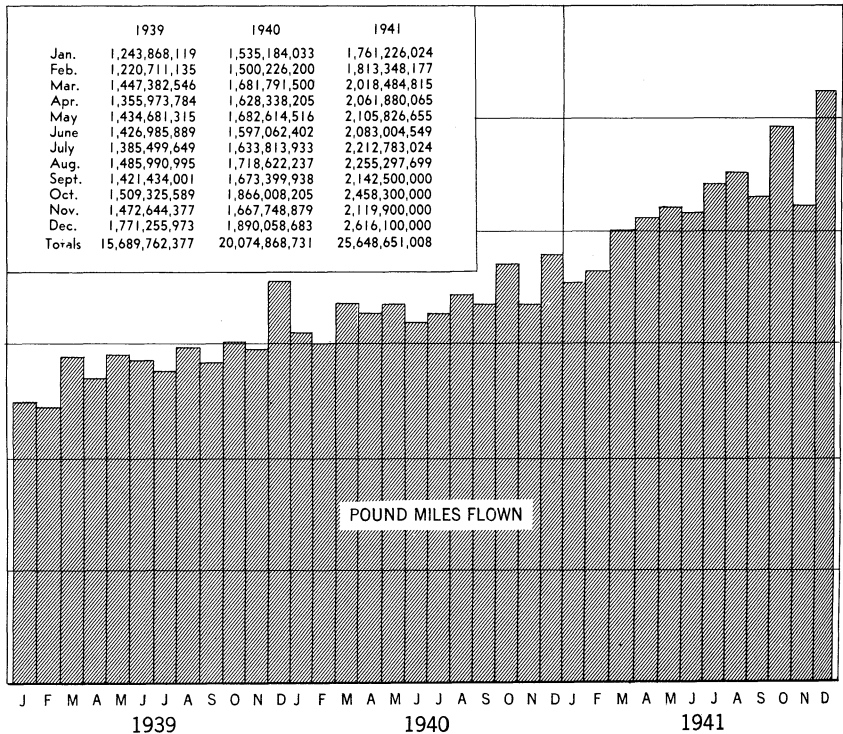
MONTHLY AVERAGES BY YEARS

MILLIONS OF POUNDS CARRIED



MONTHLY TOTALS

MILLIONS OF POUND MILES

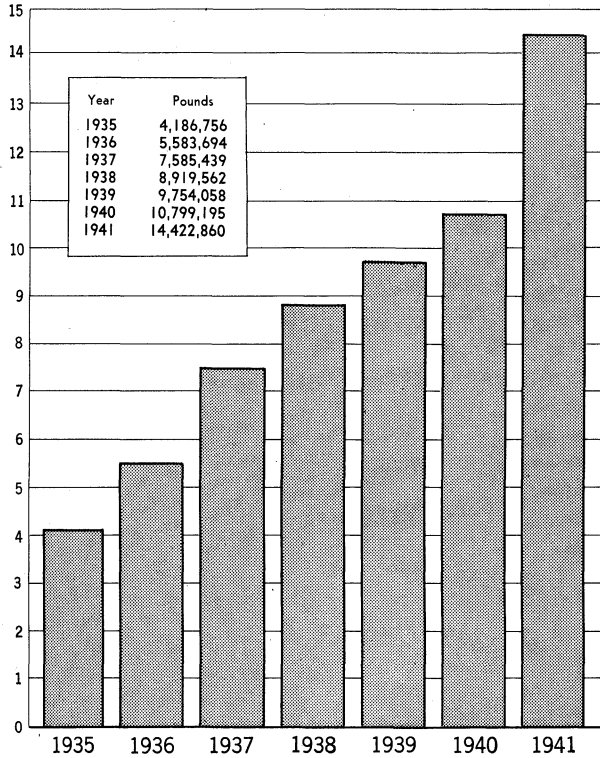


AIR MAIL ORIGINATED DOMESTIC AIR LINES

Chart 10

Source: Post Office Department

MILLIONS OF POUNDS

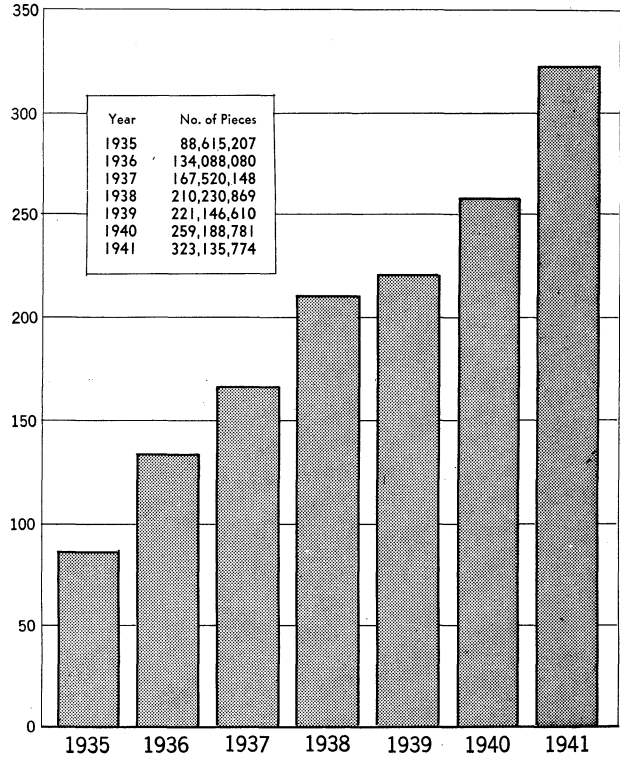


AIR MAIL DISPATCHED DOMESTIC AIR LINES

Chart 11

Source: Post Office Department

MILLIONS OF PIECES



ROUTE MILES OF DOMESTIC AIR MAIL SERVICE

Chart 12

Source: Post Office Department
Annual Report

FISCAL YEAR

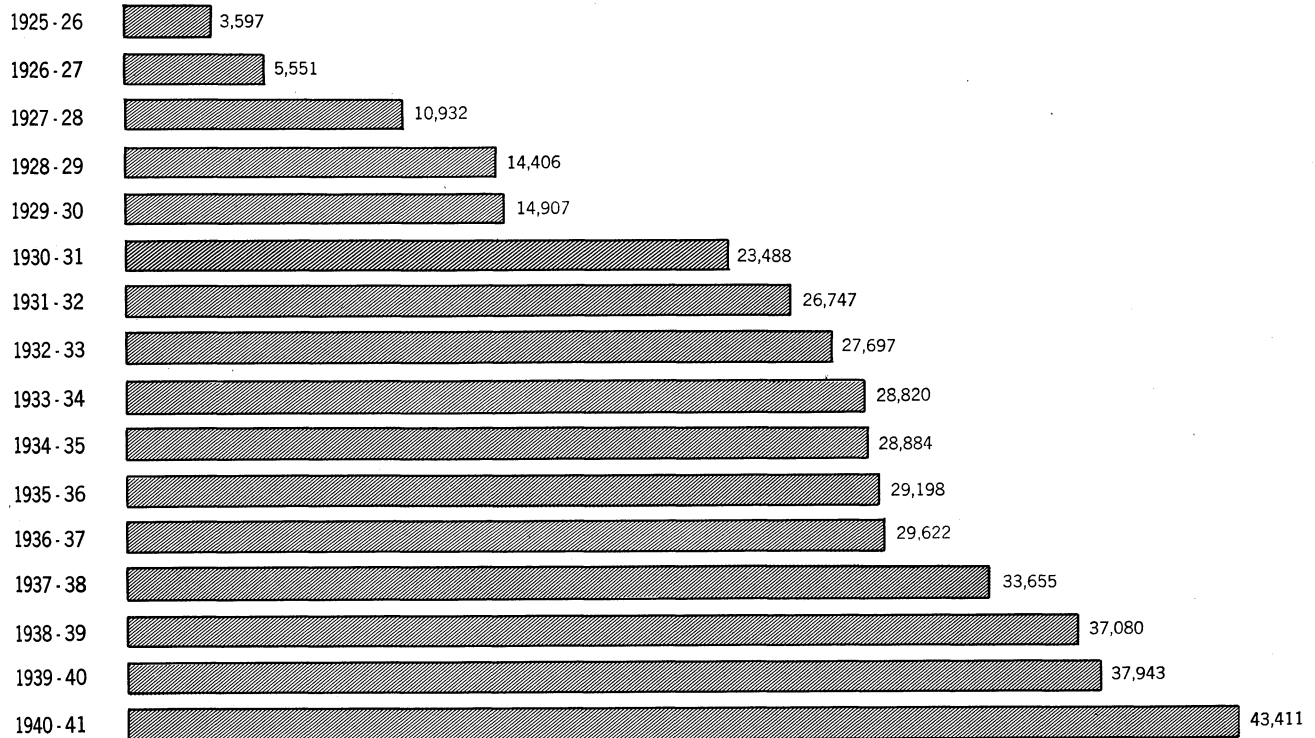


Chart 13

AIR MAIL PLANE MILES FLOWN DOMESTIC AIR LINES

Source: Post Office Department

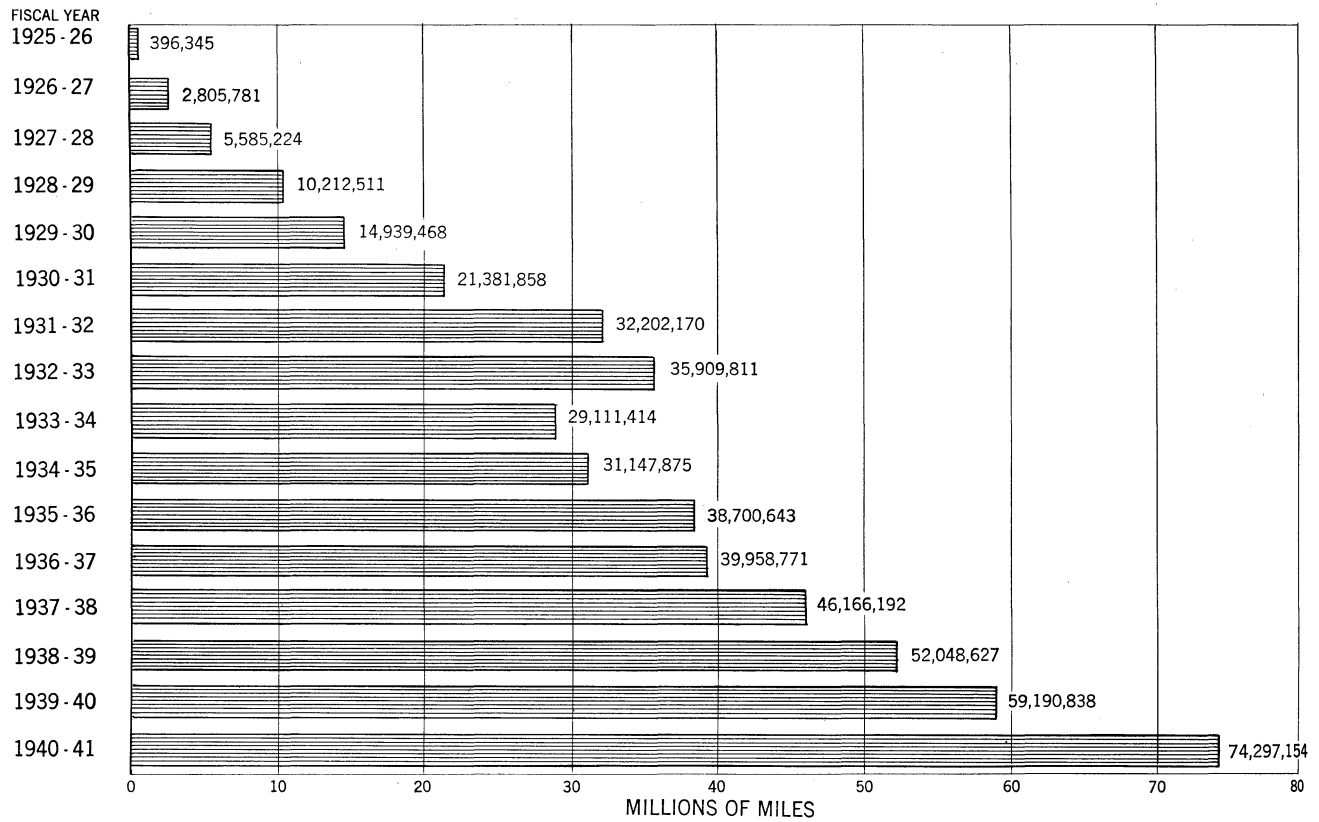


Chart 14

AIR MAIL POSTAL REVENUE AND PAYMENTS TO DOMESTIC AIR LINE CARRIERS

Source: Air Transport Association

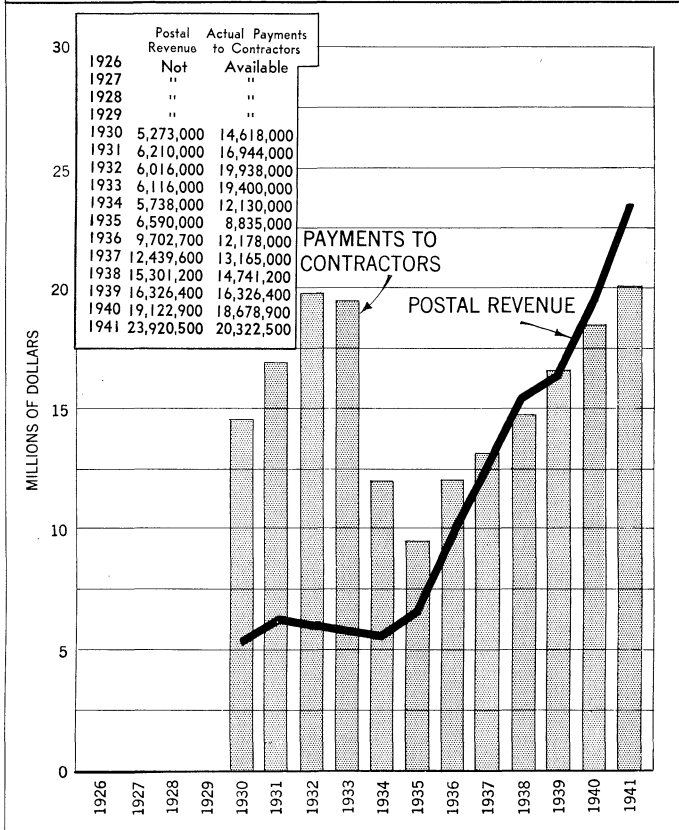
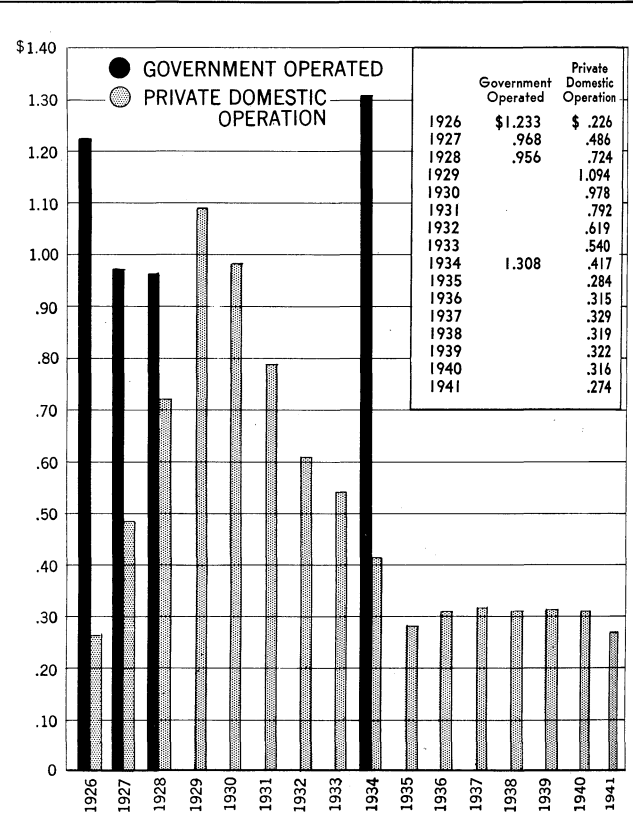


Chart 14A

AIR MAIL PAYMENTS PER PLANE MILE

Source: Air Transport Association



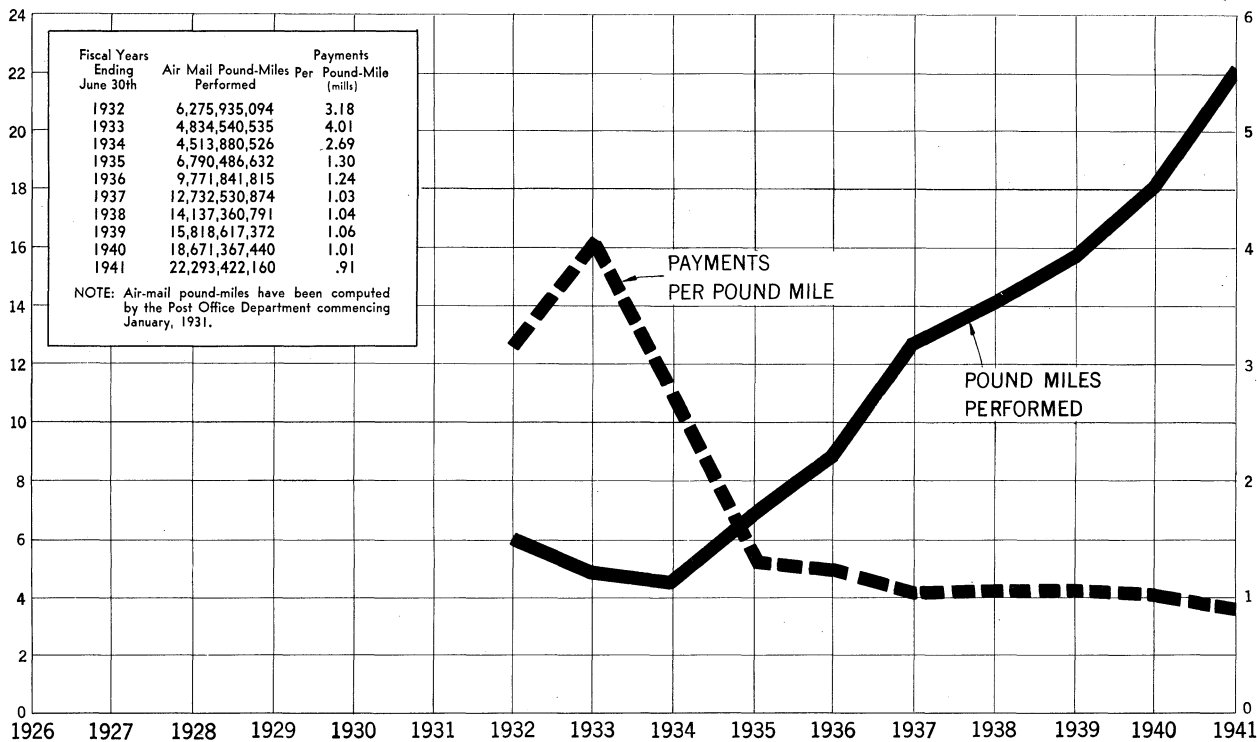
AIR MAIL POUND MILES PERFORMED AND PAYMENTS PER POUND MILE

DOMESTIC AIR MAIL SERVICE

Source: Post Office Department

BILLIONS OF POUND MILES PERFORMED

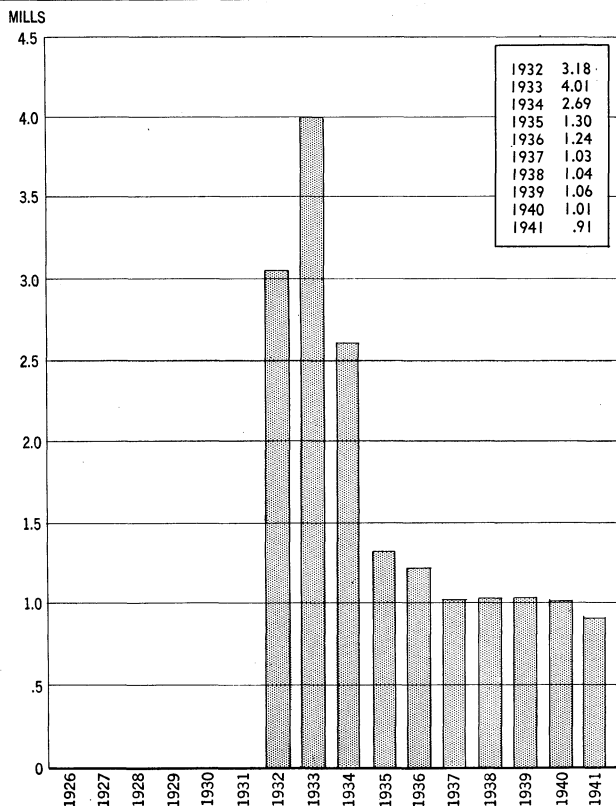
PAYMENTS PER POUND MILES (MILLS)



AIR MAIL PAYMENTS PER POUND MILE

DOMESTIC AIR LINES

Source: Air Transport Association



AIR MAIL PAYMENTS PER LB. ORIGINATED

DOMESTIC AIR LINES

Source: Air Transport Association

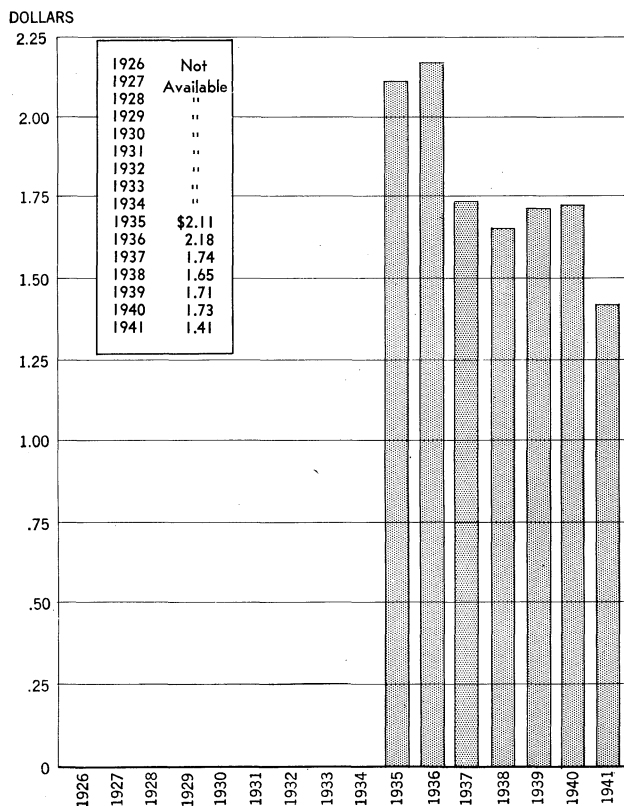


Chart 16

AIR MAIL LOAD PER MILE FLOWN
DOMESTIC AIR LINES

Source: Post Office Department

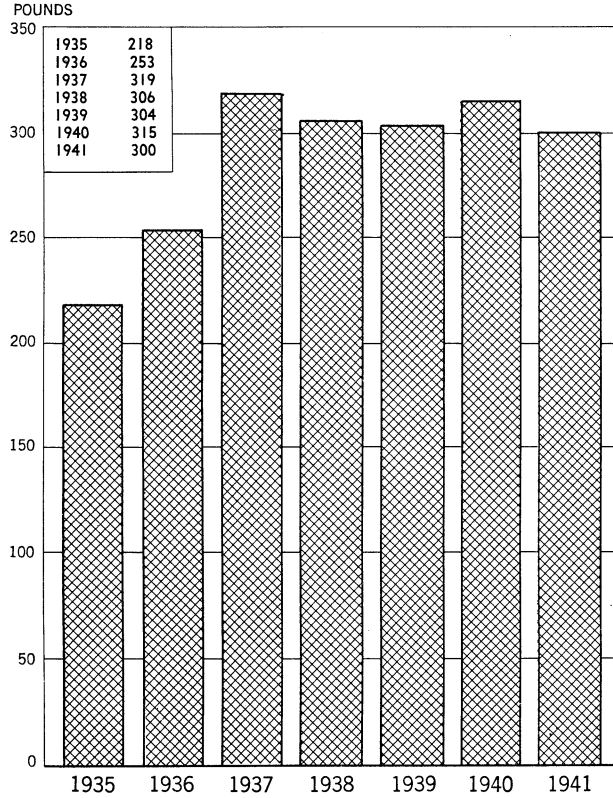


Chart 16A

AIR MAIL POUND MILES PER ROUTE MILE
DOMESTIC AIR LINES

Source: Post Office Department

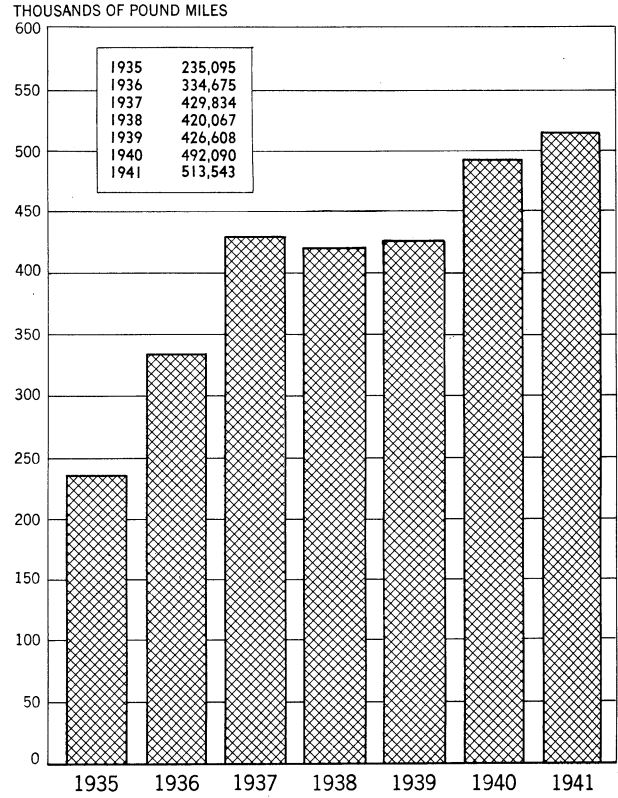


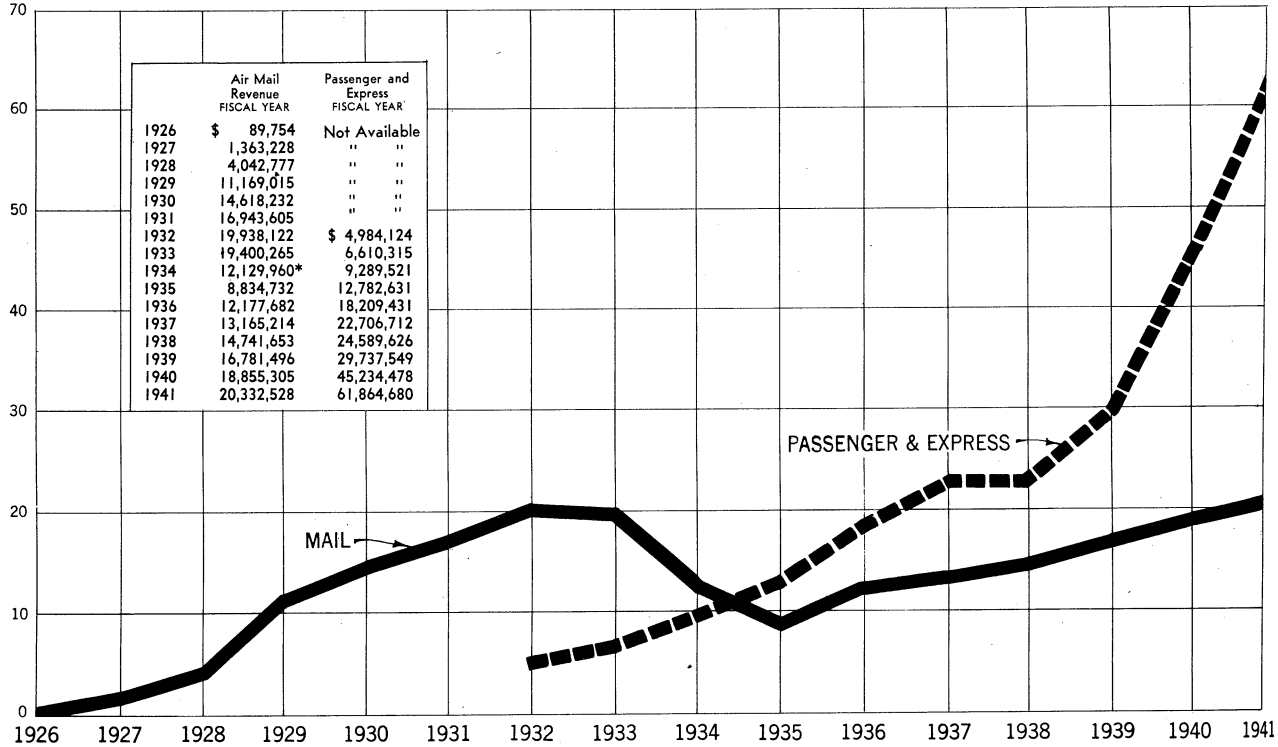
Chart 17

DOMESTIC AIR MAIL CARRIERS' REVENUE

Source: Carriers Annual Reports and Post Office Department

MILLIONS OF DOLLARS

FISCAL YEARS

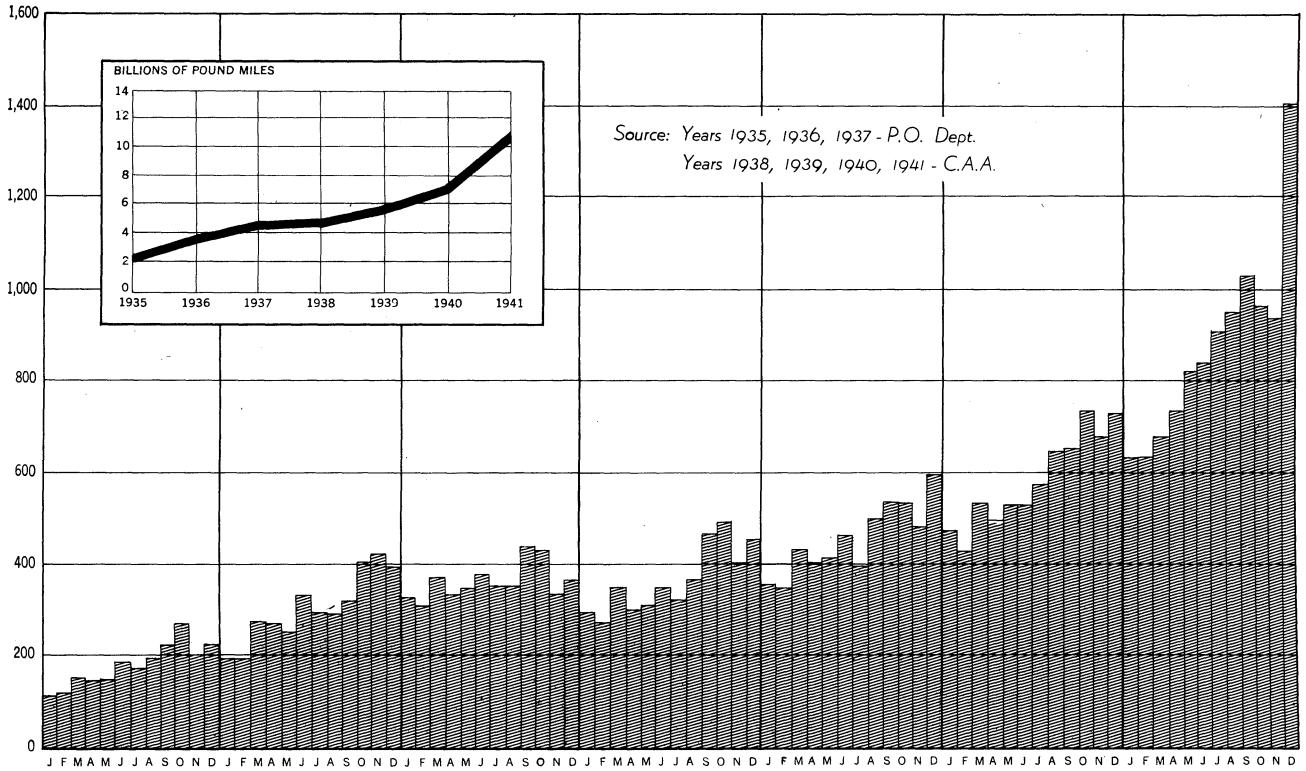


EXPRESS POUND MILES FLOWN DOMESTIC

Chart 18

*Source: Civil Aeronautics Administration
and Post Office Department*

MILLIONS OF POUND MILES



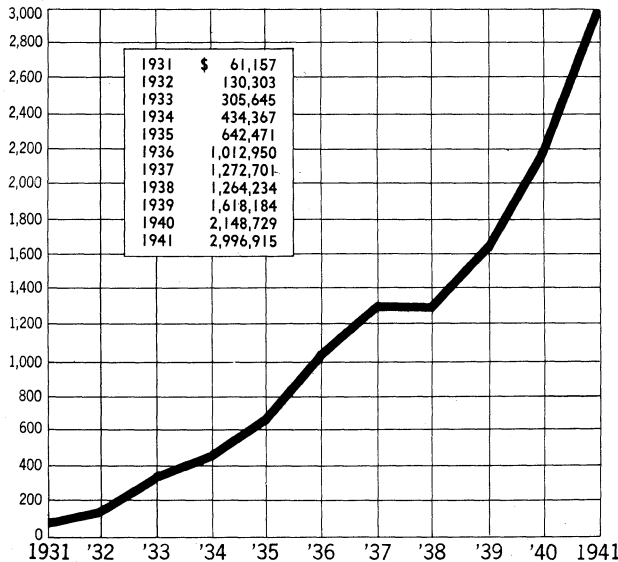
Months	1935	1936	1937	1938	1939	1940	1941	Months
Jan.	113,147,227	192,142,055	325,976,789	290,608,552	354,500,080	463,898,988	627,210,951	Jan.
Feb.	115,080,068	194,971,736	311,092,339	271,262,451	349,218,080	422,394,234	628,665,026	Feb.
Mar.	154,733,906	272,602,108	369,758,191	346,309,637	415,083,212	525,401,290	674,619,089	Mar.
April	144,461,472	265,123,628	324,625,046	299,887,923	400,501,211	491,114,049	726,191,800	April
May	152,808,626	250,613,268	341,772,347	311,348,692	409,938,146	522,817,135	814,617,980	May
June	184,407,804	334,466,431	375,574,618	343,375,649	457,946,817	522,800,265	838,289,846	June
July	174,363,386	292,687,722	351,934,619	319,728,510	394,088,272	570,817,288	903,687,899	July
Aug.	197,233,074	287,318,406	352,853,579	367,246,402	491,914,099	641,523,568	949,428,538	Aug.
Sept.	224,358,552	322,444,700	437,785,106	463,453,744	536,701,889	645,933,371	1,025,556,323	Sept.
Oct.	263,596,286	401,973,444	427,941,068	482,787,393	529,988,948	733,834,979	957,370,432	Oct.
Nov.	199,500,835	424,362,792	335,074,230	400,357,669	476,224,512	674,219,640	934,640,844	Nov.
Dec.	221,792,475	393,735,347	363,724,521	451,045,139	595,121,775	724,214,363	1,404,779,277	Dec.
TOTALS	2,145,483,711	3,632,441,637	4,318,112,453	4,347,411,761	5,411,227,041	6,938,969,170	10,485,058,005	TOTALS

EXPRESS REVENUE DOMESTIC

Chart 19

Source: Civil Aeronautics Administration and Carriers Monthly Reports

THOUSANDS OF DOLLARS



EXPRESS POUNDS CARRIED DOMESTIC

Chart 20

Source: Civil Aeronautics Administration

MILLIONS OF POUNDS

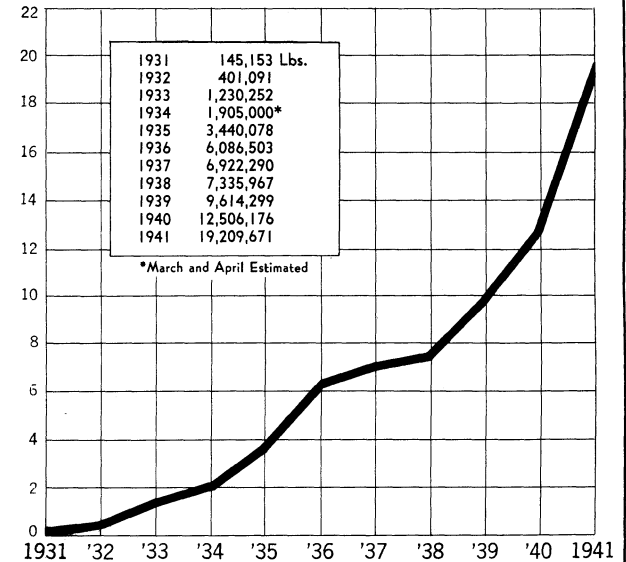


Chart 21

REVENUE PLANE MILES FLOWN INTERNATIONAL SERVICE

Source: *Civil Aeronautics Journal*
and *Carriers Monthly Reports*

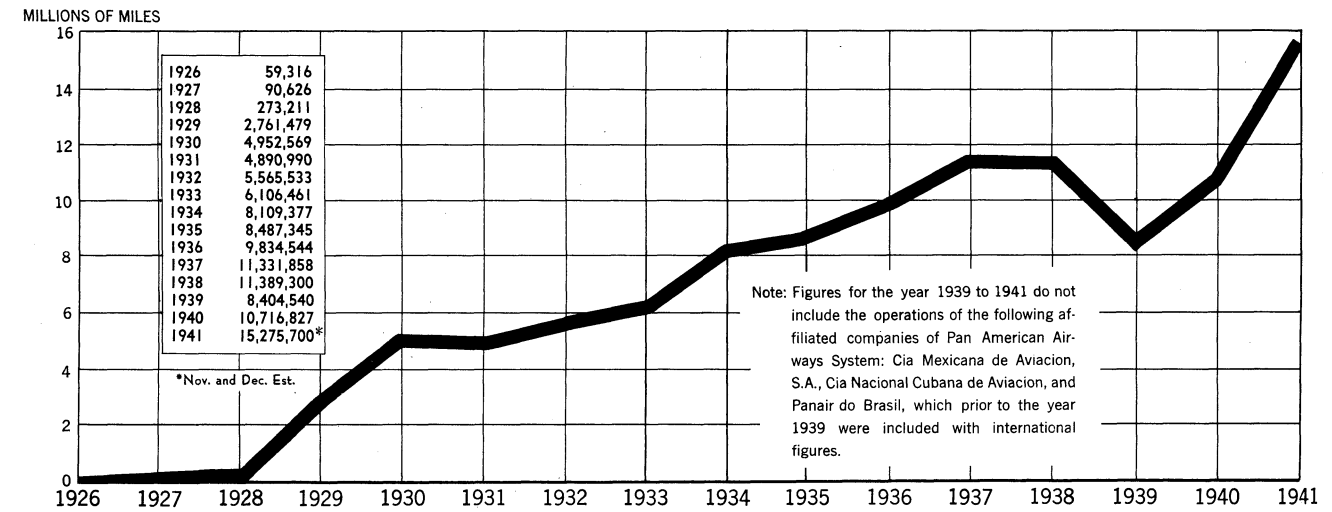


Chart 22

TOTAL PASSENGERS CARRIED INTERNATIONAL SERVICE

Source: *Civil Aeronautics Journal*
and *Carriers Monthly Reports*

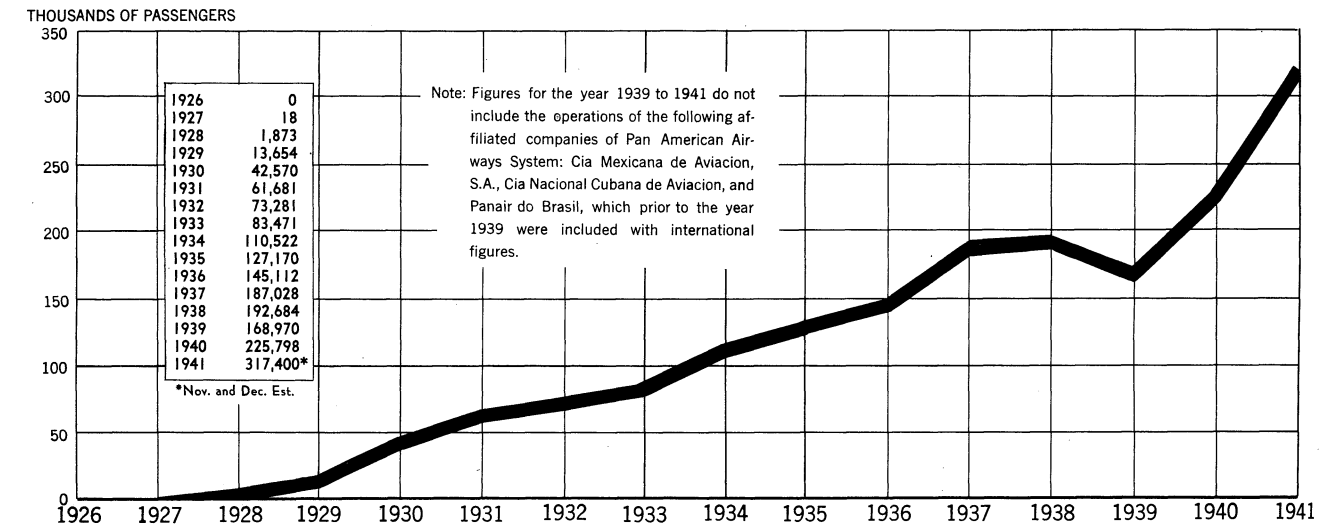
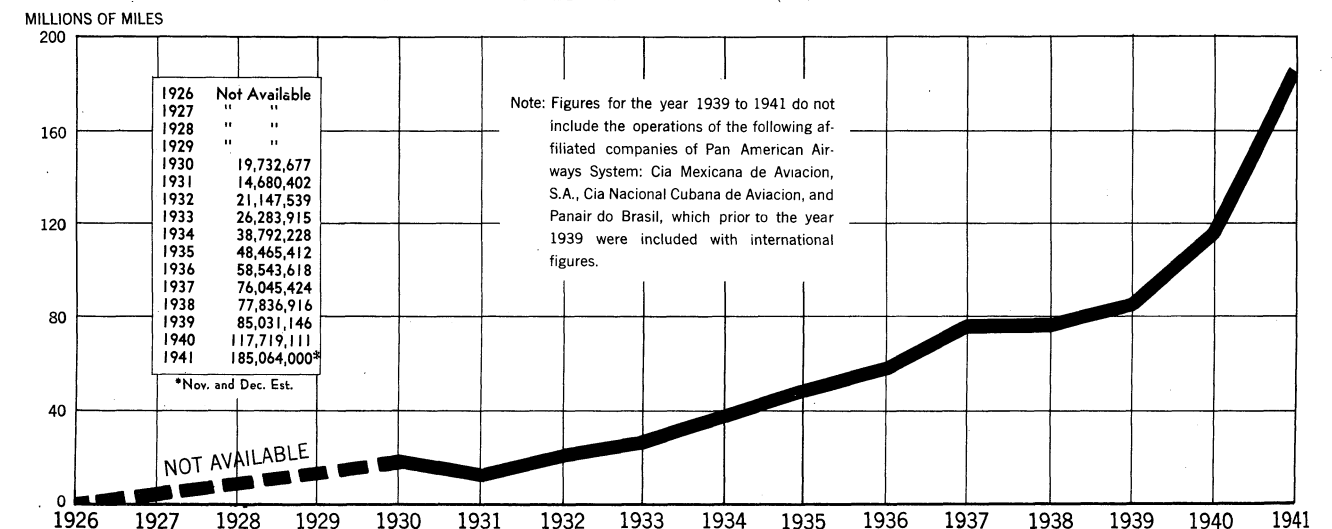


Chart 23

PASSENGER MILES FLOWN INTERNATIONAL SERVICE

Source: *Civil Aeronautics Journal*
and *Carriers Monthly Reports*



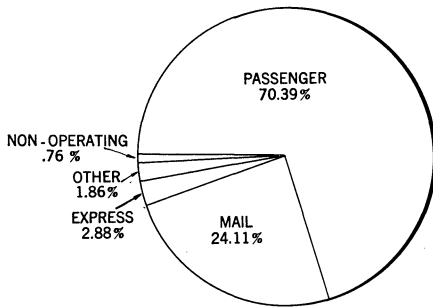
Source: "Forms 2780 - Member Carriers - Air Transport Association"

DOMESTIC MEMBERS

Chart 24

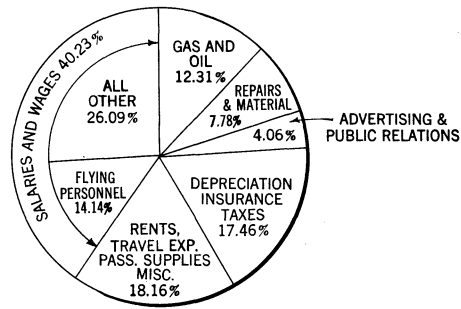
AIR TRANSPORT ASSOCIATION OF AMERICA

REVENUES



FISCAL YEAR
JULY 1, 1940 - JUNE 30, 1941
AFTER RESERVES FOR FEDERAL TAXES

EXPENSES



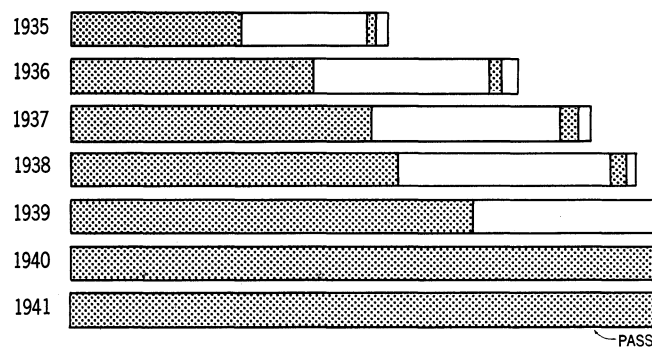
OPERATING REVENUE - ALL DOMESTIC AIR MAIL CARRIERS

Chart 25

Source: Carriers Annual Reports

FISCAL YEARS ENDING JUNE 30

Fiscal Year Ending June 30	Passenger	Mail	Express	Other	Total
1935	\$12,275,006	\$ 8,834,732	\$ 507,624	\$ 903,950	\$22,521,312
1936	17,413,260	12,177,682	796,171	1,098,896	31,486,009
1937	21,508,325	13,165,575	1,198,387	1,112,639	36,984,926
1938	23,371,376	14,741,249	1,218,250	774,989	40,105,864
1939	28,299,799	16,767,935*	1,437,749	913,147	47,418,630
1940	43,428,666	18,678,921*	1,805,812	1,077,575	64,990,974
1941	59,430,614	20,360,248	2,434,067	1,569,599	83,794,528



PASSENGER MAIL EXPRESS OTHER

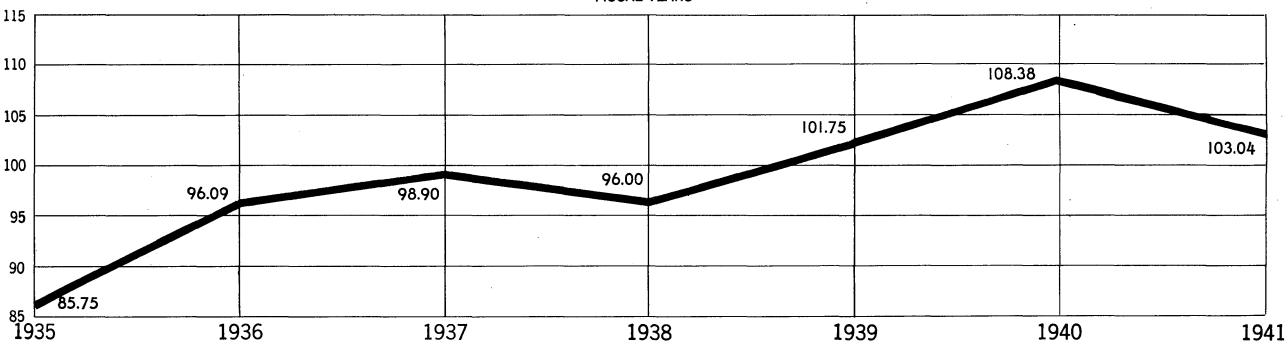
DOMESTIC RATIO OF REVENUE TO OPERATING EXPENSES

Chart 26

Source: Carriers Annual Reports

RATIO

AFTER RESERVES FOR FEDERAL TAXES FISCAL YEARS



7 YEARS ACCUMULATED TOTAL OPERATING EXPENSES vs. REVENUE

Chart 27

Source: Carriers Annual Reports

MILLIONS OF DOLLARS

DOMESTIC

FISCAL YEARS

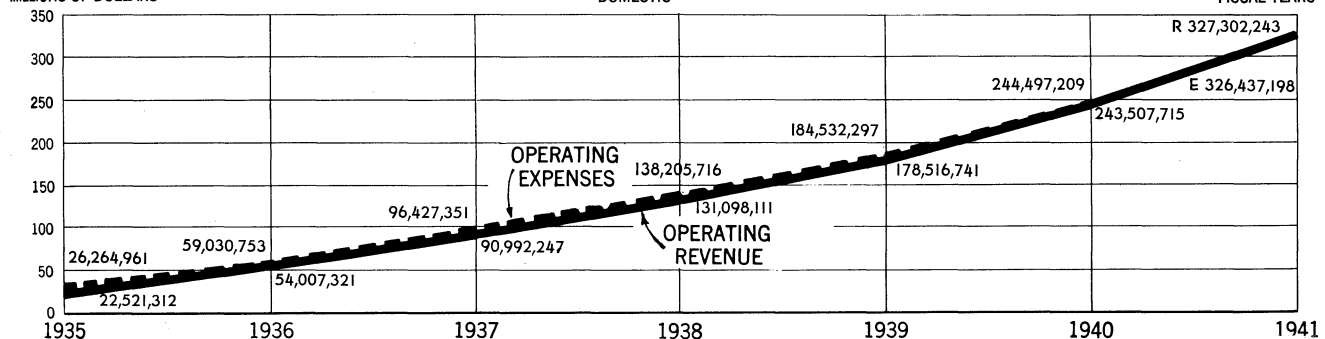


Chart 28

SOURCE OF REVENUES OF THE AIRLINE COMPANIES

Source: Chicago Tribune

CALENDAR YEARS

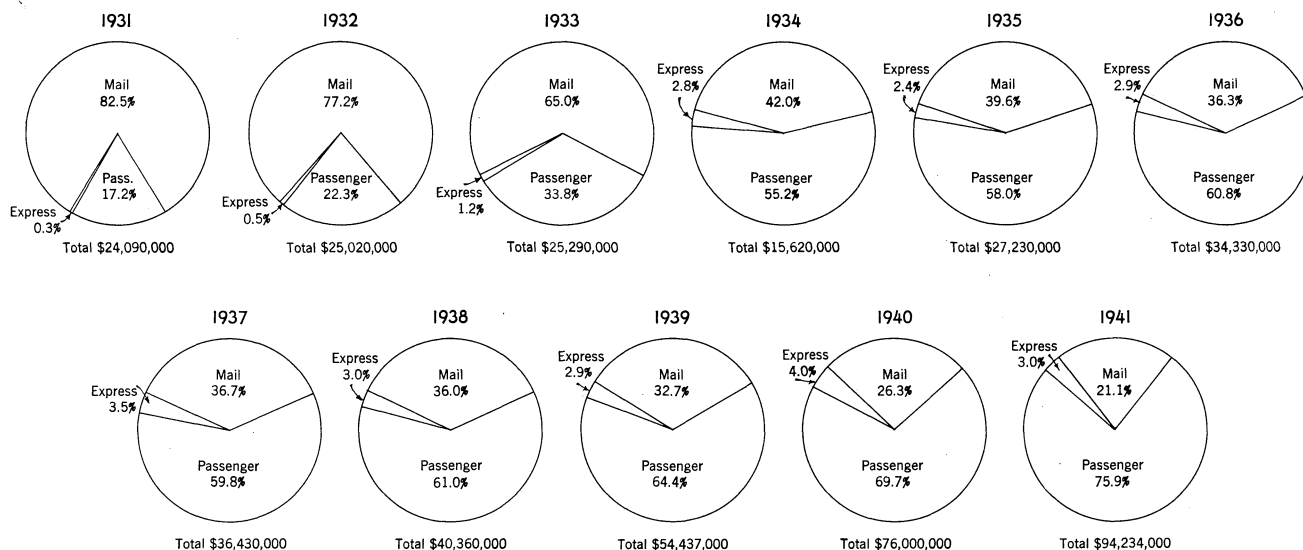


Chart 29

TENTATIVE CLASSIFICATION OF AIRPORTS

SOURCE: AIRPORT DIVISION - CIVIL AERONAUTICS ADMINISTRATION

AS OF		Diagram	Aircraft	Description
July 1, 1941	Jan. 1, 1942			
1,567	1,523			CLASS 1 SMALL PRIVATE OWNER TYPE AIRCRAFT. UP TO 5 PLACE ADEQUATE FOR AIRCRAFT UP TO 4000* GROSS WEIGHT. FOR SMALL COMMUNITIES AND SECONDARY AIRPORTS. LANDING STRIPS 1800' TO 2500' LENGTH.
543	702			CLASS 2 LARGER SIZE PRIVATE OWNER TYPE AIRCRAFT AND SMALL SIZE TRANSPORT AIRCRAFT. UP TO 20 PLACE ADEQUATE FOR AIRCRAFT FROM 4000* TO 15,000* GROSS WEIGHT. COMMUNITIES OF 5,000 TO 25,000 POPULATION. LANDING STRIPS 2500' TO 3500' LENGTH.
121	186			CLASS 3 PRESENT DAY TRANSPORT AIRCRAFT. UP TO 30 PLACE ADEQUATE FOR AIRCRAFT FROM 10,000* TO 50,000* GROSS WEIGHT. CITIES OF 25,000 TO 250,000 POPULATION ON AIRWAYS SYSTEM. LANDING STRIPS 3500' TO 4500' LENGTH.
46	72			CLASS 4 LARGEST AIRCRAFT NOW IN USE AND THOSE PLANNED FOR IMMEDIATE FUTURE. 50 PLACE AND LARGER ADEQUATE FOR AIRCRAFT OF GROSS WEIGHTS OF 50,000* AND OVER. MAJOR METROPOLITAN CENTERS AND AIRWAY TERMINALS. LANDING STRIPS 4500' LENGTHS AND OVER.
Total				
2,277	2,483			

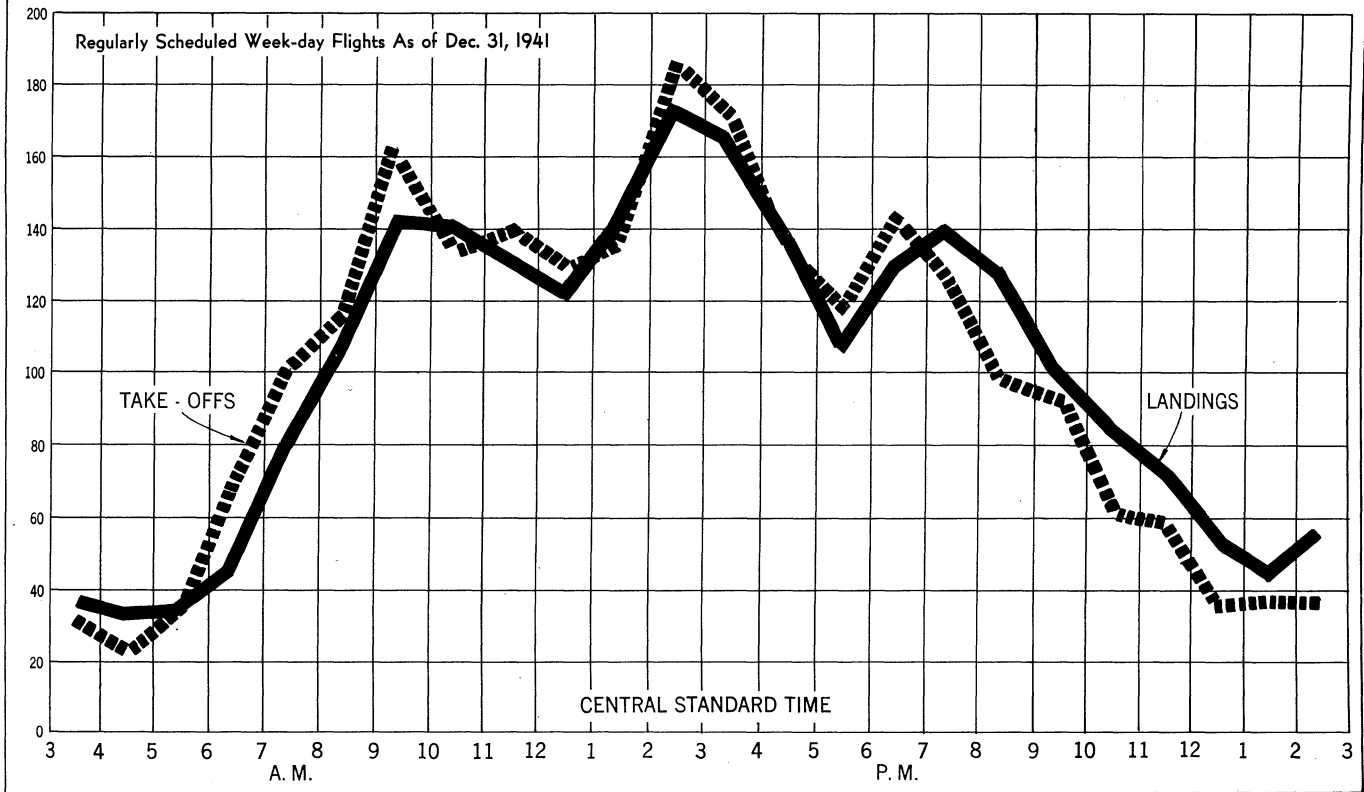
Airport Section - D-10-107

TAKE-OFFS AND LANDINGS BY HOURS

DOMESTIC AIR LINES

Chart 30

Source: Air Transport Association

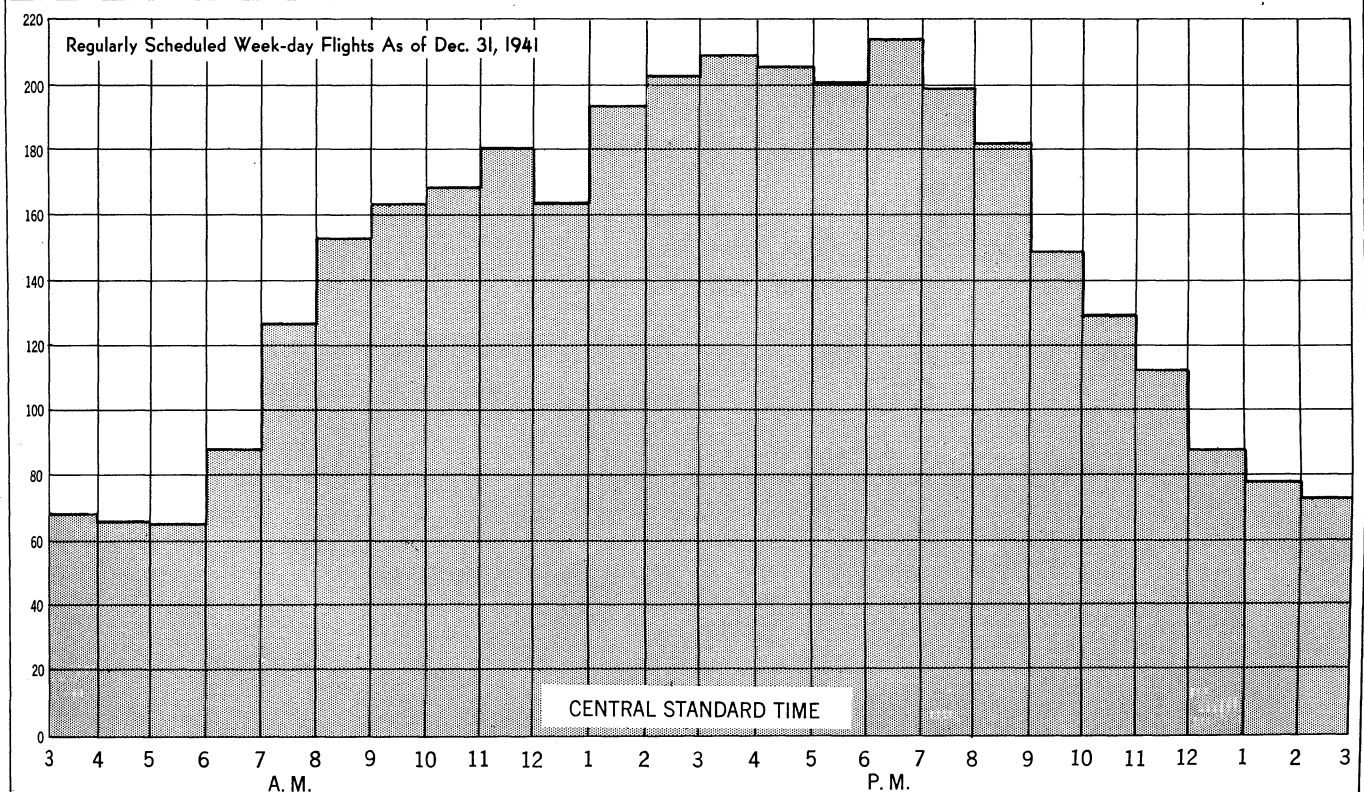


PLANES IN FLIGHT BY HOURS

DOMESTIC AIR LINES

Chart 30A

Source: Air Transport Association



NUMBER	A.M. (C.S.T.)												P.M. (C.S.T.)							A.M. (C.S.T.)		TOTAL			
	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12		1	2	
TAKE-OFFS	31	23	36	68	101	115	162	136	141	130	136	187	172	134	119	144	126	99	93	62	60	37	39	38	2389
LANDINGS	36	32	33	44	81	108	141	141	133	122	140	174	167	137	118	130	140	127	101	84	71	51	43	35	2389
PLANES IN FLIGHT	69	66	65	88	126	153	163	168	180	163	193	203	209	205	200	213	199	181	148	128	112	88	78	72	

Chart 31

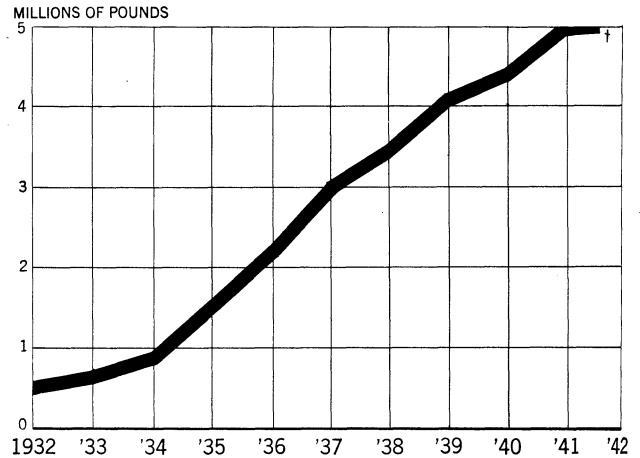
ALASKA

AIRCRAFT OPERATIONS FOR THE YEAR ENDING DECEMBER 31, 1941

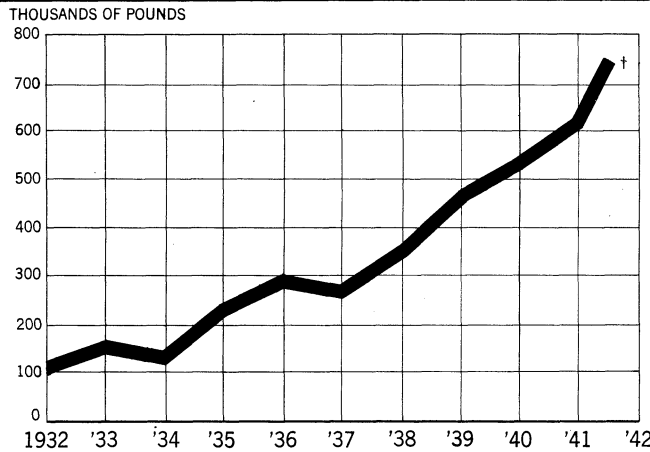
	TIME Hours/Mins	TRIPS	MILES	PASSENGERS	PASSENGER MILES	FREIGHT #	MAIL #
JANUARY	2,130/25	951	237,725	2,044	377,241	242,569	72,655
FEBRUARY	2,146/36	1,073	237,040	2,238	390,398	205,064	63,145
MARCH	3,065/11	1,530	346,482	3,211	624,755	348,827	68,644
APRIL	3,533/09	1,659	392,387	3,724	773,924	380,992	69,647
MAY	4,040/53	1,938	468,537	4,447	910,035	376,565	39,599
JUNE	4,442/43	2,211	505,438	4,721	904,294	599,494	39,536
JULY	4,918/15	2,018	515,106	5,737	991,254	715,353	47,559
AUGUST	4,970/58	2,284	556,389	6,607	1,102,029	526,434	55,660
SEPTEMBER	4,477/18	2,128	503,378	5,827	987,693	544,454	50,078
OCTOBER	3,812/01	1,664	393,926	4,771	804,162	451,366	57,603
NOVEMBER	2,490/37	1,064	275,158	2,914	625,266	257,536	88,406
DECEMBER	2,273/30	956	255,584	2,741	576,161	310,379	90,117
Totals	42,301/36	19,476	4,687,150	48,982	9,067,212	4,959,033	742,649

Source: Alaska Aeronautics and Communications Commission,
Office of the Supervisor

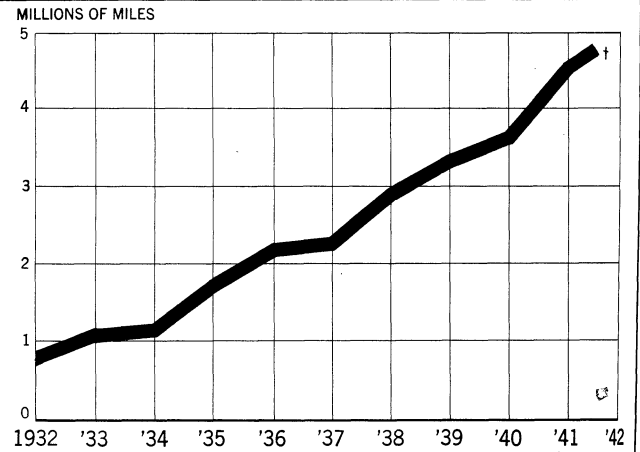
FREIGHT



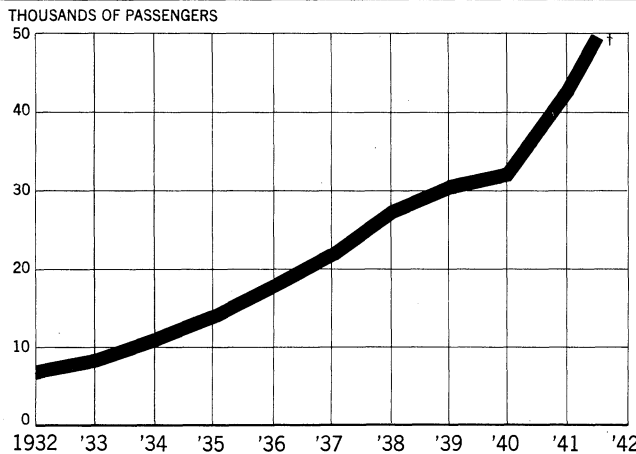
MAIL



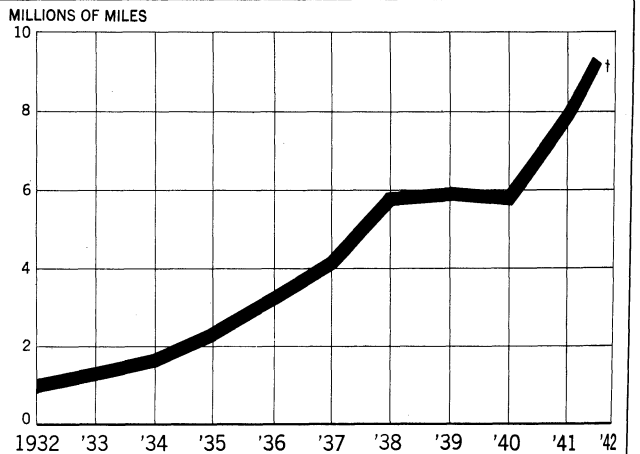
MILES FLOWN



PASSENGERS CARRIED



PASSENGER MILES



*Mail and freight combined	Planes in Service	Pounds of Freight	Pounds of Mail	Passenger Miles Flown	Passengers Carried	Plane Miles Flown
Two-year period ending March 31, 1929	8	94,701	24,250	272,999	2,171	331,591
Year ending June 30, 1930	24	103,043	17,690	684,261	3,654	338,422
Year ending June 30, 1931	26	161,718*		947,695	7,947	381,234
Year ending June 30, 1932	31	496,680*		942,176	6,637	742,854
Year ending June 30, 1933	42	634,016	151,570	1,222,510	7,743	1,059,155
Year ending June 30, 1934	56	869,398	124,972	1,533,311	10,194	1,126,610
Year ending June 30, 1935	73	1,496,917	225,840	2,148,692	13,318	1,685,654
Year ending June 30, 1936	79	2,138,886	279,730	3,035,018	16,982	2,130,929
Year ending June 30, 1937	102	2,947,726	264,201	4,021,798	20,958	2,209,206
Year ending June 30, 1938	155	3,415,759	342,736	5,634,461	26,885	2,829,258
Year ending June 30, 1939	175	4,010,730	489,574	5,801,787	29,814	3,247,046
Year ending June 30, 1940		4,315,660	520,232	5,745,804	31,435	3,598,790
Year ending June 30, 1941		4,947,516	611,422	7,918,054	41,703	4,434,232
† Year ending December 31, 1941		4,959,033	742,649	9,067,212	48,982	4,687,150

AIR TRANSPORTATION IS MORE THAN JUST AIRPLANES

The devoted service of the human beings necessary to keep planes in the air is a most important contribution to the progress of air transportation

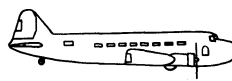
1 PILOT
1 PASSENGER



2 PILOTS
10 PASSENGERS



2 PILOTS
1 STEWARDESS
14 PASSENGERS



2 PILOTS
1 STEWARDESS OR STEWARD
21 PASSENGERS



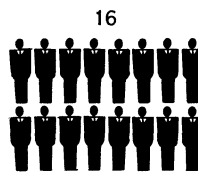
AIRLINE PERSONNEL ON THE GROUND FOR EACH PLANE IN THE AIR (DOMESTIC)



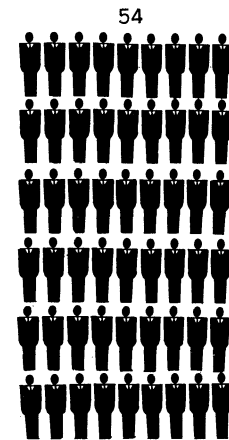
1927



1930



1935



1941

More than 1,500 passengers and 18 tons of United States mail, on board approximately 250 common carrier transport planes under the United States flag, are in the air every second of each 24 hours.

FUEL CONSUMED

SCHEDULED AIR LINE OPERATIONS DOMESTIC AND INTERNATIONAL

Source: Civil Aeronautics Administration

MILLIONS OF GALLONS OF GASOLINE

THOUSANDS OF GALLONS OF OIL

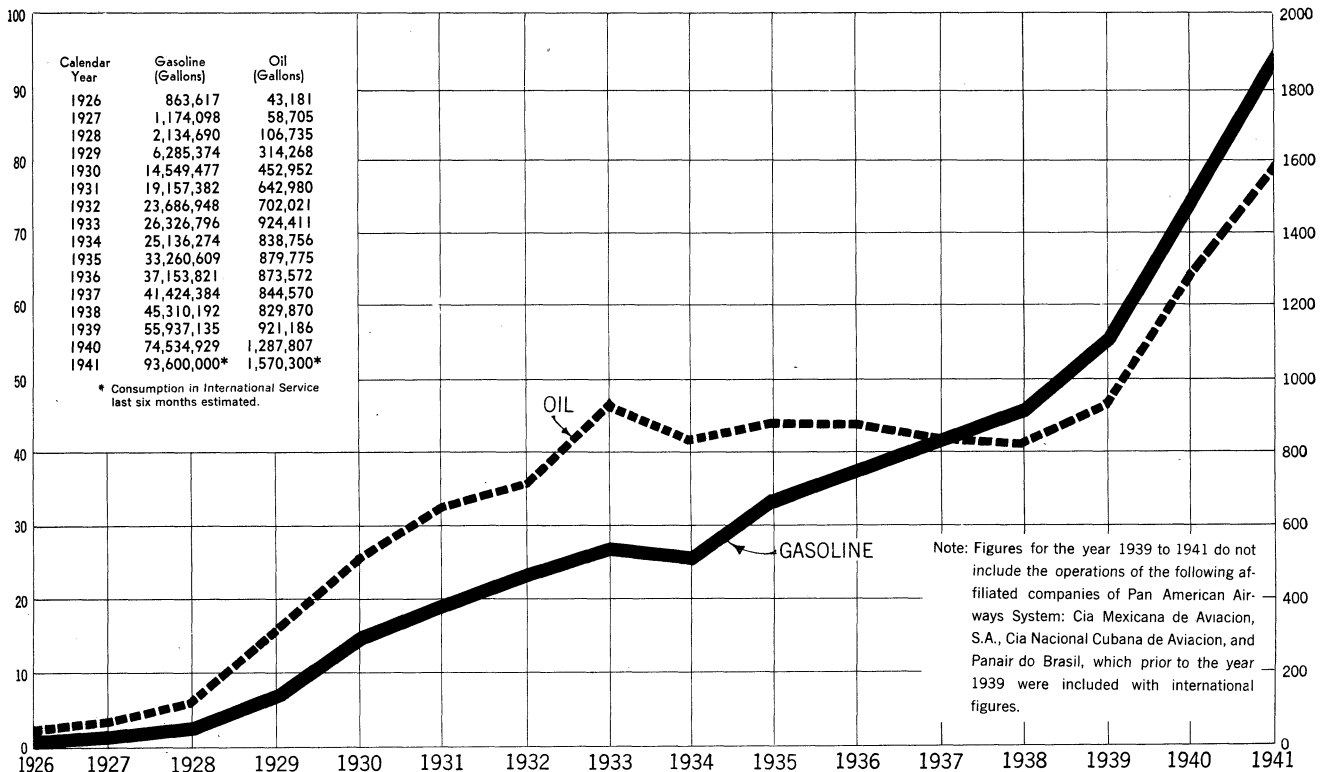


Chart 34

U.S. DOMESTIC AIRWAY SYSTEM,

Source: Civil Aeronautics Administration

AIRWAY MILEAGE, AIRWAY MILEAGE LIGHTED AND MILES OF TELETYPE SERVICE

THOUSANDS OF MILES

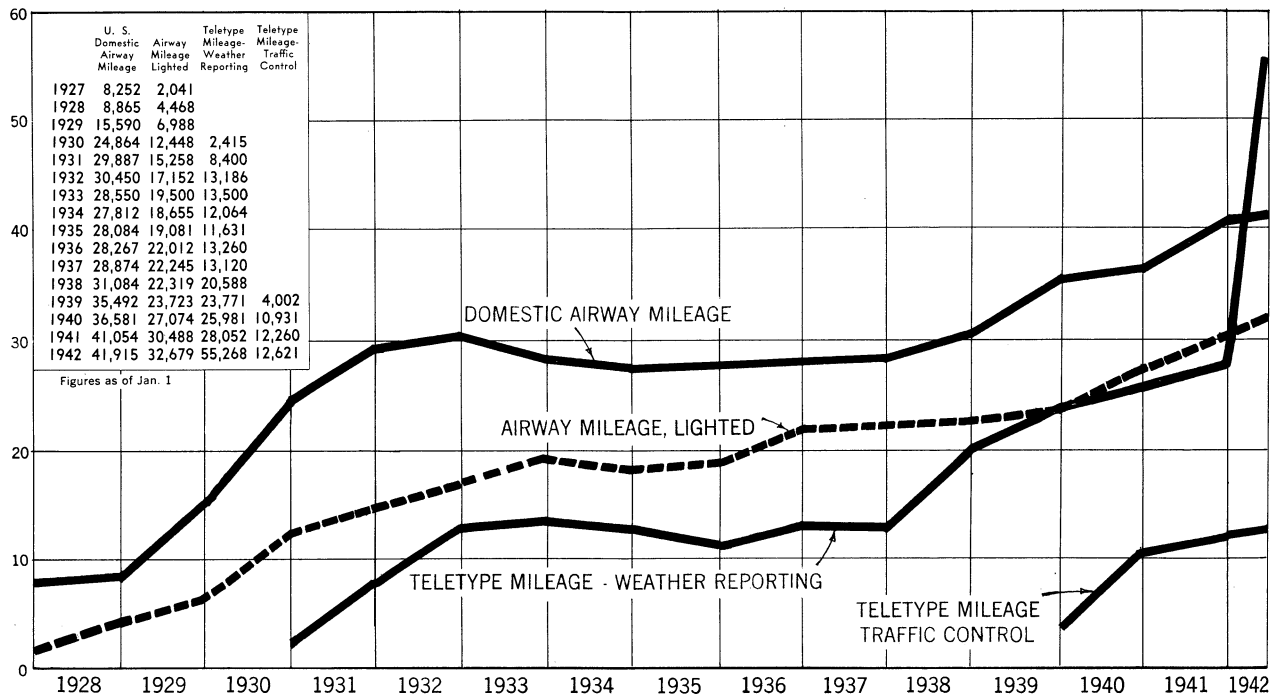


Chart 35

PLANE MILES FLOWN

Source: Civil Aeronautics Journal and Carriers Monthly Reports

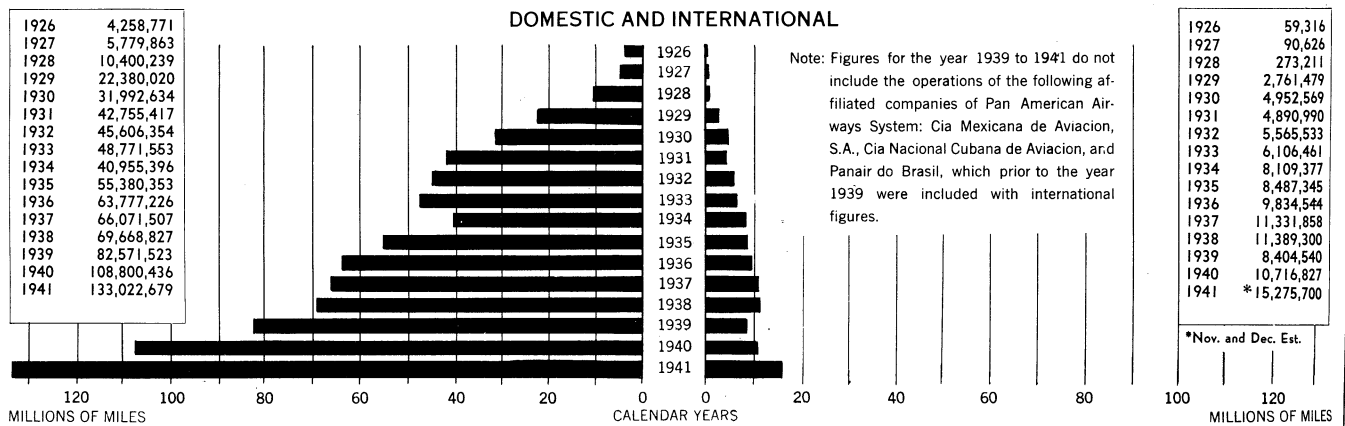
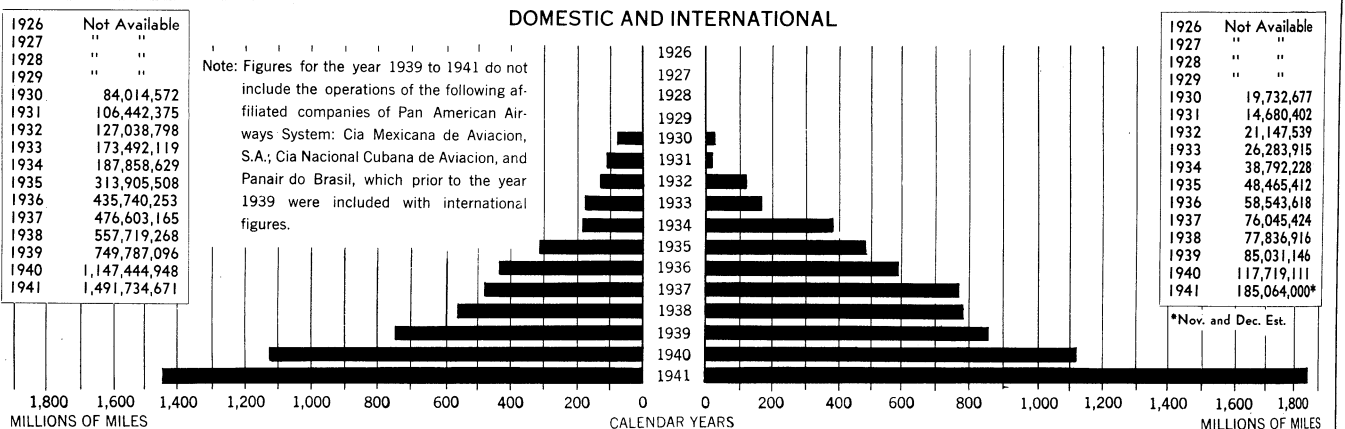


Chart 36

PASSENGER MILES FLOWN REVENUE AND NON-REVENUE

Source: Civil Aeronautics Journal and Carriers Monthly Reports

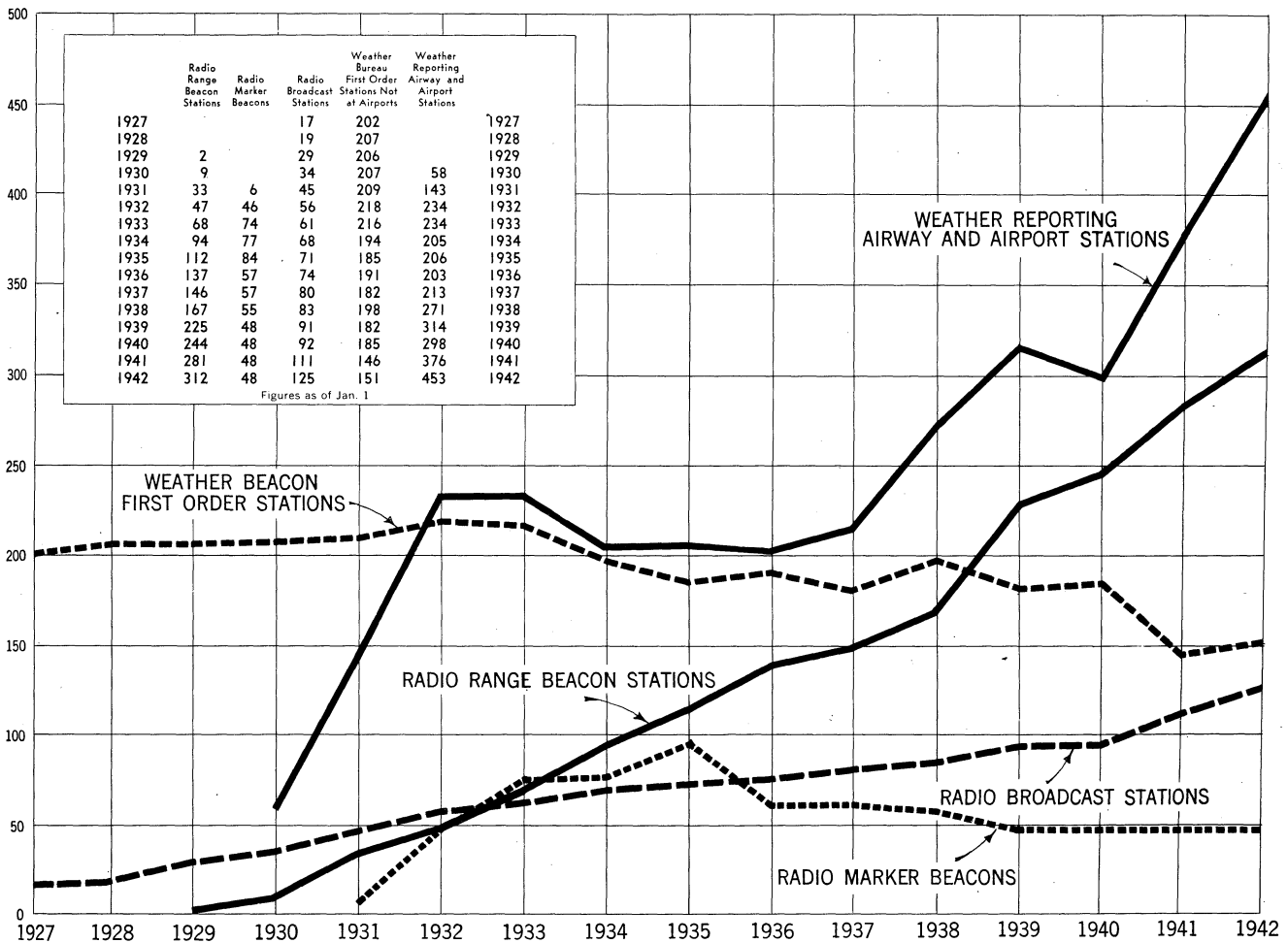


U.S. DOMESTIC AIRWAYS RADIO - RANGE BROADCASTING FACILITIES AND WEATHER STATIONS

Chart 37

Source: Civil Aeronautics Administration

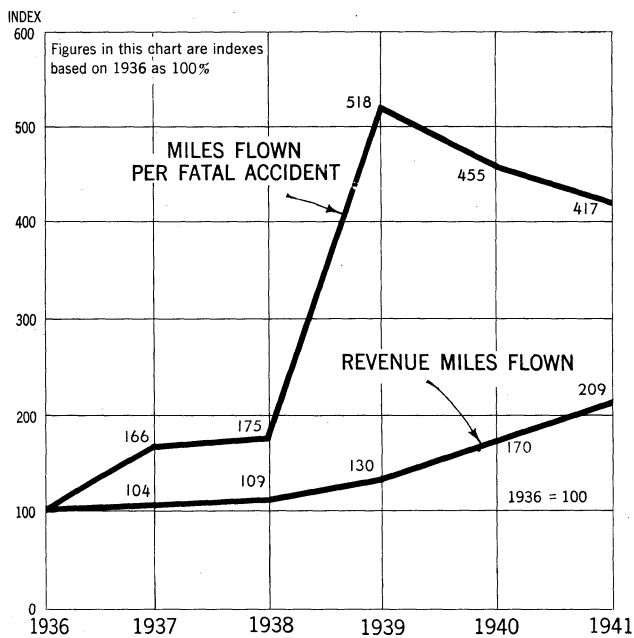
NUMBER IN OPERATION



DOMESTIC AIR CARRIER OPERATIONS AND SAFETY RECORD

Chart 38

Source: Civil Aeronautics Administration



AIR CARRIER* OPERATIONS AND SAFETY RECORD

Chart 39

Source: Civil Aeronautics Administration

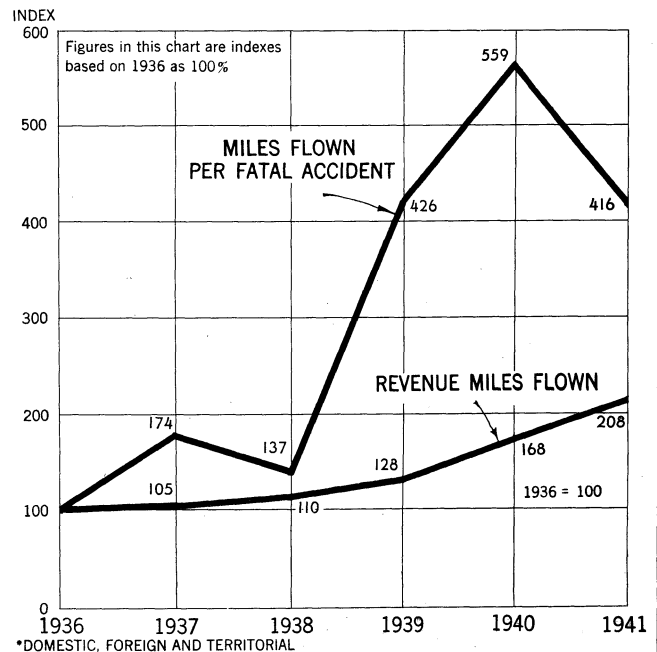


Chart 40

MILES FLOWN PER FATAL ACCIDENT

(DOMESTIC AIR CARRIERS)

Source: Civil Aeronautics Administration

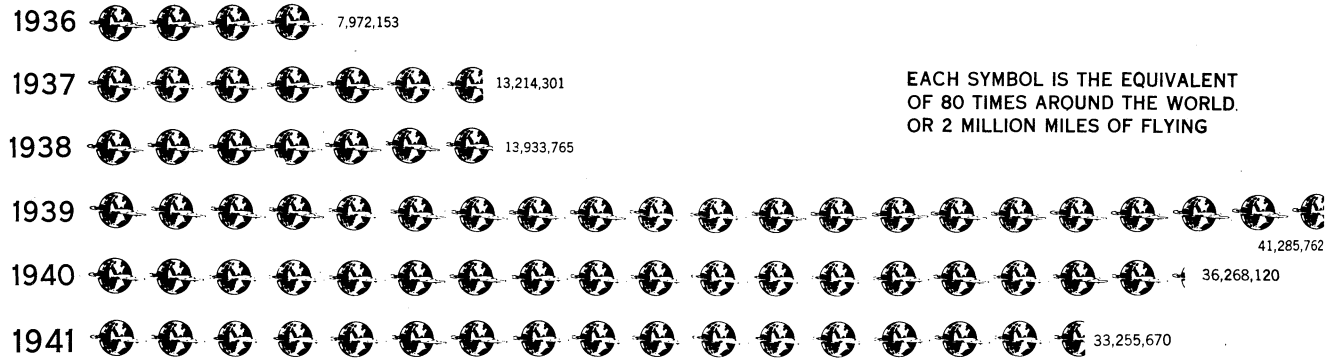
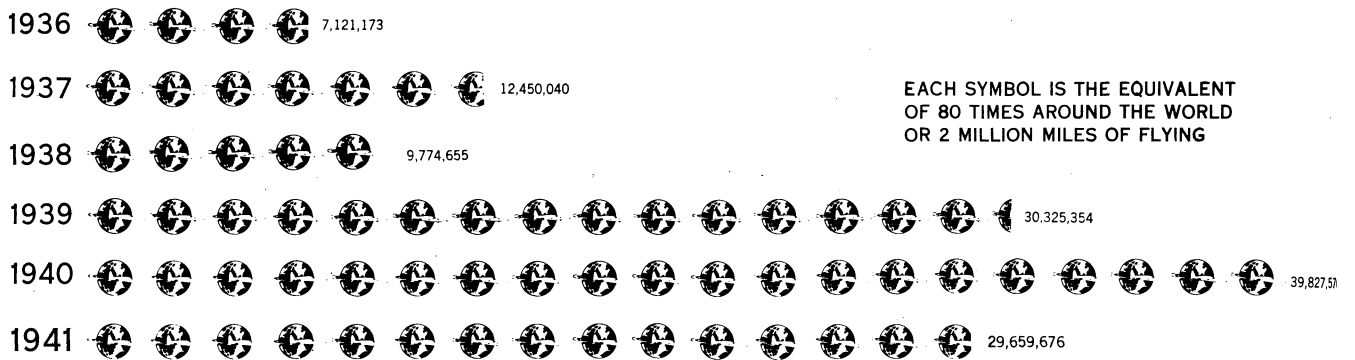


Chart 41

MILES FLOWN PER FATAL ACCIDENT

(DOMESTIC, FOREIGN, AND TERRITORIAL AIR CARRIERS)

Source: Civil Aeronautics Administration

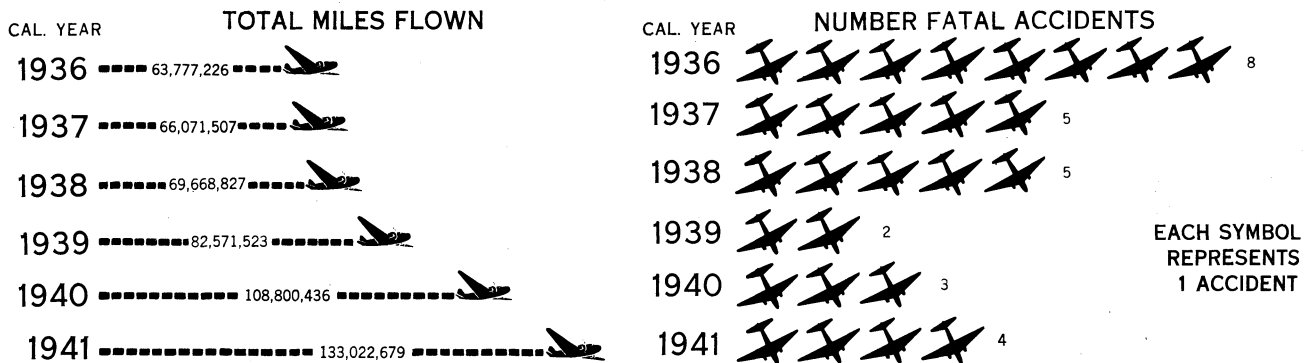


MILES FLOWN AND FATAL ACCIDENTS IN CARRIER OPERATIONS

Chart 42

(DOMESTIC)

Source: Civil Aeronautics Administration



MILES FLOWN AND FATAL ACCIDENTS IN CARRIER OPERATIONS

Chart 43

(DOMESTIC FOREIGN, AND TERRITORIAL)

Source: Civil Aeronautics Administration

