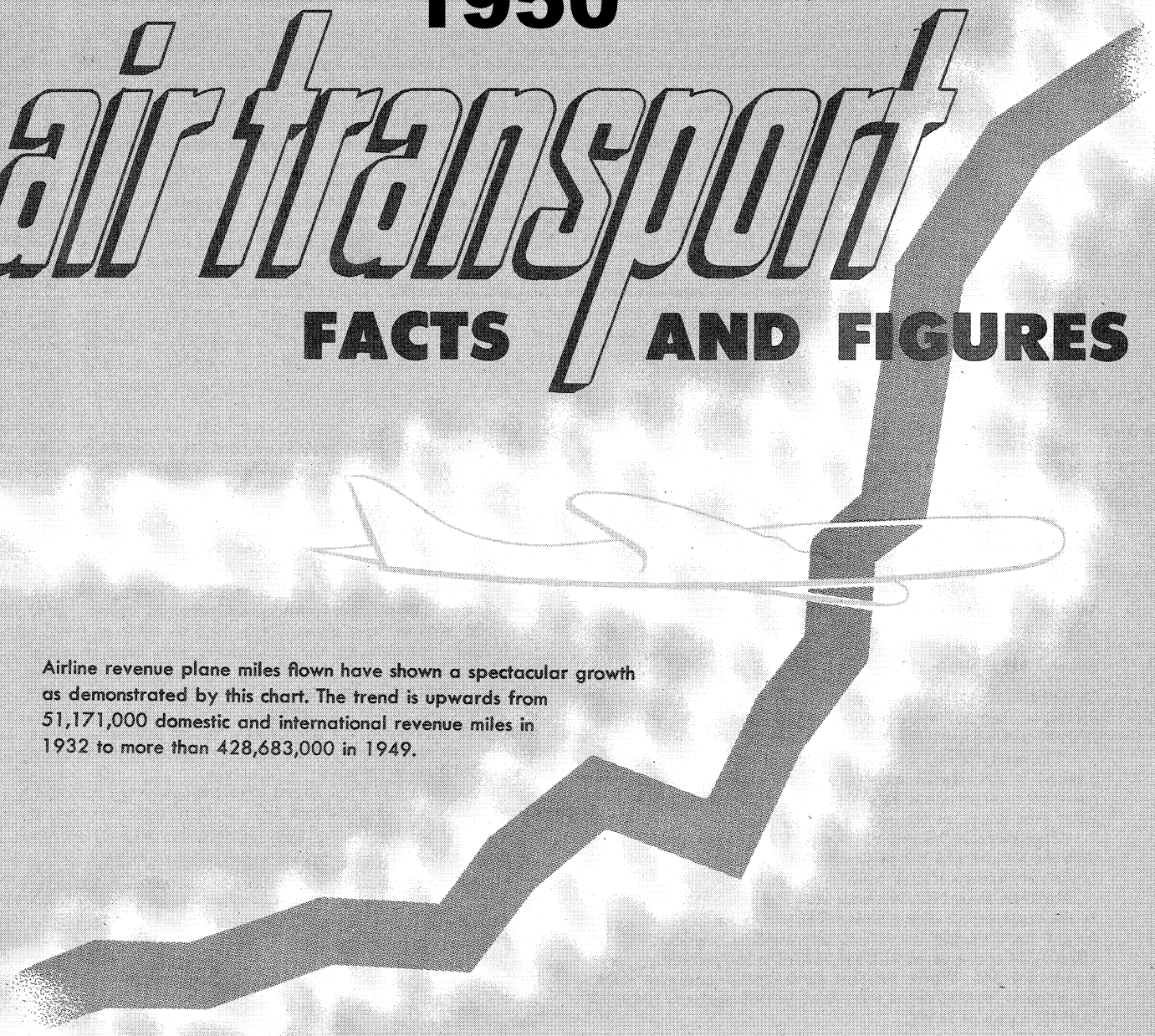
11th Edition

1950 air transport FACTS AND FIGURES



Airline revenue plane miles flown have shown a spectacular growth as demonstrated by this chart. The trend is upwards from 51,171,000 domestic and international revenue miles in 1932 to more than 428,683,000 in 1949.

Operations of the Scheduled Airlines in 1949

COMMERCIAL air transportation in 1949 had the biggest year in its history despite the fact that other forms of transportation continued to show postwar declines.

The industry continued its financial recovery and estimates are that gross revenues will be about 13% above 1948 and net operating profit for the scheduled airlines will be well over forty million dollars for 1949.

The spectacular improvement in airline schedule dependability made in 1948 was continued in 1949. The safety record for the combined domestic and international carriers was the best in history and the domestic safety record equalled that of 1948.

Income from the mails assumed increasing importance in the revenues of the international and local service lines but decreased relatively in the domestic trunk lines. There was an increasing overall volume of mail and in some instances increases in the rates of compensation.

Of the total operating revenues of the domestic trunk airlines for 1949, passenger traffic contributed 81.99%; mail 10.08%; freight and express 5.86%, with excess baggage and other services accounting for 2.07%. In the international field passenger traffic contributed 58.94%; mail 23.90%; freight and express 8.46%; with excess baggage and other services accounting for 8.70%.

SAFETY: In 1949 the scheduled airlines of the United States, flying 16,424,134 passengers more than 8,842,805,000 passenger miles on air routes covering the U. S. and around the world, set a new safety record. The record for all scheduled U. S. airlines, operating overseas and domestically was 1.0 passenger fatalities per 100 million passenger miles. On the domestic routes alone the rate was 1.3 fatalities per 100 million passenger miles, while on the routes of the U. S. airlines operating abroad there were no passenger fatalities.

The domestic safety record for 1949 was the same as that for 1948, though U. S. lines carried in excess of two million more

INTERCITY PASSENGER MILES

By Common Carriers and Private Automobile—1940–1949
(Millions of Passenger Miles)

	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949
STEAM RAILROADS:										
Pullman	7,293	9,166	17,852	24,675	26,943	26,912	19,838	12,260	11,014	9,350
16 Trunk Airlines	1,047	1,377	1,406	1,617	2,161	3,336	5,903	6,011	5,823	6,580
Pullman and Airlines combined	8,340	10,543	19,258	26,292	29,104	30,248	25,741	18,271	16,837	15,930
Airline % of this total	12.57%	13.06%	7.30%	6.15%	7.42%	11.02%	23.00%	32.90%	34.58%	41.31%
STEAM RAILROADS:										
Day Coach	12,480	16,106	30,910	57,907	63,287	59,415	39,002	27,665	24,315	20,100
INTER-CITY MOTOR BUS LINES	11,600	13,646	21,515	27,416	26,548	26,927	25,576	23,404	23,650	21,300
Total Railroad Coach and Inter-city Bus	24,080	29,752	52,425	85,323	89,835	86,342	64,578	51,069	47,965	41,400
Total Railroad, Airline, Bus Lines	32,420	40,295	71,683	111,615	118,939	116,590	90,319	69,836	64,802	57,330
Private Automobile Inter-city	245,622	264,316	199,635	147,131	151,251	179,837	253,570	274,008	287,420	301,500
Total Common and Private Carrier	278,042	304,611	271,318	258,746	270,190	296,427	343,889	343,348	352,222	358,830
Common Carrier % of Total	11.66%	13.20%	26.45%	43.09%	44.05%	39.33%	26.29%	20.30%	18.40%	15.98%
Passenger-miles per capita	2,106	2,290	2,020	1,931	2,039	2,245	2,451	2,417	2,432	2,485

passengers in 1949 and flew more than one billion more passenger-miles last year than during the year before.

In commenting on the spectacular safety record of the scheduled airlines, Civil Aeronautics Board Chairman Joseph J. O'Connell, Jr., pointed to the decrease in the number of fatal accidents, from 9 in 1946 to 4 in 1949. The four domestic accidents in 1949 occurred during a period in which scheduled domestic airlines were making approximately five million take-offs and landings, or one every eight seconds night and day.

For each passenger fatality on domestic scheduled airlines in 1949 there were 73,000,000 passenger miles flown, equal to nearly 3,000 trips around the earth at the equator.

TRAFFIC: In 1948 the domestic scheduled airlines carried 35.30% of the total first class travel market in the United States. In 1949 they carried 41.63% of this market.

The safety record and vastly improved regularity of service, resulted in the establishment of a new record for domestic air passenger transportation. In 1949, more than 6¾ billion passenger miles were flown, an increase of 13½% over the previous year.

The new table this year on "Intercity Passenger-Miles" shows that the airlines and the private automobile are the only forms of intercity transportation to show an increase in 1949.

In 1949, as in 1948, the most conspicuous change took place in the transport of commodities. The ton miles of express and freight for domestic trunk and international flag carriers are 180,637,184 as compared with 146,969,361 in the preceding year—a gain of 22.9%. Where domestic air freight is concerned alone, figures show 95,453,533 ton miles flown in 1949 against 71,283,727 in 1948, a gain of 33.9%.

AIR MAIL: The Post Office report for fiscal 1949 compared with fiscal 1948 shows an increase of almost 20 million dollars in payments to the domestic carriers and a rise of more than 25 million dollars to international carriers. On the routes of the larger domestic carriers the payment received for transporting airmail dropped 15¢ per ton mile for the entire year of 1949 as compared to 1948.

The system of air mail payments established by the CAB is on a sliding scale, so that in the case of the four largest airlines, the more mail they carry, the less they receive per ton mile. In the case of the other airlines, the more non-mail traffic they carry, the less they receive for transporting mail. Thus, the increased volume of business in 1949 made possible the reduction in the charge for transporting mail on the major trunk routes from $1.27½ in 1948 to $1.12½ in 1949 per ton mile.

FINANCIAL: The improved balance sheet of the airlines was due to continued efforts to increase passenger business while maintaining a level of fares which would continue the increase of gross receipts. Basic passenger rates remained the same, but a number of promotional discounts, such as family fares, special excursion fares, and the like, were instituted. Additional carriers established coach services, which were limited in their operation so as to provide for the maximum development of new business without detracting to any great extent from the normal passenger traffic that would travel at the regular fares. Passenger traffic in 1949 was carried on the average at a fare about 11/100 of a cent per mile less than the previous year. The result of all this was that passenger revenue increased by more than $45 million over 1948.

This passenger revenue gain was offset slightly by the reduction in express revenue, not only in gross, but also per ton mile carried. Ton mile receipts from express, reflecting express rates, have been reduced from about 38¢ in 1946 to 31½¢ in 1949.

Freight revenues for the domestic carriers have shown a spectacular increase since 1946. During the four-year period since the war, freight traffic has increased tremendously, but the return per unit of service has been dropping steadily. During 1949 the more than 95 million ton miles flown by the domestic airlines were carried at a rate of 19.25¢ per ton mile, resulting in more than $18 million in revenue.

As a result of all these efforts to increase non-mail revenues, the domestic airlines produced 42% more of such revenues in 1949 than they did in 1946—a gross increase of about $125 million.

OPERATIONAL EXPENSES: The problem of reducing expenses has occupied as much or more of the airlines' attention than has the increasing of revenues. These efforts were marked by drastic cuts all along the line, in previous activities and in personnel. The average number of employes on the payrolls of the 16 trunk lines in 1946 was 68,145. Following reductions in 1947 and 1948 there were additional reductions in 1949 to 56,815 employes. (We use the 16 trunk lines in this illustration because since 1946 more than 20 local service airlines have been brought into existence.) At the same time that the number of employes was being reduced, the productivity of airline employes was being increased. Revenue ton miles produced by each employee increased from 9,534 in 1946 to 14,115 in 1949—an increase of almost 50% in four years.

Expense reductions were aided by the introduction of new and improved flying equipment during these years. While expenses were sharply increased during the transition period from one type of equipment to another, the industry during 1949 began to receive some of the benefits from the increased efficiency of these new airplanes. As a result of all of their efforts to reduce expenses while prices of materials and supplies were increasing sharply, and wages and salaries were doing likewise, the airlines were successful in holding their expenses in check and providing a very substantial reduction in 1949.

The rapid expansion of the industry, and the changes in equipment, were reflected in operating expense increases for the 16 domestic trunk lines from 48.8¢ per revenue ton mile in 1946 to 54.2¢ per ton mile in 1947 and 58.2¢ per ton mile in 1948. The trend was checked at that point, and expenses per ton mile were reduced in 1949 to 53.74¢.

The increases in revenue and reductions in expense resulted in the 16 trunk airlines making a small operating profit in 1948 of about $2 million and another profit of about $25 million in

1949. These figures are, of course, before interest and taxes. There is no present indication of the extent to which taxes and fixed charges will reduce the operating profit for 1949.

INTERNATIONAL OPERATIONS: The international carriers had special difficulties of their own. During the chaotic conditions which followed the war, they built an international air transport system far more extensive than had been contemplated prior to the war. They increased their route miles operated from about 39,000 in 1945 to nearly 210,000 in 1949. They increased the number of airplanes on the line from 97 in 1946 to 219 in 1949, plus the part-time use of an additional 304 airplanes employed in both domestic and international service. Revenue passenger miles increased from 1,100,741,000 in 1946 to 2,072,749,000 in 1949.

The international carriers increased their non-U. S. mail revenues from $121,693,000 in 1946 to about $215,647,000 in 1949. They, like the domestic carriers, have managed to keep their expenses in check as a result particularly of the use of more efficient aircraft and a sharp reduction in employes. In 1947 they had about 27,000 employes. This figure was reduced to about 18,000 in 1949. During this same period they increased the productivity of employes from 6,600 revenue ton miles per employee in 1946 to 17,000 in 1949—an increase of almost 160%. The expenses per revenue ton mile in international service were 86.18¢ in 1948, and were reduced to 85¢ in 1949.

The international carriers show a profit for 1949 in the neighborhood of $20 million before taxes and interest. Here again the profits earned by these carriers should not inspire any complacency on the part of those who have any responsibility for the continued soundness of the industry. Foreign competition is severe, and the percentage of total traffic hauled by American-flag carriers is dropping slightly and general world conditions do not provide a perfect atmosphere in which to develop.

LOCAL SERVICE: Another segment of the industry facing special problems comprises local service operation. Almost all of these airlines have been organized since the war ended, and were established as an experimental service to small communities. The characteristics of these carriers cannot be judged by the standards of the other airlines in the industry by reason of their recent establishment, and because they are designed to serve a somewhat different purpose, i.e., service to small communities where traffic may not generate substantial loads, at least at present.

While the trunk lines have been operating at about a 60% load factor, the local service lines, operating DC-3's for the most part, have generally not exceeded 30%. Mail compensation per airplane mile or per ton mile has run relatively high because of the thin traffic over these routes. However, managements of these airlines are making every effort to develop new means of reducing expenses and increasing revenues. The efforts of the managements generally are directed toward the speedy reduction of their reliance upon government support.

MILITARY CONTRACT: In 1949 the airlines, after years of effort, signed the first Joint Military Air Transportation Agreement with the Armed Forces. For over 30 years the railroads have granted a discount for military traffic. In return they have been given a virtual monopoly of all military traffic which they could handle satisfactorily. The airlines have been protesting this preferential agreement between the military agencies and the railroads for a number of years.

In late 1946, as a result of the airlines' protests, they were invited to bid for a contract with the military agencies for the handling of military traffic during the fiscal year 1948. The conditions of the invitation were obviously adapted to surface transportation only, so that it was quite impracticable for the airlines to comply with them. This resulted in the airlines' advising the military agencies that they could not submit a bid on such conditions, and again protesting the entire agreement.

In 1949 bids were invited for the fiscal year 1950. At this time, the airlines were able to submit a bid, but conditioned their bid upon the elimination of any preference for any form of transportation. The bus carriers attached a similar condition to their bid. However, the railroads conditioned their bid upon a continuation of their preference clause.

Consideration of these bids apparently resulted in a number of differences of opinion, resulting in the matter being dragged on until the very beginning of the new fiscal year, with no decision announced as to which of the bids would be accepted.

When the new fiscal year was about to open, representatives of the military departments approached the airlines with a "compromise" counterproposal. They indicated that the military departments could not, without further study and consideration, cut off the longstanding railroad preference, but would have to continue it for at least one more year. They stated, however, that if the airlines would grant a 10% discount for military traffic, the military agencies in return, would undertake to do two things: First, they would modify their regulations so that they would more accurately reflect the terms of the contracts; and second, they would have the Munitions Board conduct a comprehensive study of the transportation requirements of the military agencies, which would serve as a basis for a complete reconsideration of the agencies' policies in routing military traffic over common carriers.

The airlines were not inclined to regard this as much of a "compromise." It was, in effect, a complete acceptance of the railroad bid and a rejection of the most important condition in the airline bid; namely, the elimination of the railroad preference. The airlines were led to believe, however, that the revision of the regulations would have the practical effect of routing a larger amount of the military business over the air carriers and, at the same time, were hopeful that the study which was to be undertaken by the Munitions Board would result in an early revision in the transportation policies of the military agencies which would ultimately redound to the benefit of the airlines.

Accordingly, it was decided to accept the "compromise" offered by the military departments.

The results to date of this new policy, in terms of additional revenues, can be described as negligible. On the basis of our experience to date, the deficiencies in the policy itself—notably the preservation of the railroad preference, plus its reception by many people who administer it—have combined to render it largely ineffectual in producing a redistribution in military traffic. In fact, the airlines cannot regard it as adequate consideration for the discount which they have provided.

This military traffic should be handled on an open, free and competitive basis, using the mode of transportation best adapted to the needs of any particular move with full regard for economy and efficiency.

PREDICTIONS: All present economic indicators point to the conclusion that the year 1950 will be a year of sustained business activity, and sustained national and individual incomes maintained at levels no lower than 1949 and possibly a little higher. This factor should be reflected in the national travel market in such fashion that the airline passenger-miles of 1950 should moderately exceed those of 1949. Both the domestic and the overseas airlines should participate in this increase in passenger traffic. The rate of increase for 1950 is expected to be lower than that in 1949; but after the stable level of domestic airline passenger traffic in 1946-7-8, the strength of the factors that enabled the domestic lines in 1949 to rise 14% above 1948, is not likely to be dissipated in a single year.

With respect to mail, express, and freight, a somewhat different conclusion emerges. Small gains in domestic mail ton miles are the prospect for the airborne mail. Air express, which sustained a distinct loss in 1948, due presumably to the inauguration of air parcel post in September 1948, appears to have staged something of a comeback in the last half of 1949; and it appears probable that this trend will continue in 1950. Accordingly, air express in 1950 should be somewhat higher than 1949, but lower than 1948. Air freight will continue to increase, but at a lower level than in 1949.

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ABOUT THE AUTHOR

Emory Scott Land, Vice Admiral, U.S.N. (Retired), is president of the Air Transport Association of America. He served in the Navy, from his graduation from Annapolis in 1902, until 1937, when he became a member of the U.S. Maritime Commission. He was designated Chairman of the Commission in 1938 and also served as War Shipping Administrator during World War II.

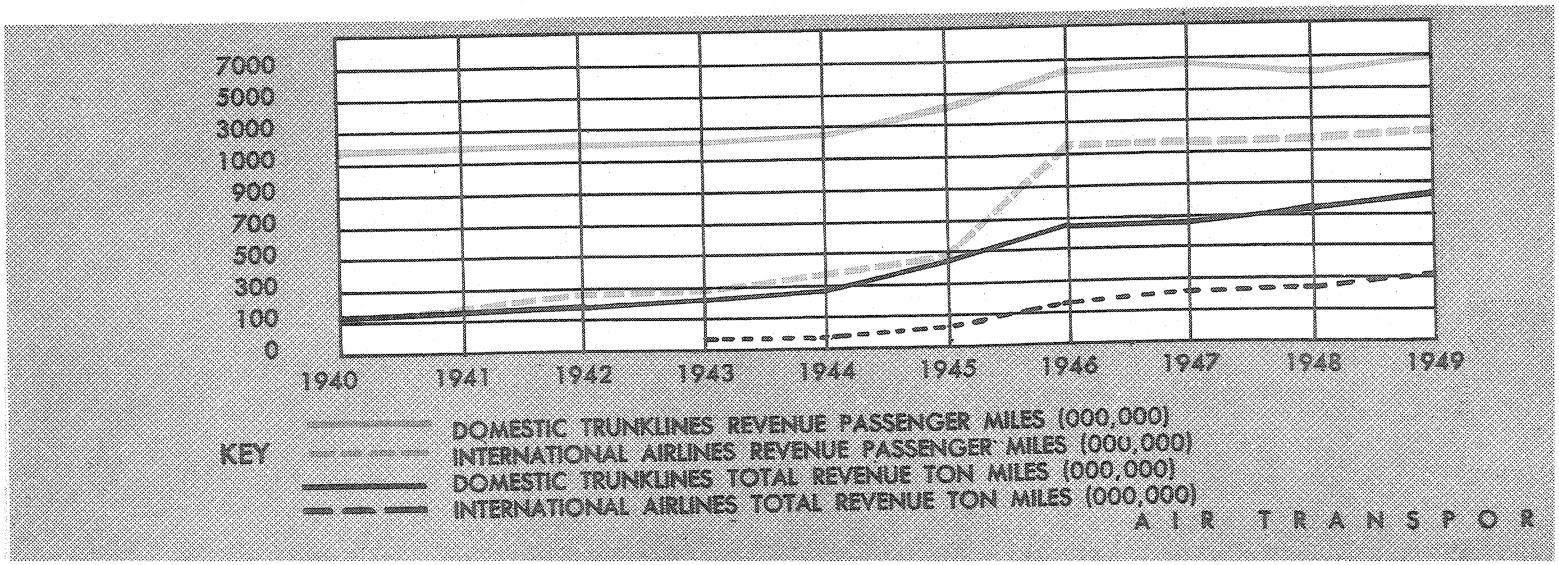
During his Naval service, he was Assistant Chief of the Bureau of Aeronautics. He became a pilot at the age of 50 and devoted eighteen months' time to the Daniel Guggenheim Fund for the promotion of Aeronautics.

Traffic

PASSENGERS · AIR MAIL · EXPRESS · FREIGHT

Year	Revenue Passengers (A)	Revenue Passenger Miles (000)	Passenger Load Factor	Air Mail Ton Miles (B)	Express Ton Miles	Freight Ton Miles	Total Rev. Ton Miles (000) (C)
DOMESTIC TRUNKLINES							
1940	2,802,781	1,052,156	63.72	10,117,858	3,476,224	.....	119,766
1941	3,848,882	1,384,733	64.32	13,118,015	5,258,551	.....	158,252
1942	3,136,755	1,418,042	76.45	21,162,102	11,901,793	.....	177,099
1943	3,019,736	1,634,135	89.98	36,061,868	15,139,359	.....	218,273
1944	4,045,965	2,178,207	90.77	51,139,973	16,991,598	.....	289,885
1945	6,376,843	3,336,278	88.16	64,998,094	20,509,753	1,168,534	427,978
1946	11,889,617	5,903,111	78.81	32,867,976	23,651,666	14,433,101	650,054
1947	12,279,016	6,103,879	65.67	32,878,825	28,533,362	35,213,590	683,360
1948	12,324,038	5,822,540	58.34	37,509,922	29,768,883	70,437,811	703,089
1949	13,781,718	6,579,287	59.2	40,874,333	27,395,380	94,469,728	803,358
(Figures before 1945 include territorial lines)							
TERRITORIAL AIRLINES							
1945	194,957	24,865	87.08	20,317	325,569	181,514	2,487
1946	298,710	38,033	79.04	25,243	112,372	389,199	3,872
1947	375,607	46,833	71.10	39,786	115,774	635,925	4,702
1948	418,372	52,864	65.28	53,490	134,400	581,122	5,145
1949	431,761	54,209	57.40	70,219	124,434	547,812	5,304
LOCAL SERVICE AIRLINES							
1945	4,452	1,312	52.78	74,510	11,482	.....	202
1946	25,118	6,812	37.92	60,088	24,354	25	688
1947	235,585	46,418	29.85	167,564	117,523	62,039	4,682
1948	425,695	87,928	27.14	361,984	189,550	264,794	9,040
1949	683,811	136,560	28.47	432,628	320,143	435,993	14,328
INTERNATIONAL AIRLINES							
1940	162,617	99,795	56.88	.....(D)	.....	.....	.....
1941	228,524	162,824	65.57	.....	.....	.....	.....
1942	269,345	236,956	75.68	.....	.....	.....	.....
1943	279,402	244,229	79.42	1,990,715	5,088,325	.....	34,352
1944	341,496	310,574	79.37	2,048,150	6,207,137	.....	39,705
1945	475,558	447,968	76.78	3,399,339	8,717,511	.....	60,019
1946	1,041,283	1,100,741	70.85	6,141,461	15,090,468	.....	136,771
1947	1,359,712	1,810,045	61.90	12,755,998	30,786,465	2,109,948	238,459
1948	1,372,749	1,888,997	57.38	17,122,170	41,404,334	4,188,467	265,172
1949	1,526,844	2,072,749	58.63	19,364,225	49,376,800	7,966,895	300,409

(A) Passenger figures for 1942 on, are unduplicated. (B) Does not include regular mail carried under special contract and foreign mail.
(C) Includes excess baggage and revenue passenger ton miles. (D) International air mail is U. S. mail only.

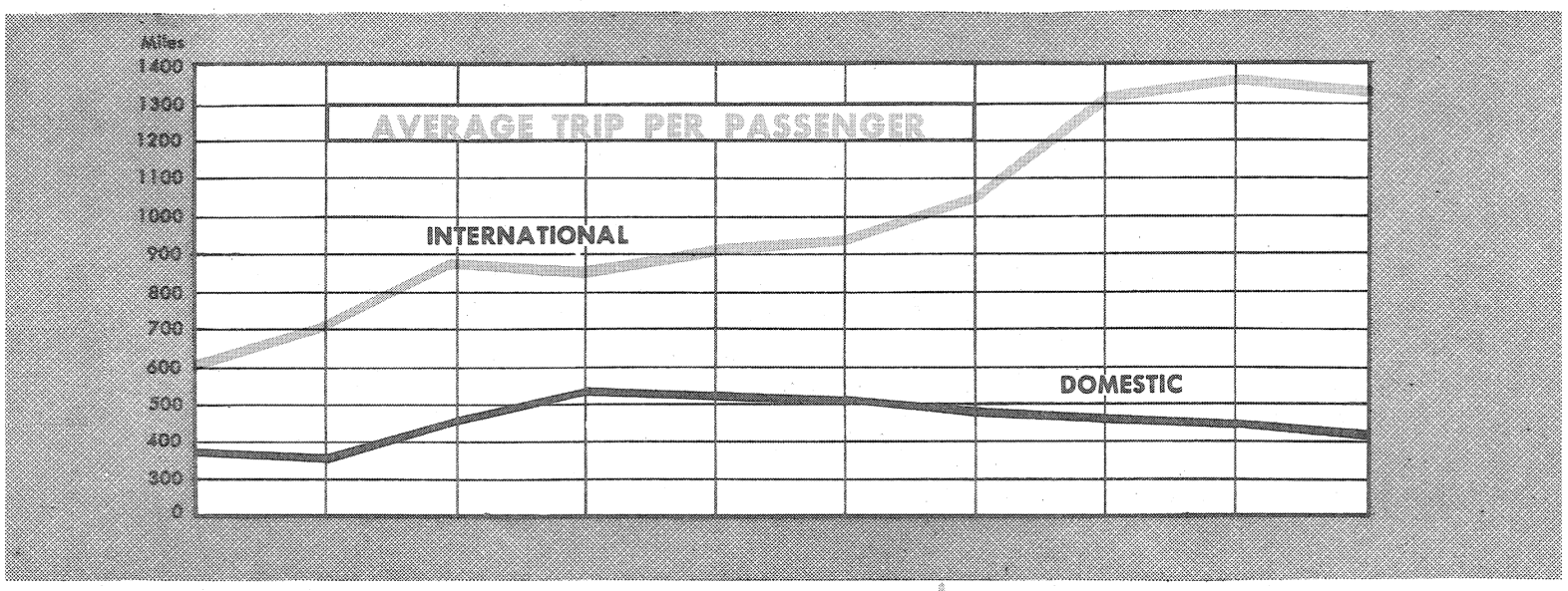


AIRLINE REVENUE PASSENGER MILES BY MONTHS

(In Thousands)

	DOMESTIC (A)				INTERNATIONAL			
	1946	1947	1948	1949	1946	1947	1948	1949
January	331,714	380,757	401,214	428,488	50,026	104,789	128,117	141,506
February	331,963	372,276	356,859	430,630	58,016	102,094	116,834	134,049
March	406,404	493,864	440,106	531,660	73,524	120,386	135,882	162,288
April	461,703	526,188	483,147	576,152	79,682	126,527	136,400	167,792
May	512,625	563,771	539,427	606,788	90,259	161,378	156,117	175,433
June	562,722	546,685	588,675	676,841	99,197	183,941	183,654	204,760
July	569,875	543,541	561,075	640,718	97,925	186,279	184,058	210,739
August	624,479	611,838	569,583	627,127	111,257	198,760	182,391	203,569
September	611,962	609,756	549,540	634,088	118,672	188,964	188,907	199,149
October	557,486	578,889	534,758	609,376	111,004	150,658	165,639	171,303
November	468,875	435,083	452,441	516,392	98,883	138,389	145,091	137,234
December	508,148	441,231	486,355	485,926	112,296	147,880	165,907	149,261
TOTAL	5,947,956	6,103,879	5,963,180	6,764,186	1,100,741	1,810,045	1,888,997	2,057,083

(A) Includes Trunkline, Territorial and Local Service airlines.



AVERAGE PASSENGER FARES AND TRIPS

	Average Passenger Fare per Mile		Average Trip Per Passenger	
	DOMESTIC*	INTER-NATIONAL	DOMESTIC*	INTER-NATIONAL
1940	5.07¢	8.83¢	375	614
1941	5.04¢	8.61¢	360	713
1942	5.28¢	8.85¢	452	880
1943	5.27¢	7.92¢	541	874
1944	5.35¢	7.82¢	538	910
1945	4.95¢	8.67¢	511	942
1946	4.63¢	8.31¢	487	1,057
1947	5.06¢	7.77¢	474	1,332
1948	5.76¢	8.01¢	453	1,370
1949 (est.)	5.65¢	8.05¢	446	1,358

*Trunklines only before 1945

PASSENGERS CARRIED

(Monthly Average)

	DOMESTIC	INTERNATIONAL
1932	39,670	5,960
1933	41,851	6,199
1934	39,622	8,067
1935	63,568	9,275
1936	86,837	7,310
1937	94,195	9,360
1938	113,809	9,105 (A)
1939	157,983	11,341
1940	253,218	14,182
1941	345,156	19,650
1942	296,614	23,017
1943	290,350	24,407
1944	396,776	29,722
1945	633,821	41,125
1946	1,142,113	88,845
1947	1,074,183 (A)	113,284 (A)
1948	1,121,092 (A)	114,321 (A)
1949	1,241,441 (A)	127,220 (A)

(A) Revenue passengers only.

Traffic

PLANES, SEATS AND MILES

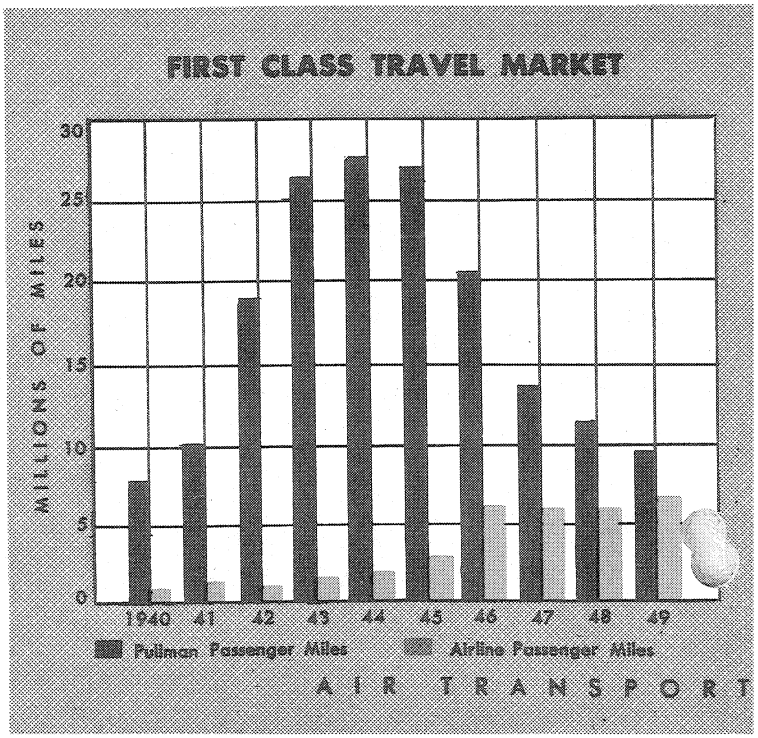
	Planes	Average Available Seats(A)	Route Miles	Revenue Miles in Passenger Service	Daily Average Revenue Miles Flown—All Services
DOMESTIC TRUNKLINES					
1940	369	16.54	44,643	109,871,044	300,823
1941	370	17.54	46,453	133,497,688	368,235
1942	186	17.91	49,297	109,648,081	305,043
1943	204	18.34	54,502	101,238,437	288,643
1944	288	19.05	62,937	133,532,043	379,050
1945	418	19.68	66,466	192,277,954	564,205
1946	659(A)	25.31	84,358	295,948,953	836,709
1947	737(B)	30.30	110,144	302,098,464	854,464
1948	779(C)	33.14	115,541	301,194,517	890,452
1949	771(D)	36.50	115,567	306,642,964	891,570
LOCAL SERVICE AIRLINES					
1945	3	8.92	2,115	278,553	4,852
1946	15	14.07	13,052	1,277,156	8,329
1947	40	18.74	17,226	8,299,228	27,678
1948	73	19.90	23,133	16,279,202	50,072
1949	99	22.46	29,963	21,355,083	67,444
INTERNATIONAL AIRLINES					
1940	68	18.28	53,322	.....	26,371
1941	83	18.03	N.A.	.....	39,480
1942	68	17.73	N.A.	.....	51,181
1943	70	17.51	27,211	.....	50,569
1944	70	18.48	29,708	.....	60,854
1945	92	18.91	38,885	30,860,064	89,339
1946	136	27.21	66,419	57,097,662	162,673
1947	138	35,18	178,768	83,126,087	236,934
1948	160	35.06	177,905	93,891,245	267,906
1949	193	37.39	209,468	97,550,463	288,954
TERRITORIAL AIRLINES					
1945	5	21.86	562	793,008	456
1946	11	23.12	562	1,006,928	664
1947	16	23.99	562	2,745,328	8,417
1948	15	24.09	744	3,361,034	9,893
1949	20	30.15	1,190	3,136,290	11,142

Territorial included in above table through 1944.
(A) 22 aircraft listed also on International certificates.
(B) 388 aircraft listed also on International certificates.
(C) 273 aircraft listed also on International certificates.
(D) 285 aircraft listed also on International certificates.

DOMESTIC AIRLINE PERCENTAGE OF FIRST CLASS TRAVEL MARKET

	Pullman Passenger Miles (000)	Airline Passenger Miles (000)	Total (000)	Airline Percentage of Total
1940	8,213,879	1,157,900	9,371,779	12.36
1941	10,070,407	1,506,303	11,576,710	13.01
1942	19,071,589	1,501,279	20,572,868	7.30
1943	25,891,466	1,670,935	27,562,401	6.06
1944	28,267,091	2,211,905	30,478,996	7.26
1945	27,275,789	3,408,290	30,684,078	11.11
1946	20,672,367	6,068,315	26,740,682	22.69
1947	13,515,792	6,307,690	19,823,482	33.40
1948	12,171,525	6,227,932	18,399,457	35.30
1949	9,493,687(A)	6,770,056	16,263,743	41.63

(A) Estimated.

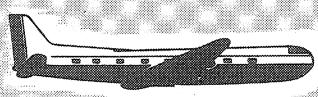


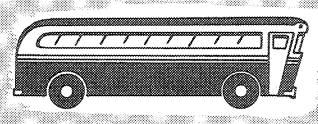
SCHEDULED AIRLINE PASSENGER FATALITIES

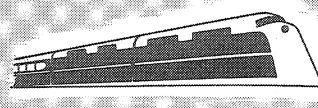
	Number of Domestic Fatalities	Fatalities Per 100 Million Passenger Miles	Number of International Fatalities	Fatalities Per 100 Million Passenger Miles	Total Number of Fatalities	Fatalities Per 100 Million Passenger Miles Domestic & International
1940	35	3.0	0	0	35	2.3
1941	35	2.3	2	1.2	37	2.2
1942	55	3.7	0	0	55	3.1
1943	22	1.3	10	3.9	32	1.7
1944	48	2.2	17	5.3	65	2.6
1945	76	2.2	17	3.7	93	2.4
1946	75	1.2	40	3.6	115	1.6
1947	199	3.2	20	1.1	219	2.7
1948	83	1.3	20	1.0	103	1.5
1949 (Est.)	93	1.3	0	0	93	1.0

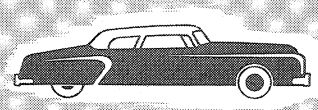
COMPARATIVE TRANSPORTATION SAFETY RECORD

Passenger Fatalities and Rate of Passenger Fatalities per 100,000,000 passenger miles









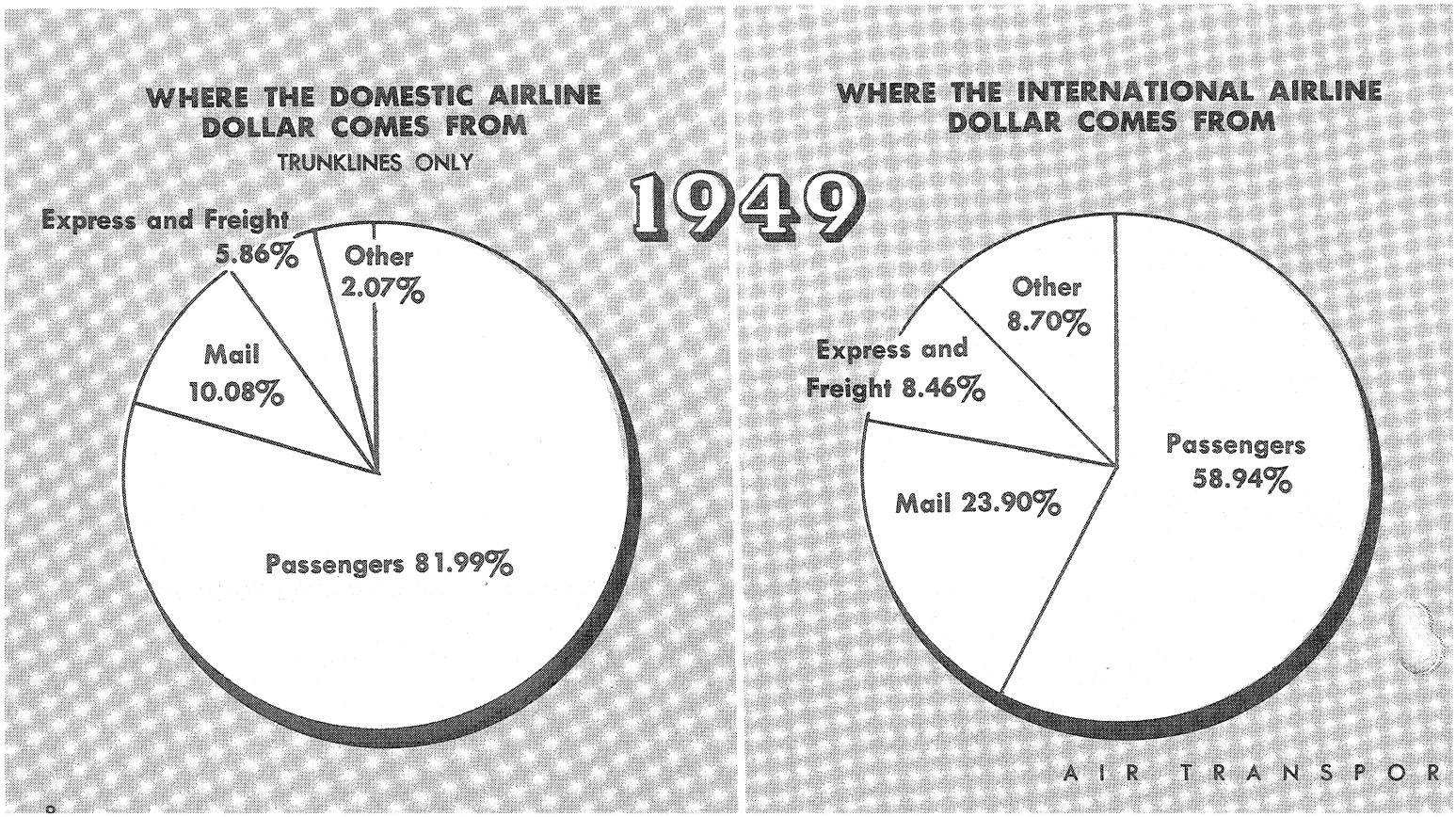
	1941	1942	1943	1944	1945	1946	1947	1948	1949
Domestic Scheduled Air Transport Fatalities	35	55	22	48	76	75	199	83	93
Rate*	2.32	3.66	1.32	2.09	2.14	1.20	3.21	1.3	1.3
International Scheduled Air Transport Fatalities	2	0	10	17	17	40	20	20	0
Rate*	1.2	..	3.9	5.3	3.7	3.6	1.1	1.0	0
Bus Fatalities	*	*	*	*	120	140	140	120	*
Rate*	.24	.23	.22	.22	.17	.19	.21	.18	*
Railroad Passenger Fatalities	39	110	262	249	145	115	75	52	25
Rate*	.14	.17	.31	.26	.16	.18	.16	.13	.07
Passenger Automobiles and Taxicabs Fatalities	*	*	*	*	12,900	15,400	15,300	15,200	*
Rate*	4.0	2.7	2.7	2.9	2.9	2.5	2.3	2.1	*

*RATE PER 100 MILLION PASSENGER MILES *Not available

Financial

AIRLINE OPERATING REVENUES

Year	Passengers	% of Total	Mail	% of Total	Express & Frt.	% of Total	Others	% of Total	Total	Total %
DOMESTIC TRUNKLINES										
1940..	$52,723,332	69.27	$19,944,587	26.21	$ 2,060,174	2.71	$ 1,380,628	1.81	$ 76,108,721	100.0
1941..	68,996,812	71.81	22,297,222	23.21	2,891,356	3.01	1,896,829	1.97	96,082,219	100.0
1942..	73,649,588	69.28	22,957,807	21.60	6,749,413	6.35	2,953,354	2.78	106,310,162	100.0
1943..	86,045,193	72.37	23,562,311	19.82	8,015,163	6.74	1,280,230	1.08	118,902,897	100.0
1944..	115,012,203	72.59	32,739,723	20.66	7,897,056	4.98	2,797,643	1.77	158,446,625	100.0
1945..	164,427,954	77.85	32,831,438	15.59	10,470,649	4.96	3,395,082	1.60	211,125,123	100.0
1946..	272,573,483	87.50	19,880,164	6.38	13,269,913	4.27	5,776,089	1.85	311,499,649	100.0
1947..	303,193,782	86.01	23,325,630	6.62	18,888,245	5.36	7,082,710	2.01	352,490,367	100.0
1948..	334,735,598	80.98	47,837,531	11.57	23,788,568	5.76	6,991,189	1.69	413,352,886	100.0
1949..	378,061,069	81.99	46,494,761	10.08	27,016,998	5.86	9,549,484	2.07	461,122,312	100.0
LOCAL SERVICE AIRLINES										
1946..	$ 314,638	16.29	$ 1,558,614	80.71	$ 13,008	0.67	$ 44,797	2.33	$ 1,931,057	100.0
1947..	2,280,124	26.99	5,957,097	70.51	60,179	0.71	150,931	1.79	8,448,331	100.0
1948..	4,666,549	28.64	11,282,490	69.25	147,959	0.91	195,511	1.20	16,292,509	100.0
1949..	7,398,375	34.57	13,503,750	63.10	245,243	1.15	253,768	1.18	21,401,136	100.0
INTERNATIONAL AIRLINES										
1940..	$ 8,812,026	32.73	$13,439,361	49.92	$ 892,761	3.32	$ 3,778,047	14.03	$ 26,922,195	100.0
1941..	14,020,811	36.91	15,472,179	40.73	1,475,207	3.88	7,021,770	18.48	37,989,967	100.0
1942..	20,970,792	51.31	9,038,810	22.12	4,318,924	10.56	6,541,299	16.01	40,869,825	100.0
1943..	19,333,389	58.87	3,624,223	11.04	4,401,466	13.40	5,480,095	16.69	32,839,173	100.0
1944..	24,287,050	62.46	2,889,093	7.43	5,405,470	13.90	6,300,788	16.21	38,882,401	100.0
1945..	38,858,800	56.23	12,264,219	17.75	7,314,743	10.58	10,673,311	15.44	69,111,073	100.0
1946..	91,416,767	62.29	25,060,600	17.08	11,413,268	7.78	18,863,467	12.85	146,754,102	100.0
1947..	140,652,113	67.29	32,299,890	15.45	17,526,276	8.39	18,531,252	8.87	209,009,531	100.0
1948..	151,337,705	60.72	57,335,669	23.00	20,808,679	8.35	19,752,146	7.93	249,234,199	100.0
1949..	167,018,535	58.94	67,736,963	23.90	23,986,378	8.46	24,644,390	8.70	283,386,266	100.0



AIRLINE OPERATING EXPENSES

DOMESTIC TRUNKLINES	Aircraft Operating Expenses	% of Total	Ground and Indirect Expenses	% of Total	Total Operating Expenses
1940	$35,178,395	50.1	$35,028,420	49.9	$70,896,615
1941	44,932,205	50.0	44,986,928	50.0	89,919,134
1942	36,392,090	43.1	47,974,400	56.9	84,366,489
1943	34,613,411	36.2	60,949,609	63.8	95,563,020
1944	45,150,125	36.3	79,371,967	63.7	124,522,092
1945	69,222,625	38.3	111,403,704	61.7	180,626,329
1946	127,411,526	40.18	189,709,954	59.82	317,121,480
1947	163,202,631	43.71	210,187,837	56.29	373,390,468
1948	189,790,818	46.15	221,486,955	53.85	411,277,773
1949*	154,715,596	47.85	168,598,036	52.15	323,313,632
* 9 months only.					
LOCAL SERVICE AIRLINES					
1946	$999,175	48.49	$1,064,254	51.65	$2,060,429
1947	4,462,227	49.20	4,607,078	50.80	9,069,305
1948	8,321,371	52.26	7,602,141	47.74	15,923,512
1949*	8,576,095	52.87	7,646,424	47.13	16,222,519
* 9 months only.					
INTERNATIONAL AIRLINES					
1940	N.A.	N.A.	N.A.	N.A.	N.A.
1941	N.A.	N.A.	N.A.	N.A.	N.A.
1942	N.A.	N.A.	N.A.	N.A.	N.A.
1943	$11,991,694	37.38	$20,087,295	62.62	$32,078,989
1944	13,352,194	34.04	25,874,474	65.96	39,226,668
1945	22,918,033	37.11	38,846,750	62.89	61,764,783
1946	52,465,127	37.51	87,377,719	62.49	139,842,846
1947	93,765,716	44.80	115,527,815	55.20	209,293,532
1948	110,992,589	47.17	124,294,394	52.83	235,286,983
1949*	91,135,640	47.51	100,697,428	52.49	191,833,068
* 9 months only.					

DIRECT AIRCRAFT OPERATING EXPENSES

DOMESTIC TRUNKLINES	Flying Operations	% of Total	Direct Maintenance Flight Equip.	% of Total	Depreciation Flight Equip.	% of Total
1940	$22,092,628	31.5	$7,495,998	10.7	$5,589,769	7.9
1941	27,391,837	30.5	9,789,797	10.9	7,750,571	8.6
1942	21,865,924	25.9	8,664,437	10.3	5,861,730	6.9
1943	20,739,121	21.7	9,132,260	9.5	4,742,030	5.0
1944	28,238,316	22.7	11,892,963	9.6	5,018,845	4.0
1945	43,421,033	24.0	16,392,654	9.1	9,408,938	5.2
1946	69,729,554	21.99	32,490,116	10.25	25,191,856	7.94
1947	85,932,761	23.01	41,029,360	10.99	36,240,510	9.71
1948	104,163,765	25.33	46,093,128	11.21	39,533,925	9.61
1949*	88,375,630	27.33	37,166,012	11.50	29,173,954	9.02
* 9 months only.						
LOCAL SERVICE AIRLINES						
1946	$497,438	24.14	$347,727	16.88	$151,010	7.33
1947	2,203,155	24.29	1,336,677	14.74	922,395	10.17
1948	4,526,827	28.43	2,348,309	14.75	1,446,234	9.08
1949*	4,602,913	28.37	2,262,285	13.95	1,710,897	10.55
* 9 months only.						
INTERNATIONAL AIRLINES						
1940	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
1941	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
1942	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
1943	$8,074,416	25.17	$2,172,952	6.77	$1,744,326	5.44
1944	8,469,557	21.59	3,030,386	7.73	1,852,251	4.72
1945	15,297,599	24.77	5,198,602	8.42	2,421,832	3.92
1946	32,447,634	23.20	11,063,761	7.91	8,953,731	6.40
1947	53,188,663	25.41	21,997,077	10.51	18,579,977	8.88
1948	67,163,026	28.55	24,241,052	10.30	19,588,511	8.33
1949*	53,730,367	28.01	19,970,820	10.41	17,434,453	9.09
* 9 months only.						

Financial

AIRLINE INDUSTRY NET OPERATING INCOME*

	DOMESTIC TRUNKLINES		FEEDERLINES		INTERNATIONAL	
	Operating Income	% Gross Operating Revenue	Operating Income	% Gross Operating Revenue	Operating Income	% Gross Revenue
1940	$5,914,506	7.77	..	..	N.A.	..
1941	7,293,286	7.59	..	..	N.A.	..
1942	25,980,988	24.44	..	..	N.A.	..
1943	26,974,990	22.36	..	..	N.A.	..
1944	36,093,932	22.78	..	..	N.A.	..
1945	33,451,627	15.84	..	..	N.A.	..
1946	(5,228,439)	Loss	($129,372)	Loss	$6,911,256	4.71
1947	(20,900,101)	Loss	(620,974)	Loss	(284,001)	Loss
1948	2,075,114	0.50	368,998	2.34	13,947,216	5.60
1949	23,562,699	5.11	(1,055,000)	Loss	20,064,922	7.08

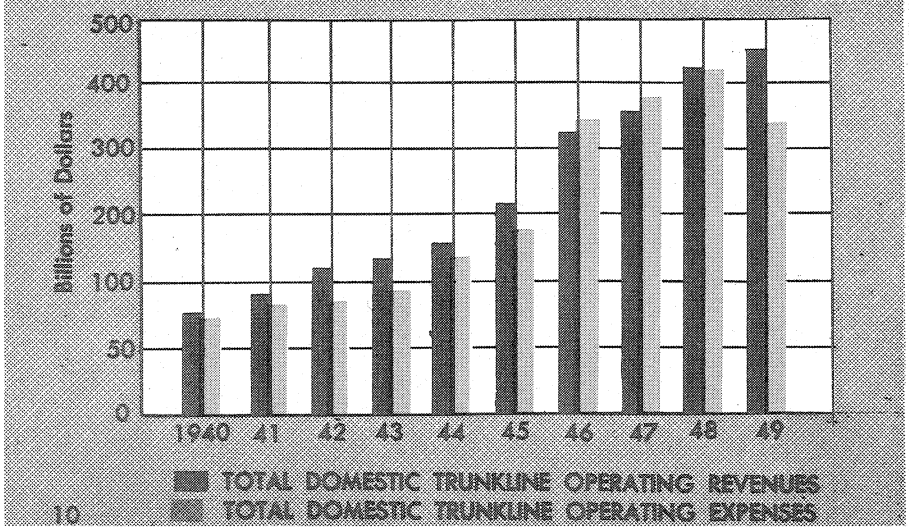
* All income figures are before Federal income taxes.

ASSETS & LIABILITIES · DOMESTIC TRUNK AIRLINES

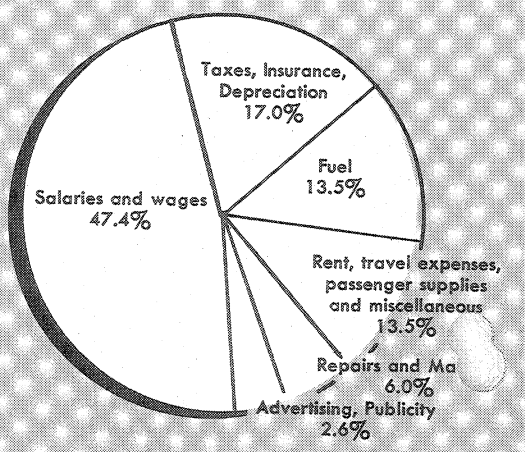
SELECTED YEARS	1940	1948	1949(A)	1949(B)
Current assets	$36,017,487	$171,858,000	$204,753,000	$195,548,186
Flight equipment (net)	31,221,243(C)	192,353,000	180,248,000	176,458,316
Other operating property	.....	63,942,000	63,336,000	64,504,201
Non-operating property	117,026	5,780,000	3,880,000	4,140,152
Other assets	4,030,661	50,307,814	47,701,000	47,626,210
Total assets	71,386,417	484,240,814	499,918,000	488,277,065
Current liabilities	15,391,299	99,836,921	102,330,000	109,192,327
Long term debt	4,257,770	172,624,519	154,695,000	145,308,171
Capital stock	27,390,060	121,312,622	123,707,000	123,599,063
Capital surplus	21,165,185	60,573,065	63,418,000	63,199,122
Earned surplus	1,638,089	13,943,165	36,323,000	22,878,642
Operating reserves	273,173	2,387,158	3,251,000	2,855,735
Other liabilities	1,270,841	13,563,165	16,194,000	14,099,588
Net worth and liabilities	71,386,417	484,240,814	499,918,000	488,277,065
Net worth	50,193,334	195,828,851	223,448,000	209,676,827

(A) As of September 30. (B) As of June 30. (C) Includes other operating property.

10 YEAR TREND OF TOTAL DOMESTIC TRUNKLINE OPERATING REVENUES AND EXPENSES



WHERE THE DOMESTIC AIRLINE DOLLAR GOES (FIRST 9 MONTHS 1949)



POST OFFICE DEPARTMENT AIR MAIL REVENUES AND PAYMENTS

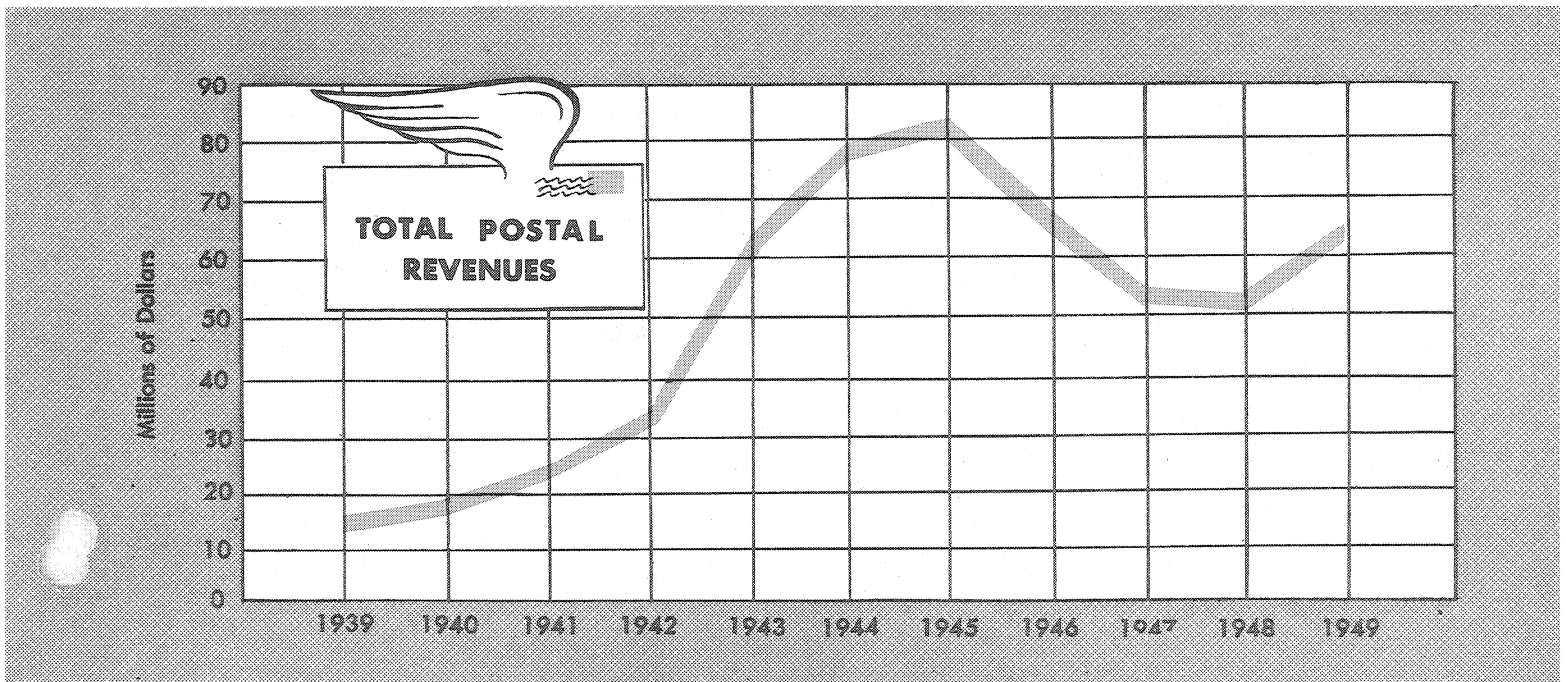
DOMESTIC / AIRLINES

Fiscal Year Ending June 30	Postal Revenues	Payments to Airlines	All Allocated Costs (C)	Net Result for P.O.
1939	$ 16,326,358	$ 17,020,169	$ 24,887,824	—$ 8,561,466
1940	19,122,906	19,425,732	28,341,758	— 9,218,852
1941	23,920,465	20,687,220	31,174,112	— 7,253,647
1942	33,417,367	23,473,170	37,092,816	— 3,675,449
1943(A)	62,818,568	23,308,477	44,463,207	+ 18,355,361
1944	79,412,510	28,401,371	49,794,609	+ 29,617,901
1945	81,237,389	35,536,292	49,902,849	+ 31,334,540
1946	68,427,924	27,865,112	49,578,803	+ 18,849,121
1947	54,356,782	33,764,000	73,446,659	— 19,089,877
1948	53,586,950	47,000,000	80,662,381	— 27,075,431
1949	65,385,603	66,973,317	102,646,667	— 37,261,064
	$558,012,822	$343,454,855	$571,991,685	—$13,978,863

INTERNATIONAL AIRLINES

Fiscal Year Ending June 30	Postal Revenues	Payments to Airlines	All Allocated Costs	Net Result for P.O.	Domestic & International Total Net Result for P.O.
1939	$ 3,925,513	$ 9,327,445	$ 9,903,372	—$ 5,977,859	—$14,539,325
1940	5,914,405	12,438,825	13,223,146	— 7,308,741	— 16,527,593
1941	9,309,793	15,639,439	16,584,395	— 7,274,602	— 14,528,249
1942	12,015,863	14,411,422	15,598,395	— 3,582,532	— 7,257,981
1943(A)	28,500,000	5,563,283	24,057,541	+ 4,442,459	+ 22,797,820
1944(B)	51,276,499	2,969,618	30,071,926	+ 21,204,573	+ 50,822,474
1945	110,675,066	6,135,402	58,634,868	+ 52,040,198	+ 83,374,738
1946	58,081,237	13,032,000	52,610,909	+ 5,470,328	+ 24,319,449
1947	21,772,598	27,262,000	33,144,101	— 11,371,503	— 30,461,380
1948	23,815,519	41,402,711	51,571,220	— 27,755,701	— 54,831,132
1949	25,695,375	56,748,980	73,418,670	— 47,723,295	— 84,984,359
	$ 350,981,868	$204,931,125	$378,818,543	—$27,836,675	—$41,815,538

Beginning with 1939, CAB rate superseded contract rates.
(A) No cost ascertainment report for 1943. Expenses are estimates.
(B) During war years overseas mail except to South America was carried by Air Transport Command. Sums paid to airlines negligible.
(C) Includes costs of field air mail salaries.



Air Mail

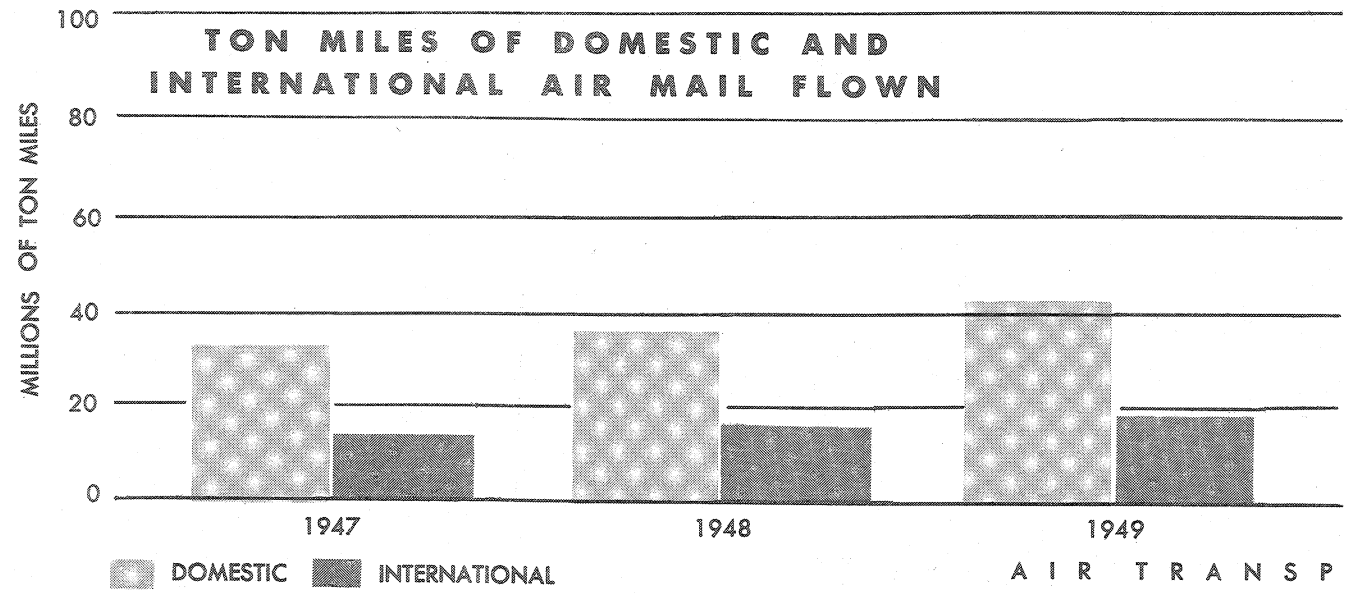
AIR MAIL • MILES AND PAYMENTS

Fiscal Year Ending June 30	DOMESTIC AIRLINES Payments Per Plane Mile	Pound Miles Per Route Mile	Revenue Mail Miles Flown	Route Miles Air Mail Service	Pound Miles Performed (000)	INTERNATIONAL Plane Miles Flown	Payments Per Plane Mile
1939.....	.326	426,608	52,141,758	37,080	15,818,617	5,357,405	1.74
1940.....	.328	492,090	59,236,453	37,943	18,671,367	5,907,124	2.10
1941.....	.273	513,579	75,689,839	43,411	22,294,962	8,238,349	1.65
1942.....	.263	703,768	89,307,567	44,623	31,404,257	8,858,294	1.61
1943.....	.262	1,251,401	88,963,296	45,304	56,492,340	15,633,483	.36
1944.....	.264	1,734,022	107,650,804	49,482	84,579,690	19,485,789	.17
1945.....	.213	2,162,025	166,576,371	56,849	122,908,961	24,275,760	.25
1946.....	.121	1,772,013	221,724,860	57,377	101,672,777	40,659,256	.27
1947.....	.069	658,592	314,505,965(A)	102,454	67,475,414(A)	61,213,887	.31
1948.....	.109	520,562	321,661,665(A)	130,093	67,716,848(A)	91,439,534	.44
1949.....	.191	531,263	333,245,576(A)	155,314	82,513,520(A)	97,459,137	.62

(A) Subject to adjustment.

MAIL TON MILES FLOWN MONTHLY

	DOMESTIC 1947	1948	1949	INTERNATIONAL 1947	1948	1949
January.....	2,664,908	2,757,163	3,330,170	744,178	1,105,852	1,629,104
February.....	2,643,005	2,637,334	3,246,336	777,384	1,131,463	1,477,374
March.....	2,847,484	3,069,795	3,677,885	1,091,284	1,337,956	1,651,236
April.....	2,782,585	2,843,869	3,598,234	1,098,071	1,313,260	1,692,416
May.....	2,798,107	2,955,846	3,364,766	1,140,266	1,308,798	1,572,508
June.....	2,655,748	2,900,079	3,274,250	1,030,788	1,305,528	1,510,107
July.....	2,582,940	2,798,491	2,954,599	1,017,878	1,321,279	1,472,381
August.....	2,502,574	2,926,753	3,159,571	1,027,041	1,278,551	1,463,055
September.....	2,487,413	3,107,066	3,137,299	964,906	1,246,356	1,401,918
October.....	2,811,656	3,363,773	3,292,972	1,059,957	1,473,950	1,492,467
November.....	2,594,889	3,401,554	3,357,811	1,036,435	1,709,942	1,497,093
December.....	3,714,866	5,163,673	5,018,961	1,767,810	2,589,235	2,506,110
TOTAL.....	33,086,175	37,925,396	41,412,854	12,755,998	17,122,170	19,365,769

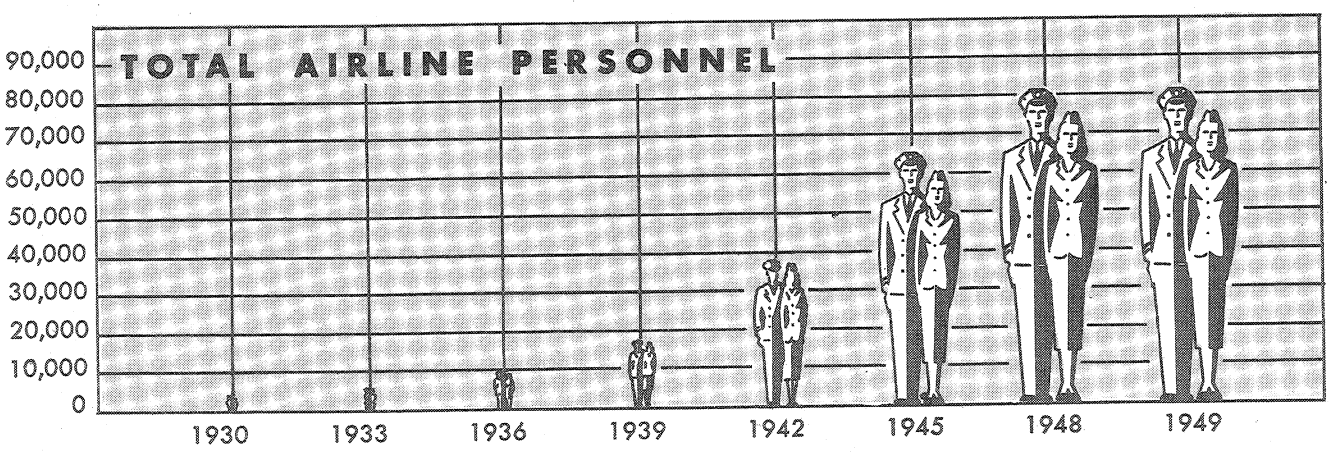


DOMESTIC AIRLINES

Year	Pilots & Copilots	Pursers Stewards Stewdsses.	Other Flight Personnel	Meteorol-ogists & Dispatchers	Mechanics	Other Hangar and Field Personnel	Ticket Agents and Reservationists, Office Employees	All Others	Total
1932	640	0	0	0	1,641	939	800	0	4,020
1933	680	0	0	0	1,810	1,089	790	0	4,369
1934	667	0	0	0	1,650	923	961	0	4,201
1935	874	213	0	0	2,016	470	2,372	0	5,945
1936	1,055	333	0	0	2,164	546	2,981	0	7,079
1937	1,064	339	0	0	2,228	658	3,297	0	7,586
1938	1,135	358	0	186	2,436	712	3,715	472	9,008
1939	1,412	536	0	181	2,822	877	4,583	228	10,639
1940	1,934	914	18	193	4,054	1,880	5,855	1,131	15,984
1941	2,217	1,028	19	220	4,423	2,224	7,807	1,285	19,223
1942	2,194	753	112	1,581	9,348	2,969	7,717	2,236	26,910
1943	2,125	845	8	1,685	8,271	3,356	10,973	2,391	29,654
1944	2,879	1,322	11	1,870	7,136	3,509	12,201	2,270	31,198
1945	4,967	2,075	108	2,613	10,844	7,012	19,241	3,453	50,313
1946	5,712	3,342	98	3,577	16,107	10,307	24,626	5,413	69,182
1947	5,030	3,061	181	2,619	15,372	8,407	21,980	2,348	58,998
1948	5,134	2,975	312	2,791	14,822	9,118	16,864	7,250	59,266
1949(Est.)	5,277	3,237	598	2,735	14,325	9,530	16,798	7,516	60,016

INTERNATIONAL AIRLINES

1932	77	0	0	0	435	576	502	0	1,590
1933	77	0	0	0	517	750	584	0	1,926
1934	92	0	0	0	558	928	698	0	2,276
1935	121	0	0	0	602	1,048	636	0	2,407
1936	186	57	0	0	710	1,221	742	0	2,916
1937	291	81	0	0	1,050	1,698	880	0	4,000
1938	278	93	0	0	977	1,923	995	0	4,266
1939	287	103	7	0	1,181	2,138	1,559	0	5,275
1940	340	122	15	0	1,359	2,397	1,834	0	6,067
1941	447	182	30	0	1,966	2,707	1,903	0	7,235
1942	452	378	129	29	3,534	4,415	3,366	0	12,803
1943	207	147	322	511	2,140	1,835	1,859	2,604	9,625
1944	466	194	266	631	2,827	2,239	3,033	1,753	11,409
1945	930	411	938	864	5,099	2,435	4,663	2,628	17,968
1946	1,508	1,079	1,405	1,454	7,269	2,463	6,961	5,233	27,372
1947	1,603	1,016	1,152	1,211	5,774	3,201	10,679	1,518	26,154
1948	1,532	1,032	1,161	901	4,414	2,899	3,908	4,826	20,673
1949(Est.)	1,584	1,099	1,101	914	3,488	2,163	3,631	4,196	18,176



AIRCRAFT UTILIZATION DOMESTIC AIRLINES

(Selected Years)

	No. of Engines	1940 No. Planes	1940 Av. Mi. Per Day	1945 No. Planes	1945 Av. Mi. Per Day	1948 1/ No. Planes	1948 1/ Av. Mi. Per Day	*1949 1/ No. Planes	*1949 1/ Av. Mi. Per Day
Beechcraft	2	....	.....	0.8	66	6.5	219	....	.....
Boeing									
247-D	2	34.9	468	....	.....	0.8	800	....	.....
SA-307B	4	3.1	1,354	3.6	2,094	5.0	1,326	5.0	1,306
377	4	....	.....	....	.....	....	.....	7.0	306
Consolidated-Vultee									
Convair	2	....	.....	....	.....	9.3	907	92.0	834
Douglas									
DC-2	2	42.2	715	....	.....	....	.....	....	.....
DC-3	2	145.2	1,198	314.4	1,756	429.2	1,194	404.0	898
DST	2	38.6	1,569	....	.....	....	.....	....	.....
DC-4	4	....	.....	....	.....	155.0	1,317	158.0	947
DC-6	4	....	.....	....	.....	46.3	1,825	104.0	1,626
Lockheed									
Electra	2	33.8	58.3	1.3	727	....	.....	....	.....
Lodestar	2	4.4	661	17.7	1545	12.0	258	11.0	909
Constelation	4	....	.....	....	.....	30.9	1,828	51.0	1,688
Sikorsky	2	6.0	203	2.0	184	....	.....	....	.....
Stinson									
Single Motor	1	....	.....	10.9	404	7.0	439	....	.....
Tri-motored	3	2.0	109	4.0	61	....	.....	....	.....
Martin 202	2	....	.....	....	.....	15.4	843	24.0	1,107
Curtiss 46	2	....	.....	....	.....	2.0	73	2.0	129

*1/ Includes local service and territorial lines. 1949 data for 10 months only.

FUEL CONSUMED

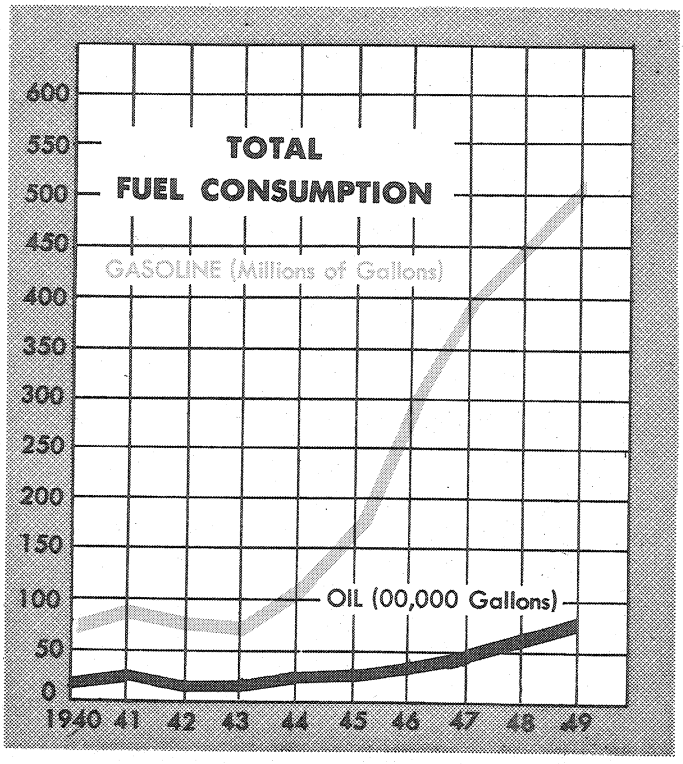
INTERNATIONAL AIRLINES

	Gasoline (Gallons)	Oil (Gallons)
1940	8,860,034	183,518
1941	11,302,376	(A) 276,454
1942	16,811,959	(A) 329,154
1943	13,760,354	242,577
1944	15,648,426	243,836
1945	25,086,866	315,930
1946	59,543,323	767,569
1947	102,723,690	1,224,810
1948	123,403,583	1,296,952
1949	135,088,198	1,567,739

(A) Estimated.

DOMESTIC AIRLINES

1940	65,674,895	1,104,289
1941	81,657,020	1,282,064
1942	68,908,271	1,008,371
1943	65,025,412	894,262
1944	89,513,646	1,266,741
1945	134,824,120	1,709,566
1946	236,388,751	2,876,250
1947	294,196,130	3,733,728
1948	332,423,553	4,250,151
1949	372,217,484	4,684,760



AIRPORTS BY CLASSES
(AS OF DECEMBER 31)

Length of Runways	1941	1942	1943	1944	1945	1946	1947[A]	1948[A]	1949[A]
1800–2700 ft. Class I and under	1,523	1,238	910	1,215	1,620	2,491	3,525	4,006	4,054
2500–3500 ft. Class II	702	905	774	936	1,091	758	845	972	994
3500–4500 ft. Class III	187	367	430	464	484	485	422	471	501
4500–5700 ft. Class IV	72*	299*	366	473	488	443	314	361	368
5700–6700 ft. Class V	....	....	289	339	343	313	100	131	135
6700–7700 ft. Class VI and over	....	....	....	....	....	....	52	75	79
TOTALS	2,484	2,809	2,769	3,427	4,026	4,490	5,258	6,016	6,131

* Class IV and over. (A) Civil Airports only.

USE OF AIRPORTS—Number of Flight Operations

Fiscal Year	Military	Civil	Air Carrier	Air Carrier Percentage
1944	8,390,000	3,594,000	916,000	7.1
1945	6,460,567	3,343,303	1,409,102	12.6
1946	2,457,878	5,091,671	2,042,049	21.3
1947	1,402,909	11,262,191	2,630,472	17.2
1948	1,871,413	13,820,525	3,052,781	16.3
1949	2,689,408	11,406,562	3,489,061	19.8

All figures include LaGuardia Airport, which was operated by New York City until October 1, 1946 when CAA took over control towers there.

AIRLINE POINTS—Certificated as of 31 December 1949

	Points in Use	Points Not Served	Total points Authorized
Trunk lines, exclusively	208	41	249
Local service airlines, exclusively	158	217	375
Combination trunk and local service	159	10	169
Cargo, exclusively	...	6	6
TOTAL	525	274	799

ROUTE MILEAGE—As of December 31, 1949

DOMESTIC TRUNK	
American	20,026
Braniff	4,831
Capital	5,810
Catalina	47
Chicago & Southern	6,119
Colonial	1,382
Continental	3,800
Delta	7,349
Eastern	13,202
Hawaiian	402
Inland	1,913
Mid Continent	4,474
National	2,702
Northeast	2,182
Northwest	11,130
Pan American	34
TWA	11,582
Trans Pacific	402
United	15,881
Western	3,103
TOTAL	116,371

TOTALS	
Total Trunk & Local Service	146,334
Total International and Overseas	209,854
GRAND TOTAL	356,188

INTERNATIONAL	
American Overseas	9,134
Braniff	7,597
Caribbean Atlantic	386
Chicago & Southern	3,270
Colonial	2,030
Eastern	917
National	445
Northwest	15,977
Pan American	127,930
Pan American-Grace	10,653
TWA	23,317
UMCA	382
Western	1,640
TOTAL	203,678

OVERSEAS	
Eastern	1,040
Northwest	2,736
United	2,400
TOTAL	6,176

LOCAL SERVICE	
All American	3,395
Air News	425
Arizona	1,020
Bonanza	664
Central	1,347
Challenger	2,394
Empire	754
Helicopter Air	308
Island Air Ferries	227
Los Angeles Airways	373
Mid-West	1,280
Monarch	1,683
Parks	2,785
Piedmont	1,904
Pioneer	2,181
Purdue	106
Robinson	561
Southern	1,332
Southwest	1,272
Trans Texas	2,061
Turner	661
West Coast	885
Wiggins	633
Wisconsin Central	1,712
TOTAL	29,963

AIR TRANSPORT ASSOCIATION OF AMERICA

Team-work for progress is the objective of the Air Transport Association of America. Its activities range from development of safety to study of legislation; from economic surveys to analysis of operating costs; from development of better air terminals to the full promotion of air transport by the public. Through ATA the experience and attainments of individual airlines are quickly combined to the advantage of all. Through ATA the efforts of eight government agencies and four private agencies are welded into unified action for the benefit of the travelling public and the national welfare.

The ATA is the cooperative industry organization founded in 1936 and composed of the United States Flag Airlines certificated by the Civil Aeronautics Board for scheduled service over regularly established routes. The operations of the member carriers are domestic, territorial, and international in scope. Their field covers the transportation of passengers, property and mail by aircraft. The Association concluded the year 1949 with 34 members operating in and from the United States; together with two associate members in Canada, two associates in Latin America, and one in Hawaii. Thirteen members are local service airlines which are duly certificated regional carriers.

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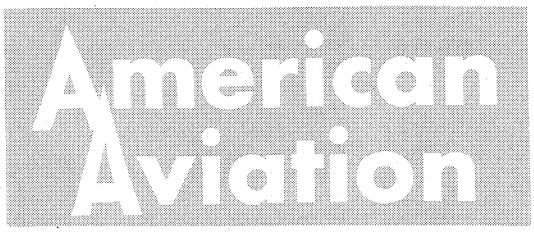
AMERICAN AVIATION is honored to present the Air Transport Association's 11th Annual Edition of "Facts and Figures" (formerly called "Little Known Facts") about the U. S. scheduled certificated airlines. These Facts and Figures, assembled by ATA from revised data filed by the carriers with the Civil Aeronautics Board, show significant development and progress of the air transport industry throughout the years.



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