

An aerial, black and white photograph of a rural landscape. A road winds through the scene, leading towards a small white house with a dark roof. The surrounding area is a mix of fields and trees. In the distance, there are rolling hills under a sky filled with large, dramatic clouds. The overall tone is historical and documentary.

**AIR TRANSPORT
FACTS and FIGURES**

13th EDITION

1952

C

ontinued Growth of Scheduled Airlines Due to Safety, Economy, and Dependability



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.

BELEIVING that the best air transport service can be brought to the public through joint action and a united front, the scheduled airlines of the United States established the Air Transport Association 16 years ago.

Through this organization, then as now, the scheduled airlines strive to provide the public with the utmost flying safety at the minimum cost with the maximum dependability.

Through ATA the efforts of eight government and four private agencies concerned with aviation are welded into unified action for the benefit of the traveling public, the Postal Service, and the National Defense. For example, in the course of a typical year, one ATA employee working on aids and techniques designed to insure safe, all-weather flying to airline passengers, contacts an average of 235 members of the scheduled airlines, 222 representatives of government and 126 individuals connected with related industries. Such concentrated effort has resulted in a system of operational regularity which delivers passengers, mail and cargo safely and with minimum delay due to weather.

Since hostilities in the Pacific began, ATA has been responsible for coordinating the allocation of scheduled airline planes to the Korean Airlift. Through the Military Bureau of the Air Transport Association, military movements are expedited domestically over the routes of the member airlines. This means that troops back from the Korean front can reach their homes in the shortest possible time.

Through special committees within the framework of ATA, composed of airline and ATA representatives, the scheduled airlines are continuously working on such problems as reducing noise; improving passenger service; better baggage control; speeding of airmail and air parcel post; development of air terminals; cutting visa, passport and customs red tape; standard design specifications for aircraft and aircraft equipment; and improvement of ground equipment.

That the public has accepted the safe, economical, and expedient services which the scheduled airlines provide, is proved by the record which the industry has achieved to date.

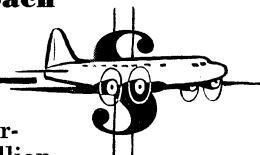
A national transportation policy should be based briefly and simply on three words: Safety, Economics, and Stability.

Emory S. Land President

Air Transport Association of America

HIGHLIGHTS of SCHEDULED AIR TRANSPORT

Scheduled Airlines Approach Billion Dollar Business



During 1951, the scheduled airlines flew more than 24½ million domestic and international passengers over 13 billion passenger miles—a 28.6% increase in passenger mileage over the previous year. This represents 78.4% of the near billion dollars in revenues received for scheduled airline services.

Nine Times Safer To Fly Today Than in 1931



The domestic scheduled airlines have made spectacular safety progress, as shown by comparing the four five-year safety records for the past 20 years; 15, 6.1, 2.4 and 1.7 passenger fatalities per 100 million passenger miles, respectively.

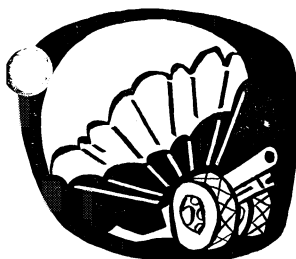
Local Service Lines Show Spectacular Gains



Percentagewise, the local services increased their traffic over 1950 as follows: passengers—54.1%; passenger miles—56.5%; total revenue ton miles (mail, express and freight)—54.9%.



Speeding America's First Line of Defense



By serving the factories producing vital supplies for the military, the scheduled airlines shortened during 1951 America's first line of defense—the production line. Essential supplies are flown where needed in the shortest possible time.

Noise Reduction An Important Airline Target



The reduction of noise in communities adjacent to airports was a prime concern of the airlines during 1951, with noise abatement committees formed to combat the problem. Such activities are high on the industry's agenda of "musts" and will be continued throughout 1952.

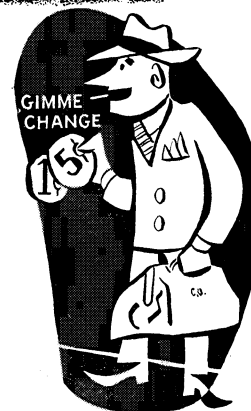
Smaller World For More People



The Civil Aeronautics Board's approval of international air coach service, scheduled to go into effect in May, 1952, will reduce the cost of travel to Europe 30% below present first-class fares.

Fares Cut In Half

A quarter-century ago the average airline fare was 12c per passenger-mile. By 1951 the cost per passenger-mile had dropped about 55%—to 5½c, and for air coach or tourist service the air traveler pays only 4¾c per passenger-mile.



Air Mail Rates to Post Office Drop 38-½ Percent

Though the domestic trunk lines flew about 37% more mail than in 1950, airline mail revenues were down 16%. This was due to heavy reductions in air mail rates—from 99.99c to 61.5c per ton mile.



Scheduled Airlines' Military Bureau Aids National Defense

During the two years of its existence, the Military Bureau of the scheduled airlines has operated over 8,000 commercial air movements for the military, transporting nearly a quarter of a million military personnel.





Scheduled Airlines Celebrate Silver Anniversary

The year 1951 celebrated the 25th anniversary of scheduled air transportation in the United States. It was a year during which the scheduled airlines flew nearly 12 times as many passengers in a single day as they flew during the entire year 1926. It was a year when more than 24½ million domestic and international passengers bought tickets on the scheduled airlines. They flew more than 13 billion passenger-miles. (A passenger-mile is one passenger traveling one mile.) This was a 29 percent increase in passenger mileage above 1950.

Mail ton miles jumped to approximately 86 million, for a gain of 27 percent above 1950. (A ton-mile is one ton carried one mile.)

The combined express and freight flown by the scheduled airlines in 1951 amounted to nearly 213 million ton-miles. This represented a 0.5 percent gain in ton-mileage above the previous year.

These achievements have been due to the scheduled airlines' continuous improvement in safety, speed and dependability during the past quarter of a century.

Scheduled Air Coach or Tourist Travel

The growth of scheduled air coach or tourist travel was among the outstanding accomplishments of the scheduled airlines during 1951. At the end of the year the nine scheduled domestic carriers offering coach or tourist service were operating 64 daily flights between 34 cities. Air coach, together with family fare and excursion traffic, equalled more than 12 percent of the total passenger volume in 1951. Present plans of the scheduled carriers for increasing air coach or tourist service give promise of a still wider public distribution of the benefits of air transportation.

International Air Tourist Travel

May 1, 1952 will see the inauguration by the scheduled airlines of transatlantic air coach or tourist service. The fares for this class of travel will be 30 percent below present first class fares. This low fare service will make possible a two weeks vacation in foreign lands for thousands of Americans heretofore unable to travel so far in so short a time. The U. S. scheduled airlines have for some time been providing travel at tourist rates to Bermuda and to most of the countries of Latin America.

Major Cities Become Suburbs

1951 marked the inauguration of commutation service between New York and Chicago, the two heaviest traffic centers in the United States. This means that it is possible to leave either city in the morning by plane, travel to the other city, transact business, and return to the point of origin the same day. Between these points, the scheduled airlines are offering 63 nonstop flights a day in both directions. This service linking the two largest cities of the U. S. is unmatched anywhere else in the world. Commutation by scheduled air carriers has been in effect for some time between New York and Washington, New York and Boston, and San Francisco and Los Angeles.

Local Service Airlines



The air age has come to "small-city" America on the wings of the local service airlines. Of the 350 cities served by these airlines, a substantial number have populations of as few as 3,000 people. The average distance flown between stops by aircraft in local airline service is about 60 miles.

In 1946, their first full year of operation, the local service lines flew 25,000 passengers 6,812,000 passenger-miles. In 1951 they carried nearly 1,493,000 passengers 294,436,000 passenger-miles, registering gains of 580% in passengers carried and 424% in passenger-miles flown.

The local service airlines now fly routes totaling more than 30,000 miles, stretching from the Atlantic to the Pacific and from Canada to the Gulf. The 18 lines operate 130 planes and employ 3,800 people.

The aircraft used by most of the local service airlines in both their military and civil operations is the ever-reliable DC-3. It is estimated that in addition to the 43 U. S. scheduled airlines using the DC-3, roughly 6,000 of these planes are operating throughout the world. Since a sizeable portion of the U. S. is dependent upon the DC-3 for air transportation, especially for the short-haul operations engaged in by the local service airlines, it can be assumed that the DC-3 will be in scheduled airline service for some time to come.

SAFETY

First and Foremost

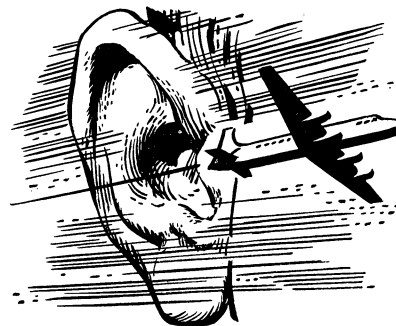


Safety continued to be the major concern of the scheduled airlines during 1951. In a year when there was an average of 12,464 daily takeoffs and landings, the percentage of fatal crashes in total daily operations was roughly 1/10,000 of one percent. Combined domestic and international carriers achieved a safety record of 1.3 fatalities per 100 million passenger miles. This represented the second lowest fatality record for combined domestic and international scheduled air carriers ever to be attained in one year.

Improvement of flying safety begins on the drawing boards of aircraft engineers and designers and continues through stages of development, testing and manufacture to the finished product. Just as safety is engineered into the airplane, the development of sound safety procedures by the Civil Aeronautics Administration, the airlines and the pilots, has converted flying from the romantic venture of old to a safe routine today. The continuing emphasis on safety continues well beyond the production and operation of the plane itself. Daily inspection and extra efforts and extra steps throughout overhaul operations make doubly sure the scheduled airliner will perform at peak efficiency.

NOISE

Price of Progress



Scheduled air transport is a vital part of the nation's transportation system. Admittedly, aircraft do make noise, as do other modes of transportation. Often the noise of aircraft is disturbing to those living in areas of air traffic density. The noise of trains and motor vehicles is also a source of disturbance to those living near railroads and highways. However, this same noise means power, and power means speed—speed to serve the nation in terms of the tempo of contemporary living.

The degree of noise disturbance in an area may frequently depend upon the plane creating the noise. During World War II, the strange, uneven sound of Japanese airplanes overhead was highly distasteful, while an equal racket by our own planes was soothing and reassuring. In other words, the noise of our own aircraft is a reminder that they are ready to move into action in an emergency.

That noise is an integral part of 20th century living does not mean that the scheduled airlines are not trying to reduce their share of it. Whenever possible, special airport runways are used, designed to carry air traffic away from heavily populated areas. Since wind is an important safety factor in the takeoff and landing of aircraft, these runways are used only if crosswind velocity is 15 MPH or less. Also, airports away from heavily populated communities are used by the scheduled airlines when practic-

able for training, testing and other activities which would create noise in sensitive areas. While observing every feature consistent with safety, the scheduled airlines are striving to alleviate the noise problem which confronts those living in today's world.



The growing realization by the traveling public of the sound safety record achieved by the scheduled airlines, and the constant improvement in passenger service and airline equipment are reflected not only in the number of airline passengers, but also in the industry's revenues for 1951, which registered 21 percent over the previous year. However, of the \$121 million in net operating income (before taxes) received in 1951, about one half was required for payment of Federal income taxes. In addition, the scheduled airlines collected for the Federal Government approximately \$67 million in transportation taxes during the year.

Air Mail Revenues

Although the volume of air mail flown by the scheduled airlines increased 27 percent in 1951, the revenues received for this service were below that of 1950. This was due to the lowering of the average rate of mail payments per ton-mile for the trunk lines from \$1.00 in 1950, to approximately 60c per ton-mile in 1951. For example, the 16 domestic trunk lines received almost \$39 million in mail revenues in

1951, as against almost \$46.5 million in 1950, despite an increase in volume of mail flown from 46 million ton-miles in 1950 to 63 million ton-miles in 1951. Today, 5 percent of the scheduled airline revenue comes from mail. In 1938 it was 37 percent. Major revenue today comes from passenger traffic, which in 1951 represented 86 percent of the total revenues.

One of Today's Best Purchases

The cost of air travel to the public has been greatly reduced since 1926. In that year, the average fare was 12c per passenger mile, and the average speed of aircraft in scheduled service was 90 miles per hour. Today in modern aircraft at speeds averaging 200 miles per hour, the average fare per passenger mile is about 5½c, and air coach or tourist service costs the traveller only 4¼c per passenger mile.

It is noteworthy that the reduction of air rates has been accompanied by an immeasurably improved quality of air travel—in comfort, in speed, in service and in scheduling. That's a solid contribution to the American standard of living. The reason lies primarily in the safe, modern, and efficient aircraft flown by the scheduled airlines today, and to the economies which the airlines have been able to bring to their activities through expert management.



The spectacular event of 1951, as of 1950, was the contribution of the scheduled airlines to the Pacific Airlift. Since the hostilities in Korea began, they have supported the military in this vital activity. They have provided the Military Air Transport Service with from 35 to 40 of their long-range four-engine equipment for the purpose of speeding men and essential supplies to Korea and of evacuating civilians and wounded on return flights.

"Operation Pacific," as this movement is called, is substantially another Berlin Airlift. It is a team of thousands of airline personnel working together in a 24-hour round-the-clock operation. Up to the end of 1951, the scheduled air carriers engaged in Pacific airlift operations flew 110,000 passengers and 14,800 tons of cargo to and from Japan.

Complementing domestically the military airlift to Korea, the scheduled air carriers in civilian service flew during 1951 more than 50,000 military personnel every month. A substantial amount of this traffic was carried by the local service airlines between military centers and the smaller military installations throughout the United States.

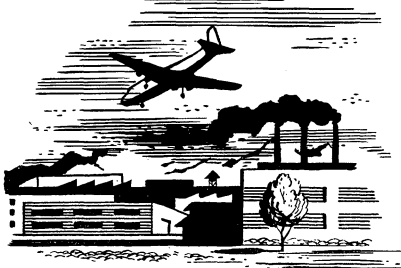
Present Day Strength



At the time of Pearl Harbor, the scheduled airlines had 359 twin-engine transport aircraft operating in their domestic fleet and 27 multi-engine flying boats operating internationally.

At the end of 1951, the scheduled air fleet numbered more than 1,080 transport aircraft, of which 500 were four-engine types and a substantial number of the balance are large, post-war twin-engine types. And what is more, the four-engine planes have far greater speed and four times the lift capacity of the pre-war twin-engine types; the number of available seats has jumped from 6,734 at the time of Pearl Harbor to 41,318 today. This means that in 1941 the scheduled airline fleet had a transport potential of 32 million ton-miles per month. Today their emergency potential is 294 million ton-miles per month, or translated into passenger miles, a potential of 2,679 million per month.

Shortening the Production Line



Today it is generally recognized that business and industry are geared to the tempo of air transportation. It is recognized, also, that the scarcity of domestic air service during World War II hampered the nation's productive capacity—that the war effort was impeded by a lack of internal air transport. The nation soon learned that war economy, moving at the speed required to

supply a modern striking force, demands a highly dependable and rapid system of transport. It discovered that it takes more than bombs and bullets to carry on a war; it takes transport aircraft as well—and plenty of them.

By serving the factories which are producing vital supplies and equipment for the armed forces, the scheduled airlines are expediting America's first line of defense—the production line. In case of an emergency shortage in any one link of the production line, essential supplies are rushed where required in the shortest possible time by using the facilities of air express, air parcel post and air freight. In addition, defense officials, military planners, and key suppliers, by using scheduled air transportation, save countless precious hours every month, thus speeding up the entire defense program.

Air Transport in a Crisis



The Department of Defense is fully aware of the value of the passenger and cargo capacity of the scheduled airlines in a crisis. Its mobilization planning includes the use of the airline fleet for immediate conversion to supplement military transportation and for the continued support of the commerce of the United States.

Moreover, under the new terms of the transportation agreement between the military agencies and the scheduled airlines, executed in July of 1951, no preference will be given to any particular form of transportation in covering the handling of military traffic. In the past, the railroads were given a preference in this matter. The new agreement means that the military transportation officers may designate the form of transportation best suited to effecting a given military movement.

Scheduled Airlines Military Bureau



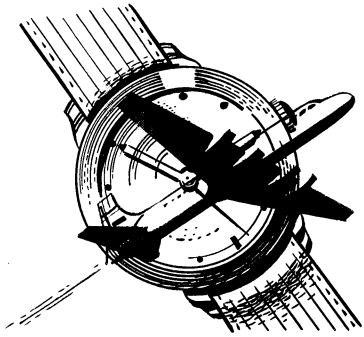
The Military Bureau of the scheduled airlines, established at the end of 1949 for the purpose of moving groups of military personnel domestically, now has a pool of more than 40 twin-engine and four-engine transports at its disposal at all times. These planes operate on a charter basis—that is, they are not on regular schedules, but are set up to accommodate military movements exclusively. The fact that the airlines have allocated to the Bureau this many planes at a time when they are frequently taxed to muster sufficient lift to handle their regular schedules is a solid indication of the scheduled airlines' views as to the efficiency of the Bureau in the procurement and handling of movements of military personnel by air.

Increased Military Air Moves



For the 12 month period from July 1, 1950 through June 30, 1951, 139,289 passengers and 3,394,238 pounds of cargo were carried through the Bureau. In the four months from July through October of 1951, the Bureau moved 60,655 military passengers, an increase on a monthly basis of 31 percent over the earlier period.

Saving Time and Money



One of the significant aspects of the Bureau's activities is the fact that it has demonstrated to the military that movements of several hundred men, long regarded only in terms of train or shipload, can easily be moved by air at a considerable saving of time and money to the Federal Government.

The largest movement handled by the Bureau to date involved nearly 3,000 men, while single movements of 300 or more military personnel are now routine. Recently, 542 Korean returnees disembarked from a troop ship at Oakland, California, and moved by air that same day to Camp Kilmer, New Jersey. This kind of activity is winning transportation officers to the view that it is inexpensive, expedient and efficient to move military personnel by air, to say nothing of the morale factor involved in getting military personnel back home as quickly as possible.



PERSONNEL



Employment in the scheduled air transport industry at the end of 1951 was 232 percent greater than the 26,458 employed by the scheduled airlines at the time of Pearl Harbor and 6 percent above the number employed in 1950.

AIR TRANSPORTATION COMES OF AGE



In the best tradition of national enterprise, the first 25 years of U. S. scheduled air transportation have seen a new industry come of age. The next 25 years should see commercial air transport becoming even more useful, more productive and a more important force in the daily social and economic life of people everywhere, and also a more vital factor in national defense.

The story of air transportation to date does not relate the achievements of the scheduled airlines alone. Congress, the Civil Aeronautics Board, the Civil Aeronautics Administration, the Post Office Department, the traveling public, and private investors have all cooperated towards building the finest system of air transport in the world.

SCHEDULED AIR TRANSPORTATION GROWTH

On the following pages are statistical tables showing the growth of the scheduled air transportation industry in the U. S. in recent years. The statistics depict the ever-growing importance of safe, fast, and economical air transportation in U. S. trade and travel at home and abroad. These tables are proof of the keenness and vision of the Congress which wrote the Civil Aeronautics Act of 1938 and under which the scheduled air transportation industry has been developed.

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INTERCITY

PASSENGER MILES by Common Carriers and Private Automobile

	Millions of Passenger Miles							
	1944	1945	1946	1947	1948	1949	1950	1951
Pullman and Air Travel								
<i>Rail Pullman</i>	26,944	26,912	19,801	12,261	11,015	9,349	9,338	10,226
<i>Domestic Trunklines</i>	2,264	3,336	5,903	6,016	5,840	6,570	7,767	10,216
<i>Local Service Airlines</i>	.....	1	7	46	88	135	189	295
<i>Pullman and Airlines Comb.</i>	29,208	30,249	25,711	18,323	16,943	16,054	17,294	20,737
Airline % of this total	7.75	11.03	22.99	33.09	34.99	41.77	46.00	50.69
Other Common Carriers								
<i>Rail Coach</i>	63,288	59,415	39,039	27,665	24,315	20,273	17,441	19,008
<i>Intercity Motor Bus Lines</i>	26,548	26,927	25,576	23,404	23,650	21,200	19,600	21,168
<i>Total</i>	89,836	86,342	64,615	51,069	47,965	41,473	37,041	40,176
Total All Common Carriers	119,044	116,591	90,326	69,392	64,908	57,527	54,335	60,913
Private Intercity Automobile	151,251	179,837	253,570	274,008	287,420	300,101	325,909	355,000
Total Common and Private Carriers	270,295	296,428	343,896	343,400	352,328	357,628	380,244	415,913
Common Carrier % of Total	44.04	39.33	26.27	20.21	18.42	16.09	14.30	14.65
Passenger Mile Per Capita	1,953	2,118	2,432	2,383	2,403	2,398	2,507	2,697



AIRLINES

EARNING RECORD



Year	Operating Revenues	Net Operating Income	Federal Income Taxes	Net Income After Taxes	Net Assets	% Net Income to Net Assets
Domestic Airlines ¹						
1946	\$317,205,010	(\$5,014,172)	(\$ 359,239)	(\$5,732,544)	\$395,982,280	...
1947	364,839,577	(21,359,544)	(6,058,262)	(21,279,375)	448,209,598	...
1948	434,295,383	2,661,108	3,742,924	(5,478,776)	500,507,484	...
1949	486,033,846	24,300,951	7,510,136	11,947,776	504,634,950	2.37
1950	556,366,449	63,176,440	28,050,626	30,246,060	562,967,087	5.37
1951*	520,891,113	82,466,702	42,670,000	38,086,000	654,354,130	5.82
International Airlines						
1946	146,754,102	6,911,256	2,633,893	(4,353,197)	187,356,168	...
1947	209,009,511	(284,001)	651,458	(5,124,630)	163,397,789	...
1948	249,234,199	13,947,216	2,414,858	6,365,492	204,474,252	3.11
1949	274,154,538	21,291,408	1,361,867	7,454,189	195,470,000	3.81
1950	260,131,412	11,808,338	3,605,814	10,025,242	219,069,589	4.58
1951*	214,672,630	17,159,822	5,204,000	12,910,000	224,093,213	5.76
Airline Industry						
1946	463,959,112	1,897,084	2,274,654	(10,085,741)	583,338,448	...
1947	573,849,108	(21,643,545)	(5,406,804)	(26,404,005)	611,607,387	...
1948	683,529,582	16,608,324	6,157,782	886,716	704,981,736	0.13
1949	760,188,384	45,592,359	8,872,003	19,401,965	700,104,950	2.77
1950	816,497,861	74,984,778	31,656,440	40,271,302	782,036,676	5.15
1951*	735,563,743	99,626,524	47,874,000	50,996,000	878,447,343	5.81





¹ Includes domestic trunk, local service and territorial airlines

* First 9 months

()—denotes loss

PLANES SEATS and MILES



Year	Planes In Service	Average Available (Seats (a))	Route Miles	Revenue Miles Flown in Passenger Service	Daily Average Rev. Miles Flown All Services
 Domestic Trunk Lines^b					
1941	359	17.54	46,453	133,497,688	369,636
1942	183	17.92	49,297	109,648,081	306,232
1943	211	18.34	54,502	101,238,437	288,858
1944	292	19.05	62,937	133,532,043	380,088
1945	398	19.68	66,466	192,277,954	564,205
1946	635 (c)	25.31	84,358	295,948,953	839,001
1947	645 (c)	30.30	110,144	302,098,464	854,464
1948	764 (c)	33.14	155,541	301,194,517	866,511
1949	778 (c)	36.32	116,371	306,072,766	885,592
1950	802 (c)	40.53	130,806	312,333,906	896,039
1951	821 (c)	41.67	130,906	348,991,283	993,078
 Local Service Airlines					
1945	12	8.92	2,115	278,553	5,012
1946	28	14.07	13,052	1,277,156	9,080
1947	52	18.74	17,226	8,299,228	29,148
1948	77	19.90	23,133	16,279,202	50,194
1949	88	19.98	29,963	23,924,331	68,345
1950	129	18.08	31,071	33,021,511	92,300
1951	130	20.37	28,498	37,102,754	101,655
 Territorial Airlines					
1945	4	21.86	562	1,306,352	4,744
1946	11	23.12	562	2,080,880	7,035
1947	13	23.99	562	2,745,328	8,721
1948	15	24.09	744	3,361,034	9,916
1949	16	24.11	772	3,203,113	9,461
1950	21	28.41	672	3,314,886	9,626
1951	21	24.97	748	3,544,319	10,699
 International Airlines					
1941	83	18.03	x	x	39,480
1942	68	17.73	x	x	51,181
1943	70	17.51	27,211	x	50,569
1944	70	18.48	29,708	x	61,020
1945	97	18.91	38,885	30,860,064	89,339
1946	138	27.21	66,419	57,097,662	162,673
1947	170	35.18	95,503	83,126,087	236,934
1948	199	35.05	105,853	93,919,831	268,639
1949	199	36.60	109,011	99,039,879	286,372
1950	193	42.33	106,401	90,287,239	257,042
1951	193	44.38	239,691	93,210,441	266,928

a.—Obtained by dividing available seat miles by revenue miles flown in passenger service.

b.—Territorial airlines included with trunklines thru 1944.

c.—Number of these aircraft also listed on international certificates as follows: 1946, 22; 1947, 388; 1948, 273; 1949, 285; 1950, 307; 1951, 329.

x—Not available



TRAFFIC STATISTICS



Year	Revenue Passengers	Revenue Passenger Miles (000)	Pass. Load Factor %	Airmail Ton Miles (a)	Express Ton Miles	Freight Ton Miles	Total Rev. Ton Miles (000)
Domestic Trunk Airlines							
1942	3,129,421	1,417,526	72.21	21,166,024	11,901,793	.....	177,099
1943	3,035,755	1,634,135	88.00	36,068,309	15,636,811	.....	218,273
1944	4,045,965	2,264,495	89.38	51,145,402	17,702,932	.....	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	6,016,257	65.67	32,878,825	28,533,362	35,213,590	683,360
1948	12,324,038	5,840,195	58.52	37,509,922	29,768,883	70,437,811	703,054
1949	14,021,047	6,570,770	59.03	40,874,188	27,329,361	94,189,591	801,508
1950	15,978,172	7,767,041	62.70	46,314,753	36,538,183	112,860,631	951,475
1951*	20,531,951	10,215,677	70.32	63,321,342	40,945,570	99,224,495	1,196,854
(Figures before 1945 include territorial lines)							
Local Service Airlines							
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	87,934	27.14	361,984	189,550	264,794	9,040
1949	677,817	134,691	28.18	473,886	320,187	435,558	14,197
1950	969,874	188,749	31.51	629,006	622,819	695,844	20,244
1951*	1,493,198	295,436	39.24	794,283	920,897	919,131	31,356
Territorial Airlines							
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	381,840	47,154	61.06	70,219	124,121	602,834	4,744
1950	398,867	48,035	64.62	65,188	118,033	515,570	4,674
1951*	577,830	69,428	55.64	51,245	99,068	872,090	5,597
International Airlines							
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	.....	60,020
1946	1,041,283	1,100,741	70.85	6,141,461	15,090,468	60,037	136,771
1947	1,359,712	1,810,045	61.90	12,755,998	30,786,465	2,109,948	238,439
1948	1,372,749	1,888,997	57.38	17,202,868	41,581,133	4,011,668	265,428
1949	1,520,067	2,053,998	56.67	19,772,215	49,443,623	6,714,414	297,170
1950	1,676,540	2,206,396	59.66	21,188,090	44,501,521	16,049,809	319,674
1951*	2,030,766	2,552,329	60.88	22,130,497	24,400,868	45,547,733	364,534

(a) Does not include regular mail carried under special contract and foreign mail.
* Partially estimated.

AIR PENETRATION INTO FIRST CLASS DOMESTIC TRAVEL MARKET



Year	Thousands of Passenger Miles			Airline Percentage of Total
	Pullman	Air *	Total	
1941	9,166,039	1,384,733	10,550,772	13.12
1942	17,852,577	1,417,526	19,270,103	7.36
1943	24,675,279	1,634,135	26,309,414	6.21
1944	26,943,593	2,264,495	29,208,088	7.75
1945	26,912,399	3,337,590	30,249,989	11.03
1946	19,801,007	5,909,923	25,710,930	22.99
1947	12,260,763	6,062,675	18,323,438	33.09
1948	11,014,551	5,928,129	16,942,680	34.99
1949	9,349,319	6,705,461	16,054,780	41.77
1950	9,338,185	7,955,790	17,293,975	46.00
1951	10,225,525	10,511,113	20,736,638	50.69

* 1941-1944 includes Trunk Airlines only.
* 1945-1951 includes Trunk and Local Service Airlines.

AVERAGE PASSENGER FARE AND LENGTH OF TRIP



Year	Average Passenger Fare Per Mile		Average Trip Per Passenger (Miles)	
	Domestic *	Inter-national	Domestic *	Inter-national
1942	5.28¢	8.85¢	453	880
1943	5.35	7.91	538	874
1944	5.14	7.82	560	909
1945	4.95	8.67	511	942
1946	4.63	8.30	487	1,057
1947	5.05	7.77	474	1,331
1948	5.73	8.01	454	1,376
1949	5.68	7.72	448	1,351
1950	5.55	7.28	461	1,316
1951	5.56	7.14	468	1,257

* 1942-1944 includes Trunk and Territorial Airlines.

* 1945-1951 includes Trunk, Territorial and Local Service Airlines.

AVERAGE MONTHLY PASSENGERS CARRIED



Year	Domestic *	International
1935	56,545	9,275
1936	77,640	7,310
1937	82,090	9,360
1938	99,758	9,105
1939	144,563	10,752
1940	233,565	13,551
1941	320,740	19,044
1942	260,785	22,445
1943	252,980	23,284
1944	337,164	28,458
1945	548,021	39,630
1946	1,017,787	86,773
1947	1,074,184	113,309
1948	1,097,342	114,396
1949	1,256,725	126,672
1950	1,445,576	139,712
1951	1,883,582	169,231

* 1935-1944 includes Trunk and Territorial Airlines.

* 1945-1951 includes Trunk, Territorial and Local Service Airlines.

AIRLINE REVENUE PASSENGER MILES BY MONTHS

Thousands of Revenue Passenger Miles

Month	Domestic Airlines *				International Airlines			
	1948	1949	1950	1951	1948	1949	1950	1951
January	402,804	429,935	481,355	742,598	128,117	141,506	134,929	164,038
February	358,414	432,226	479,655	683,196	116,834	134,049	139,421	163,452
March	442,045	533,548	568,162	861,466	135,882	162,288	171,686	207,994
April	484,847	577,853	636,440	860,750	136,400	167,792	166,441	196,454
May	540,945	608,302	684,940	888,380	156,117	175,433	172,011	208,642
June	590,131	676,841	784,870	958,610	183,654	204,760	219,700	247,492
July	562,449	640,735	746,463	949,311	184,058	210,739	235,776	258,157
August	570,899	627,142	775,238	995,394	182,391	203,569	230,454	256,656
September	550,868	634,100	741,795	967,436	188,907	199,149	227,738	259,402
October	536,121	608,837	757,920	952,359	165,639	170,473	185,901	223,259
November	453,660	504,939	640,034	840,837	145,091	136,338	145,916	197,010
December	487,810	478,164	705,953	880,204	165,907	147,902	176,423	169,773
Total	5,980,993	6,752,622	8,002,825	10,580,541	1,888,997	2,053,998	2,206,396	2,552,329

* Includes Trunklines, Territorial and Local Service Airlines

AIR MAIL, Miles and Payments

Fiscal Year	Payments Per Plane Mile	DOMESTIC				INTERNATIONAL	
		Pound Miles Per Route Mile	Revenue Mail Miles Flown	Route Miles Air Mail Service	Ton Miles Performed	Mail Miles Flown	Payments Per Plane Mile
1940	\$.326	492,090	59,236,453	37,943	9,335,693	5,907,124	\$2.10
1941	.328	513,579	75,689,839	43,411	11,147,481	8,238,349	1.65
1942	.273	703,768	89,307,567	44,623	15,702,128	8,858,294	1.61
1943	.263	1,246,961	89,963,296	45,304	28,246,170	15,633,483	.36
1944	.264	1,709,302	107,650,804	49,482	42,289,845	19,485,789	.17
1945	.211	2,162,025	166,576,371	56,849	61,454,481	24,275,760	.25
1946	.130	1,772,013	221,724,860	57,377	50,836,388	40,659,256	.37
1947	.088	685,592	314,505,965	102,454	33,737,707	71,065,926	.44
1948	.147	520,526	321,661,655	130,093	33,858,424	91,439,534	.50
1949	.191	531,269	331,245,576	155,314	41,256,760	97,459,137	.62
1950	.190	530,585	339,160,155	158,977	42,175,437	87,809,537	.69
1951	.185	673,013	368,701,749	163,000	54,850,571	80,142,296	.81

AIR MAIL REVENUES AND PAYMENTS



Domestic Airlines

Fiscal Year	Payments to Airlines	Postal Revenues	All Allocated Costs (a)	Net Result For Post Office
1940	19,425,732	19,122,906	28,039,250	— 8,916,344
1941	20,697,220	23,920,465	30,881,839	— 6,961,374
1942	23,473,170	33,417,367	36,508,587	— 3,091,220
1943 (b)	23,308,477	62,818,568	44,463,207	+ 18,355,361
1944	28,401,373	79,412,510	49,881,593	+ 29,530,917
1945	35,199,255	81,237,389	49,937,041	+ 31,300,348
1946	28,733,479	68,427,924	49,011,932	+ 19,415,992
1947	27,636,134	54,356,782	73,341,207	— 18,984,425
1948	47,199,140 (d)	53,586,950	80,662,381	— 27,075,431
1949	63,257,536 (d)	65,385,603	102,646,667	— 37,261,064
1950	64,596,075 (d)	74,120,038	109,621,905	— 35,501,867
1951	72,604,687 (d)	95,425,704	121,415,073	— 25,989,369



International Airlines

1940	12,431,965	5,914,406	14,119,547	— 8,205,141
1941	13,628,695	9,309,793	17,333,961	— 8,024,168
1942	14,298,159	12,015,864	15,736,672	— 3,720,808
1943 (b)	5,563,283	28,500,000	24,057,541	+ 4,442,459
1944 (c)	3,231,371	51,276,499	30,400,406	+ 20,876,093
1945	6,021,671	110,675,066	57,652,079	+ 53,022,987
1946	15,154,600 (d)	58,081,237	46,406,545	— 11,674,692
1947	31,434,000 (d)	21,772,578	33,130,428	— 11,357,850
1948	46,164,000 (d)	23,815,519	51,571,220	— 27,755,701
1949	60,366,000 (d)	25,695,375	73,418,670	— 47,723,295
1950	60,999,200 (d)	27,334,124	78,286,463	— 50,952,339
1951	65,030,288 (d)	31,306,067	77,992,677	— 46,686,610

a—Includes cost of field air mail salaries.

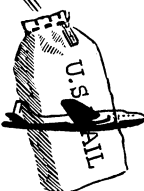
b—No cost ascertainment report for 1943. Expenses are estimates.

c—During war years overseas mail except to South America was carried by Air Transport Command. Sums paid to airlines negligible.

d—Subject to adjustment.



MAIL TON MILES FLOWN MONTHLY



Month	Domestic Carriers *			International Carriers		
	1949	1950	1951	1949	1950	1951
Jan.	3,330,170	3,348,042	4,366,277	1,666,341	1,488,208	1,676,622
Feb.	3,246,336	3,261,453	4,762,517	1,508,587	1,421,187	1,568,467
March	3,677,885	3,740,180	5,187,658	1,686,976	1,692,992	1,926,942
April	3,598,234	3,546,090	4,603,019	1,727,768	1,739,571	1,773,969
May	3,364,766	3,799,008	5,107,722	1,614,049	1,868,096	1,852,599
June	3,274,250	3,554,922	4,883,416	1,550,387	1,679,390	1,647,489
July	2,954,599	3,305,024	4,679,710	1,507,879	1,717,127	1,550,168
Aug.	3,159,737	3,833,651	5,105,261	1,501,344	1,738,268	1,781,106
Sept.	3,137,299	3,820,202	5,005,236	1,442,298	1,651,275	1,776,499
Oct.	3,292,972	4,309,096	5,793,369	1,508,723	1,719,793	1,869,805
Nov.	3,357,811	4,169,324	6,066,092	1,517,056	1,791,063	1,829,949
Dec.	5,024,234	6,321,955	8,606,593	2,540,807	2,681,120	2,876,882
Year	41,418,293	47,008,947	64,166,870	19,772,215	21,188,090	22,130,497

* Includes Trunks, Local Service and Territorial Airlines

NET OPERATING INCOME BEFORE TAXES



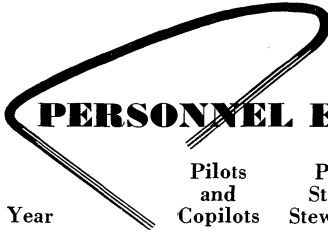
Year	Domestic Trunklines		Local Service		International	
	Operating Income	% Gross Operating Revenue	Operating Income	% Gross Operating Revenue	Operating Income	% Gross Operating Revenue
1942	26,544,164	24.54	.....	....	5,646,755	13.82
1943	27,432,557	22.30	.....	....	760,184	2.31
1944	36,406,132	22.62	.....	....	(344,267)	Loss
1945	33,980,336	15.83	.....	....	7,346,290	10.63
1946	(5,228,439)	Loss	(129,372)	Loss	6,911,256	4.71
1947	(20,900,100)	Loss	(620,974)	Loss	(284,001)	Loss
1948	2,075,114	0.50	368,998	2.26	13,947,216	5.59
1949	24,625,337	5.36	(441,086)	Loss	21,291,408	7.77
1950	62,570,632	11.94	592,061	2.12	10,182,921	3.94
1951*	99,304,062	15.10	(47,377)	Loss	21,413,228	7.43

* Partially estimated
() Denotes loss

ASSETS and LIABILITIES, Domestic Trunk Airlines

	1940	1948	1949	1950	1951(a)
Assets					
Current Assets	\$36,326,940	\$171,859,726	\$175,472,186	\$204,018,828	\$282,719,000
Investments & Special Funds	1,723,787	31,682,820	41,369,075	60,079,378	63,949,000
Flight Equip.—Net	31,585,169	188,351,172	188,619,849	201,620,303	210,773,000
Other Oper. Prop.—Net .....	.....	59,963,595	61,476,977	58,149,892	61,603,000
Non-oper. Prop.—Net	117,376	5,779,353	2,704,375	1,117,230	663,000
Deferred Charges	2,268,520	16,497,423	15,658,706	16,361,052	10,462,000
Other Assets	537,668	10,106,525	1,640,492	1,194,382	862,000
Total Assets	72,559,460	484,240,614	486,941,660	542,541,065	631,031,000
Liabilities and Net Worth					
Current Liabilities	15,595,279	99,836,921	98,428,787	130,111,887	187,684,000
Long Term Debt	4,262,627	167,403,669	148,017,443	135,842,945	143,253,000
Capital Stock	28,406,962	121,312,622	123,710,057	123,467,063	122,561,000
Capital Surplus	21,165,183	53,428,648	56,289,887	57,499,411	68,240,000
Earned Surplus	1,539,716	12,952,554	35,285,887	64,365,672	54,727,000
Operating Reserves	287,795	2,387,158	3,635,427	3,970,701	5,569,000
Other Liabilities	1,301,898	26,919,042	21,574,172	27,283,386	48,997,000
Total Liabilities	72,559,460	484,240,614	486,941,660	542,541,065	631,031,000
Net Worth	51,182,919	188,684,435	224,135,978	255,289,328	285,796,000

(a) As of Sept. 30, 1951



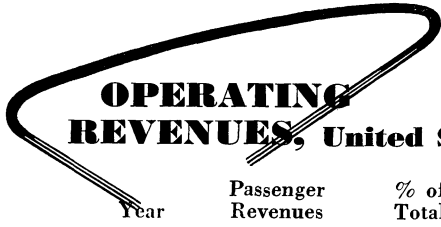
PERSONNEL EMPLOYED

Year	Pilots and Copilots	Pursers Stewards Stewardesses	Other Flight Personnel	Meteorologists and Dispatchers	Mechanics	Other Hangar and Field Personnel	Ticket Agents and Reservationists Office Employees	All Others	Total
Domestic Airlines*									
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	5,034	3,061	181	2,618	15,366	8,409	22,012	2,317	58,998
1948	5,307	3,038	312	2,612	16,428	9,222	21,396	2,101	60,416
1949	5,257	3,199	642	2,497	15,674	9,336	21,136	2,145	59,886
1950	5,785	3,372	776	2,450	15,788	9,822	21,894	2,016	61,903
1951**	6,033	3,873	981	2,425	15,228	10,467	23,328	3,622	65,957
International Airlines									
1942	952	378	129	29	3,534	4,415	3,366	....	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	1,619	1,104	1,203	1,049	5,400	2,440	9,749	1,628	24,192
1949	1,586	1,142	960	1,084	3,861	2,338	9,012	1,125	21,108
1950	1,492	1,055	745	953	3,818	2,434	9,244	1,142	20,883
1951**	1,808	1,267	714	1,034	4,321	2,565	9,743	559	22,011

* 1942—1944 includes Trunk and Territorial Airlines.

* 1945—1951 includes Trunk, Territorial and Local Service Airlines.

** As of Sept. 30, 1951.



OPERATING REVENUES, United States Scheduled Airlines

Year	Passenger Revenues	% of Total	Mail	% of Total	Express and Freight	% of Total	Other Revenues	% of Total	Total Revenues
Domestic Trunk Airlines									
1942	74,819,050	69.18	23,446,588	21.68	6,968,357	6.44	2,913,914	2.70	108,147,909
1943	87,481,456	71.13	24,103,190	19.60	8,381,540	6.81	3,029,389	2.46	122,995,575
1944	116,440,690	72.36	33,317,399	20.70	8,306,288	5.16	2,863,848	1.78	160,928,225
1945	166,519,923	77.59	33,557,040	15.64	10,835,140	5.05	3,694,562	1.72	214,606,665
1946	272,573,481	87.39	20,273,557	6.50	13,269,914	4.25	5,776,089	1.86	311,893,041
1947	303,193,780	86.01	23,325,630	6.62	18,888,247	5.36	7,082,711	2.01	352,490,368
1948	334,735,598	80.98	47,837,531	11.57	23,788,568	5.76	6,991,190	1.69	413,352,887
1949	378,113,445	82.24	45,031,010	9.79	27,280,566	5.93	9,357,523	2.04	459,782,544
1950	430,098,393	82.06	46,311,377	8.84	34,266,653	6.54	13,432,191	2.56	524,108,614
1951	568,424,275	86.32	38,960,561	5.92	36,175,591	5.49	14,962,479	2.27	658,522,906
Local Service Airlines									
1946	314,638	16.30	1,558,614	80.71	13,008	0.67	44,797	2.32	1,931,057
1947	2,280,124	26.99	5,957,097	70.51	60,179	0.71	150,931	1.79	8,448,331
1948	4,666,549	28.64	11,282,490	69.25	147,958	0.91	195,512	1.20	16,292,509
1949	7,362,007	33.55	14,054,998	64.06	252,159	1.15	271,465	1.24	21,940,629
1950	10,302,960	36.92	16,400,176	58.76	442,047	1.58	763,619	2.74	27,908,802
1951	16,136,618	45.74	17,747,971	50.31	675,837	1.92	714,806	2.03	35,275,232
International Airlines									
1942	20,970,792	51.31	9,038,810	22.12	4,318,924	10.57	6,541,299	16.00	40,869,825
1943	19,333,389	58.87	3,624,223	11.04	4,401,466	13.40	5,480,095	16.69	32,839,173
1944	24,287,050	62.47	2,889,093	7.43	5,405,470	13.90	6,300,788	16.20	38,882,401
1945	38,858,800	56.23	12,264,219	17.75	7,314,743	10.58	10,673,311	15.44	69,111,073
1946	91,416,767	62.29	25,060,600	17.08	11,413,268	7.78	18,863,467	12.85	146,754,102
1947	140,652,113	67.29	32,299,890	15.45	17,526,276	8.39	18,531,252	8.87	209,009,531
1948	151,337,705	60.72	57,331,556	23.00	20,808,679	8.35	19,756,259	7.93	249,234,199
1949	158,479,705	57.81	75,197,073	27.43	22,126,830	8.07	18,350,930	6.69	274,154,538
1950	160,576,068	62.14	55,689,070	21.55	21,650,391	8.37	20,489,886	7.94	258,405,415
1951*	182,260,245	64.14	54,241,276	19.09	24,671,091	8.68	22,999,516	8.09	284,172,128

* Estimated

TOTAL AIRLINE OPERATING EXPENSES

Year	Aircraft Operating Expenses	% of Total	Ground & Indirect Expenses	% of Total	Total Operating Expenses
Domestic Trunklines					
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	40.2	189,709,954	59.8	317,121,480
1947	163,202,631	43.7	210,187,837	56.3	373,390,468
1948	189,790,818	46.1	221,486,955	53.9	411,277,773
1949	209,679,522	48.2	225,477,685	51.8	435,157,207
1950	225,237,388	48.8	236,300,592	51.2	461,537,980
1951*	269,684,129	48.3	288,668,105	51.7	558,352,234
Local Service Airlines					
1946	996,175	48.3	1,064,254	51.7	2,060,429
1947	4,462,227	49.2	4,607,078	50.8	9,069,305
1948	8,321,371	52.3	7,602,141	47.7	15,923,512
1949	11,810,777	52.8	10,570,938	47.2	22,381,715
1950	13,898,781	49.6	14,150,445	50.4	28,049,226
1951*	16,930,354	47.7	18,563,050	52.3	35,493,404
International Airlines					
1943	11,991,694	37.4	20,087,295	62.6	32,078,989
1944	13,352,194	34.0	25,874,474	66.0	39,226,668
1945	22,918,033	37.1	38,846,750	62.9	61,764,783
1946	52,465,127	37.5	87,377,719	62.5	139,842,846
1947	93,765,716	44.8	115,527,815	55.2	209,293,531
1948	110,992,589	47.2	124,294,394	52.8	235,286,983
1949	122,333,638	48.4	130,529,491	51.6	252,863,129
1950	122,775,659	49.4	125,547,413	50.6	248,323,072
1951*	130,492,209	48.9	136,363,025	51.1	266,855,234

* Estimated

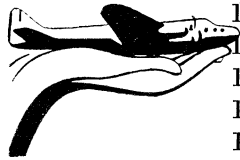
(Breakdown of Figures in above column "Aircraft Operating Expenses")

DIRECT AIRCRAFT OPERATING EXPENSES

Year	Flying Operations	% of Total Expenses	Direct Maintenance Flight Equipment	% of Total Expenses	Depreciation Flight Equipment	% of Total Expenses
Domestic Trunklines						
1943	20,739,121	21.7	9,132,260	9.6	4,742,030	4.9
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	22.1	32,490,116	10.2	25,191,856	7.9
1947	85,932,761	23.0	41,029,360	11.0	36,240,510	9.7
1949	104,163,765	25.3	46,093,128	11.2	39,533,925	9.6
1949	119,961,143	27.6	50,270,468	11.6	39,447,911	9.0
1950	132,060,283	28.6	53,747,249	11.6	39,429,856	8.6
1951*	159,688,739	28.6	67,002,268	12.0	42,993,122	7.7
Local Service Airlines						
1946	497,438	24.1	347,727	16.9	151,010	7.3
1947	2,203,155	24.3	1,336,677	14.7	922,395	10.2
1948	4,526,827	28.4	2,338,788	14.8	1,455,756	9.1
1949	6,486,969	29.0	3,280,965	14.6	2,042,843	9.2
1950	8,687,483	31.0	3,594,219	12.8	1,617,079	5.8
1951*	11,180,423	31.5	4,330,195	12.2	1,419,736	4.0
International Airlines						
1943	8,074,416	25.2	2,172,952	6.8	1,744,326	5.4
1944	8,469,557	21.6	3,030,386	7.7	1,852,251	4.7
1945	15,297,599	24.8	5,198,602	8.4	2,421,832	3.9
1946	32,447,634	23.2	11,063,761	7.9	8,953,731	6.4
1947	53,188,662	25.4	21,997,077	10.5	18,579,977	8.9
1948	67,163,026	28.6	24,241,052	10.3	19,588,511	8.3
1949	72,346,828	28.6	26,310,942	10.4	23,675,868	9.4
1950	70,979,949	28.6	26,158,178	10.5	25,637,532	10.3
1951*	76,587,451	28.7	29,354,076	11.0	24,550,682	9.2

* Estimated

PASSENGER FATALITIES, SCHEDULED AIRLINES



Year	Domestic		International		Total	
	No. of Fatalities	Fatalities per 100 Million Pass. Miles	No. of Fatalities	Fatalities per 100 Million Pass. Miles	No. of Fatalities	Fatalities per 100 Million Pass. Miles
1942	55	3.7	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	3.5	115	1.6
1947	199	3.2	20	1.1	219	2.7
1948	83	1.3	44	1.0	127	1.5
1949	93	1.3	0	—	93	1.0
1950	96	1.1	48	2.1	144	1.3
1951	142	1.3	31	1.2	173	1.3

COMPARATIVE TRANSPORTATION SAFETY RECORD



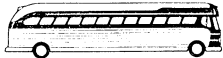
1942 1943 1944 1945 1946 1947 1948 1949 1950 1951

Domestic Scheduled Air Transport

<i>Fatalities</i>	55	22	48	76	75	199	83	93	96	142
<i>Rate</i> *	3.7	1.2	2.2	2.2	1.2	3.2	1.3	1.3	1.1	1.3

International Scheduled Air Transport

<i>Fatalities</i>	0	10	17	17	40	20	44	0	48	31
<i>Rate</i> * .....	...	3.9	5.3	3.7	3.5	1.1	1.0	...	2.1	1.2



Motor Buses

<i>Fatalities</i>	x	x	x	120	140	140	120	120	100	x
<i>Rate</i> * .....	.23	.22	.22	.17	.19	.21	.18	.20	.17	x



Railroad Passenger Trains

<i>Fatalities</i>	110	262	249	142	116	74	52	32	184	121
<i>Rate</i> * .....	.20	.30	.26	.16	.18	.16	.13	.09	.58	.41



Passenger Automobiles and Taxicabs

<i>Fatalities</i>	x	x	x	12,900	15,400	15,300	15,200	15,300	17,600	x
<i>Rate</i> *	2.7	2.7	2.9	2.9	2.5	2.3	2.1	2.0	2.2	x

*—Rate per 100 million passenger miles
x—Not available

NUMBER OF AIRPORTS BY CLASSES

as of December 31 each year

Length of Runways	1941	1946	1947	1948	1949	1950	1951
Class I and under (Unpaved 1800-2700 ft. paved 1800-2500 ft.)	1,523	2,491	3,525	4,006	4,013	4,005	3,869
Class II (Unpaved 2700-3700 ft. paved 2500-3500 ft.)	702	758	845	972	995	964	993
Class III (Unpaved 3700-4700 ft. paved 3500-4500 ft.)	187	485	422	471	475	507	573
Class IV (Unpaved 4700-5700 ft. paved 4500-5500 ft.)	72*	443	314	361	364	376	455
Class V (Unpaved 5700-6700 ft. paved 5500-6500 ft.)		313	100	131	133	139	182
Class VI and Over (Unpaved 6700-7700 ft. paved 6055-7500 ft.)			52	7	73	81	164
Totals	2,484	4,490	5,258	5,820	6,053	6,072	6,236

* Class IV and over
Data covers civil airports only from 1947 thru 1951

AIRCRAFT OPERATIONS AT CAA OPERATED AIRPORT TOWERS

Scheduled Air Carrier
Military—
Other Civil

Year	Number of Flight Operations			Scheduled Air Carrier	% Air Carrier of Total
	Total	Military	Civil		
1945	9,414,524	4,300,002	3,463,659	1,650,863	17.5%
1946	11,926,631	1,370,609	8,198,196	2,357,826	19.8
1947	17,669,617	1,594,520	13,220,616	2,854,481	16.2
1948	18,377,866	2,259,097	12,876,828	3,241,941	17.6
1949	16,939,814	2,780,259	10,446,298	3,713,257	21.9
1950	15,971,152	2,384,325	9,584,880	4,001,947	25.1
1951	17,025,635	2,852,313	9,617,813	4,555,509	26.8

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 CERTIFIED AS OF DEC. 31, 1951

	Points In Use	Points Not Served	Total Points Authorized
Trunk Lines exclusively	196	28	224
Local service airlines exclusively	196	178	374
Combination trunk and local service	188	4	192
Cargo exclusively	5	1	6
Total	585	211	796

ROUTE MILEAGES AS OF DECEMBER 31, 1951

DOMESTIC TRUNK		Bonanza	664	Colonial	2,030
All American	1,441	Central	1,361	Eastern	917
American	21,531	Empire	754	Northwest	14,984
Braniff	4,831	Frontier	4,817	Pan American	155,763
Capital	7,372	Helicopter Air	305	Pan American—Grace	10,640
Catalina	47	Island Air Ferries ..	227	TWA	28,023
Chicago & Southern	6,118	Lake Central	655	UMCA	378
Colonial	1,378	L. A. Airways	401	Western	1,640
Continental	4,250	Mid-West	1,280	Total	225,908
Delta	7,578	Ozark	2,406	OVERSEAS	
Eastern	18,307	Piedmont	1,991	(TERRITORIAL)	
Hawaiian	374	Pioneer	1,997	Alaska Airlines	1,665
Inland	1,913	Robinson	563	Eastern	2,653
Mid-Continent	6,241	Southern	2,117	Northwest	2,736
National	2,829	Southwest	1,272	Riddle	2,220
Northeast	2,833	Trans Texas	2,219	United	2,898
Northwest	11,043	West Coast	864	Pacific Northern	1,611
Pan American	38	Wiggins	793	Total	13,783
TWA	15,773	Wisconsin Central ..	1,712	TOTALS	
Trans Pacific	374	Total	28,498	Total Trunk & Local Service	161,678
United	15,806	INTERNATIONAL		Total International and Overseas	239,691
Western	3,103	Braniff	7,870	GRAND TOTAL 401,369	
Total	133,180	Caribbean Atlantic ..	393		
LOCAL SERVICE		Chicago & Southern ..	3,270		
All American	2,100				



AIRCRAFT UTILIZATION, DOMESTIC AIRLINES

Aircraft Type	No. of Engines	1941		1948		1949		1950		1951	
		No. Planes	Av. Mi. Per Day	No. Planes	Av. Mi. Per Day	No. Planes	Av. Mi. Per Day	No. Planes	Av. Mi. Per Day	No. Planes	Av. Mi. Per Day
Beechcraft	2	—	—	6	648	—	—	—	—	—	—
Boeing											
247-D	2	28	458	—	—	—	—	—	—	—	—
SA-307B	4	5	1,596	5	1,362	5	1,385	5	796	—	—
377	4	—	—	—	—	10	410	10	1,509	16	1,630
Consolidated Vultee											
Convair	2	—	—	69	899	93	853	103	989	102	1,102
Douglas											
DC-2	2	13	650	—	—	—	—	—	—	—	—
DC-3	2	225	1,174	436	1,190	418	1,077	415	966	425	1,014
DST	2	45	1,526	—	—	—	—	—	—	—	—
DC-4	4	—	—	146	1,318	160	958	146	1,299	137	1,614
DC-6	4	—	—	103	1,864	104	1,655	113	1,950	139	2,207
Lockheed											
Electra	2	16	527	6	591	6	—	6	—	—	—
Lodestar	2	13	829	12	335	11	975	11	947	11	1,152
Constellation	4	—	—	36	2,067	55	1,596	86	2,026	101	1,976
Sikorsky	2	5	281	5	191	—	—	—	—	—	—
Stinson											
Single Motor	1	9	262	7	447	—	—	—	—	—	—
Tri-Motor	3	—	—	—	—	—	—	—	—	—	—
Martin											
202	2	—	—	24	859	24	1,255	33	1,120	12	786
404	2	—	—	—	—	—	—	—	—	18	1,089
Curtis 46	2	—	—	2	802	—	—	2	350	—	—

Note: Number of planes are as of Dec. 13 of each year
Includes Domestic Trunk, Local Service and Territorial Airlines



FUEL CONSUMPTION U. S. Domestic and International Air Carriers

Domestic Airlines*

Year	Number of Gallons	
	Gasoline	Oil
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	332,423,626	4,250,151
1949	375,283,794	4,702,751
1950	418,441,973	5,006,531
1951	491,774,740	5,287,482

International Airlines

Year	Number of Gallons	
	Gasoline	Oil
1941	11,302,376	276,454
1942	16,811,959	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	123,402,583	1,296,952
1949	142,813,987	1,662,727
1950	153,804,225	1,668,043
1951	164,232,428	1,686,911

* 1941—1944 includes Trunk and Territorial Airlines.
* 1945—1951 includes Trunk, Territorial and Local Service Airlines.

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AMERICAN AVIATION is honored to present the Air Transport Association's 13th Annual Edition of "Facts and Figures" 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 developments and progress of the air transport industry throughout the years.