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Air Transport Facts and Figures



SCHEDULED AIRLINES AND NATIONAL DEFENSE . . .

The scheduled airlines in 1950 set traffic and financial records on top of a record-setting 1949. Yet the spectacular event of 1950 was the contribution of the scheduled airlines to the Pacific Airlift: "The civil air carriers responded instantly and wholeheartedly to the emergency, and they have done a magnificent job," was the way Major General Laurence S. Kuter, Commander of the Military Air Transport Service, summed up airline aid.

As this is being written, the scheduled airlines' Pacific Airlift is about equal to the airlift provided during the critical early days of World War II. This time, however, the improved scheduling and utilization of the planes remaining in commercial operation have made it possible for the industry to continue airline services with no great inconvenience to passengers.

While Korea and the national emergency had an influence on all business during the last six months of 1950, there was evidence by mid-June and even before that air transportation was growing. Moreover, by providing service to the smaller and more remote communities, the local service airlines were beginning to show signs of achieving an established place in our national transportation system. Consequently, it is my opinion that 1950 would have been a good year even without the impetus of mobilization.

Between January and June of 1951, 18 Douglas DC-6's, 10 Lockheed Constellations, and 10 Martin 404's are scheduled for delivery to the domestic airlines. These new planes should compensate to a large degree for those taken over by the Pacific Airlift and should help the scheduled airlines meet the growing traffic demand.

Emphasizing that scheduled air transportation is basic to civilian transportation, Air Force Secretary Thomas K. Finletter said after the Korean invasion: "A plan must be developed . . . so that the airlines which are . . . an essential part of our transportation system can continue to operate as commercial airlines during the war, since the country will be . . . dependent upon them."

Dan A. Kimball, Undersecretary of the Navy, said: "We have learned to count upon our airlines as a source of planes for emergency use. We must, therefore, contribute to the airlines' peacetime health."

Subsequent priorities granted to the scheduled airlines have borne out the substance of these statements.

Since 1938, when economic regulation of commercial air transport was established nationally, the number of miles flown by the airline fleet in scheduled operations has increased 519 percent.

The scheduled airlines carried almost 13 times as many passengers in 1950 as in 1938, i.e., 19,332,674 in 1950 as opposed to 1,475,122 in 1938.

The number of passenger miles (number of passengers multiplied by the miles they traveled) jumped in 1950 to 17 times the 1938 total.

Air mail increased 6 times in this period, while air cargo and express sky-rocketed in 1950 to 70 times the 1938 figures.

It is reasonable to conclude that our system of air transportation has reached its present record-setting position because it has proved itself to be safe, economical, and expedient. This position could not have been achieved without the public's acceptance of the merits of the scheduled airlines of the United States.

 President
Air Transport Association of America

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.

HIGHLIGHTS OF AIR TRANSPORTATION GROWTH



In 1928 the domestic scheduled airlines were operating 268 airplanes. Today there are more than 1,100 aircraft in the scheduled service. This means that the domestic and international U. S. flag scheduled airlines can provide almost 70 million seat-miles per 24-hour day, or more than 25 million seat-miles per year.

Any one of the major scheduled airlines today can provide a greater "air-lift" than all the lines together provided at the time of Pearl Harbor.

Today the domestic scheduled airlines are flying 15 times as many passenger miles in a single day as were flown in all of 1926. In other words, the airlines are today able to carry the equivalent of 85 percent of all the inter-city traffic carried by the country's railroads in 1949. Passenger miles flown by the world's international and domestic scheduled airlines in 1950 were 18 times more than those flown in 1937; while the passenger miles flown by the U. S. flag scheduled airlines in 1950 were 19½ times more than those flown in 1937.

In 1950 the domestic trunk lines carried more than 6 times as many pounds of mail in one day as were carried during the first year of commercial aviation—1926.

During 1950 the domestic trunk lines flew 379 times as many pounds of air express in one day as were flown during all of 1926.

In 1950 the domestic trunk lines flew approximately 2½ times as many freight ton-miles in one week as were flown during all of 1945.

There were 2.3 passenger fatalities per 100 million passenger miles for a ten-year period ending in 1949. In 1950 the rate was 1.2 passenger fatalities per 100 million passenger miles, an 80% drop in fatality averages. This improvement occurred during a period of approximately 5 million takeoffs and landings—or one every eight seconds.

Interline traffic business transacted by the scheduled Airlines Clearing House totalled \$206,234,825.46 in 1950, representing a 22 percent gain over 1949.

AIRLINE EARNINGS RECORD, 1946-1950 Domestic and International Carriers

YEAR	Operating revenues	Net Operating Income	Federal Income Taxes	Net Income After Taxes	Net Assets	Percent Net Income to Net Assets
DOMESTIC AIRLINES						
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	434,295,384	2,661,108	3,742,925	(5,478,777)	500,507,484	....
1949	486,033,846	24,300,951	7,510,136	11,947,776	504,634,950	2.36
9 mos. 1950	405,658,735	38,673,644	15,753,000	21,292,000	556,048,095	3.83
INTERNATIONAL (American Flag) AIRLINES						
1946	146,754,102	6,911,256	2,633,893	(4,353,197)	187,356,168	....
1947	209,009,531	(284,001)	651,458	(5,124,630)	163,397,789	....
1948	249,234,199	13,947,216	2,414,858	6,365,492	204,474,251	3.11
1949	274,154,538	21,291,408	1,361,867	7,454,189	195,470,000	3.81
9 mos. 1950	183,089,000	13,653,433	4,487,000	12,497,000	228,351,693	5.47
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)	611,607,385	....
1948	683,529,583	16,608,324	6,157,783	886,715	704,981,735	0.13
1949	760,188,384	45,592,359	8,872,003	19,401,965	700,104,950	2.80
9 mos. 1950	588,747,735	52,327,077	20,240,000	33,787,000	784,399,788	4.31

The scheduled airlines made their first modest post-war return investment in 1949, though the international segment of the industry earned slightly more than 3 percent in 1948. It has not been until 1950 in the post-war experience of the carriers that they have exceeded 4 percent. In the five year period of 1946-50 net earnings after taxes have averaged out \$17½ million, or 2.7 percent on average assets for these years. Operating losses both before and after taxes are shown in parentheses. Where Federal income tax data are in parentheses the airlines were allowed to carry over taxes until a future year.



For the third year, five U.S. flag scheduled airlines (four domestic and one international) topped the one hundred million revenue ton mile level. In 1950 one of the domestic carriers for the first time went above two hundred million revenue ton miles.

This undoubtedly means that in 1950, as in 1949, the first five places in worldwide airline traffic will be held by American carriers.

The introduction of air coach service at reduced fares, coupled with family fares and other incentive rates, added substantially to the increases in passenger traffic shown in 1950.

In 1949 coach fare traffic accounted for approximately 4 percent of the revenue miles flown, while in the first 7 months of 1950 coach fare travel was responsible for 12 percent.

Charter mileage has greatly increased in 1950.

The Air Traffic Conference Military Bureau is experiencing million dollar months of group business in 1951. Another phase of importance in the charter field is transportation of college sports personnel. In 1950 at least 150 colleges and conventions used charter flights for this purpose.

Air cargo still holds its position as the most rapidly growing service, but the volume of mail and express also increased.

PASSENGERS • AIR MAIL • EXPRESS • FREIGHT

Year	Revenue Passenger (A)	Revenue Passengers Miles (000)	Passenger Load Factor	Air Mail Ton Miles (B)	Express Ton Miles	Freight Ton Miles	Total Rev. Ton Miles (000) (C)
DOMESTIC TRUNKLINES							
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	703,054
1949	14,021,047	6,562,580	59.03	40,874,188	27,329,361	94,189,591	801,508
1950	16,166,871	7,871,405	58.05	46,314,753	36,629,167	113,809,786	963,118

(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	381,840	47,154	61.06	70,219	124,121	602,834	4,744
1950	496,386	60,840	58.05	65,188	118,900	564,901	5,703

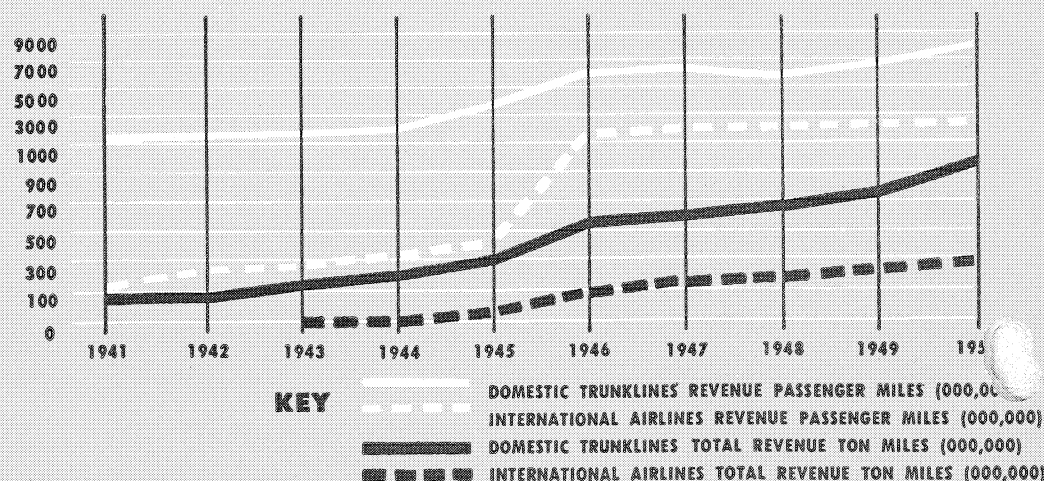
LOCAL SERVICE AIRLINES

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	677,817	134,691	28.18	473,749	320,187	435,558	14,197
1950	987,990	200,939	32.87	561,529	614,150	714,421	21,476

INTERNATIONAL AIRLINES

1941	228,524	162,824	65.57	.....(D)	.....	.....	.....
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	1,888,947	57.37	17,202,868	41,581,133	4,011,668	265,429
1949	1,520,067	2,053,980	56.67	19,365,769	49,443,623	6,714,414	297,169
1950	1,681,477	2,227,788	59.67	24,403,741	44,535,219	15,675,831	317,721

(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

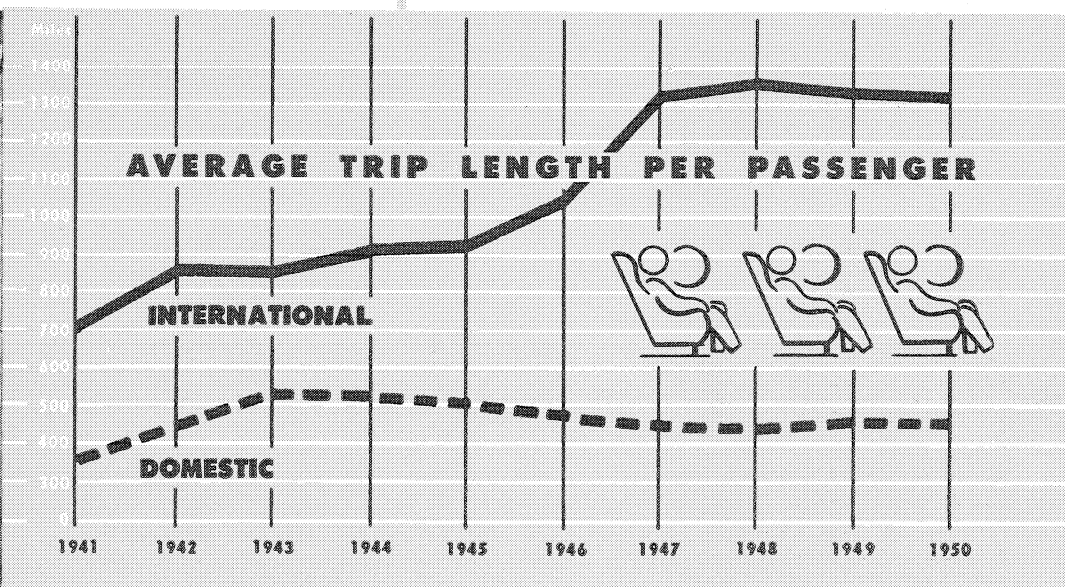
DOMESTIC (A)

(In Thousands)

INTERNATIONAL

	1947	1948	1949	1950	1947	1948	1949	1950
January	380,757	401,214	428,519	487,779	104,789	128,117	141,506	134,673
February	372,276	356,859	430,644	487,989	102,094	116,834	134,049	139,322
March	493,864	440,106	531,660	574,912	120,386	135,882	162,288	172,602
April	526,188	483,147	576,152	645,770	126,527	136,400	167,792	169,323
May	563,771	539,427	606,788	693,302	161,378	156,117	175,433	174,514
June	546,685	588,675	676,841	792,825	183,941	183,654	204,760	235,215
July	543,541	561,075	640,718	754,942	186,279	184,058	210,739	248,195
August	611,838	569,583	627,127	784,403	198,760	182,391	203,569	245,192
September	609,756	549,540	634,088	757,373	188,964	188,907	199,149	213,231
October	578,889	534,758	608,839	777,492	150,658	165,639	170,473	190,944
November	435,083	452,441	504,939	658,057	138,389	145,091	136,338	151,281
December	441,231	486,355	478,157	718,646	147,880	165,907	151,636	185,143
TOTAL	6,103,879	5,963,180	6,744,472	8,133,490	1,810,045	1,888,997	2,057,732	2,259,635

(A) Includes Trunklines, 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
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	5.76¢	7.72¢	477	1,351
1950	5.50¢	7.00¢	461	1,324

*Trunklines only before 1945

PASSENGERS CARRIED

(Monthly Average)

	DOMESTIC	INTERNATIONAL
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
1949	1,256,725(A)	126,672(A)
1950	1,461,770(A)	140,123(A)

(A) Revenue Passengers only.



PLANES, SEATS and MILES

Planes	Average Available Seats (A)	Route Miles	Revenue Miles in Passenger Service	Daily Average Revenue Miles Flown—All Services
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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(B)	25.31	84,358	295,948,953	836,709
1947	737(C)	30.30	110,144	302,098,464	854,464
1948	779(D)	33.14	155,541	301,194,517	890,452
1949	771(E)	36.32	116,371	306,072,766	885,592
1950	796(F)	40.53	130,806	309,700,161	890,843

Territorial included in above table through 1944.

(A) Obtained by dividing available passenger seat miles by revenue miles flown in passenger service.

(B) 22 of these aircraft listed also on International certificates

(C) 388 of these aircraft listed also on International certificates

(D) 273 of these aircraft listed also on International certificates

(E) 285 of these aircraft listed also on International certificates

(F) 307 of these aircraft listed also on International certificates

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	19.98	29,963	23,924,331	68,344
1950	114	18.08	31,071	33,798,250	94,535

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	36.60	203,678	99,039,879	286,378
1950	208	42.33	N.A.	89,662,688	254,858

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	24.11	772	3,203,113	9,462
1950	21	28.41	672	3,706,112	10,672



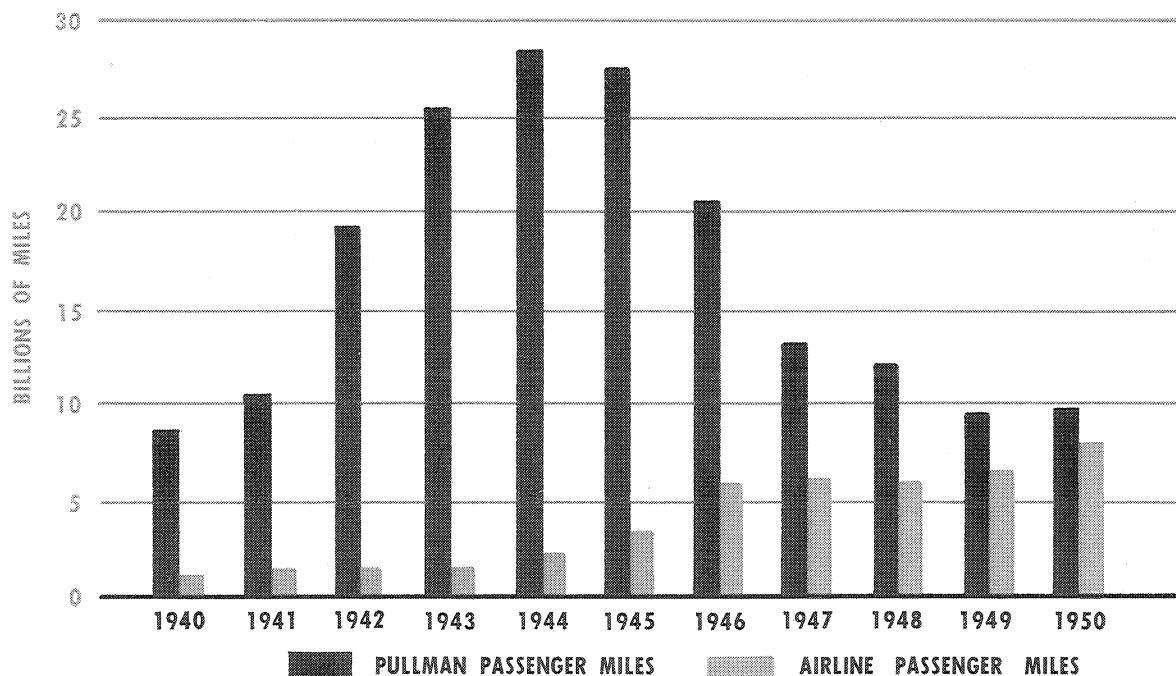
DOMESTIC

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.....	9,349,319	6,746,425	16,095,744	41.91
1950.....	9,362,567(A)	8,133,184	17,495,751	46.49

(A) Estimated.

FIRST CLASS TRAVEL MARKET



INTERCITY PASSENGER MILES

By Common Carriers and
Private Automobile 1943-
(Millions of Passenger

	1943	1944	1945	1946	1947	1948	1949	1950
RAILROADS:								
Pullman	24,675	26,943	26,912	19,838	12,260	11,014	9,349	9,363
16 Trunk Airlines	1,617	2,161	3,336	5,903	6,011	5,823	6,563	7,871
Pullman and Airlines Combined	26,292	29,104	30,248	25,741	18,271	16,837	15,912	17,234
AIRLINE % OF THIS TOTAL:	6.15%	7.42%	11.02%	23.00%	32.90%	34.58%	41.25%	45.67%
RAILROADS:								
Day Coach	57,907	63,287	59,415	39,002	27,665	24,315	20,273	17,369
INTER-CITY MOTOR BUS LINES:	27,416	26,548	26,927	25,576	23,404	23,650	21,200	19,600
TOTAL RAILROAD COACH AND INTER-CITY BUS:	85,323	89,835	86,342	64,578	51,069	47,965	41,473	36,969
TOTAL RAILROAD, AIRLINE, BUS LINES:	111,615	118,939	116,590	90,319	69,836	64,802	57,385	54,203
PRIVATE AUTOMOBILE INTER-CITY:	147,131	151,251	179,837	253,570	274,008	287,420	300,101	325,909
TOTAL COMMON AND PRIVATE CARRIER:	258,746	270,190	296,427	343,889	343,348	352,222	357,486	380,112
COMMON CARRIER % OF TOTAL:	43.09%	44.05%	39.33%	26.29%	20.30%	18.40%	16.05%	14.26%
PASSENGER MILES PER CAPITA:	1,931	2,039	2,245	2,451	2,417	2,432	2,367	2,517








In 1950, for each passenger fatality on the domestic scheduled airlines, more than 83,000,000 passenger miles were flown, equal to more than 3,300 trips around the world at the Equator. The domestic scheduled airlines in 1950 flew 367,184,000 plane miles, with five fatal accidents. This is one accident for every 73,438,800 plane miles flown, or equal to flying 31,929 safe trips between Washington and Los Angeles. These accidents occurred during a period in which the scheduled domestic airlines were making approximately 5 million takeoffs and landings, an average of one takeoff or landing every eight seconds, day and night. During 1950 the domestic and international U. S. scheduled air carriers combined flew approximately 18,828,000 passengers more than 10 billion passenger miles for a safety record of 1.4 passenger fatalities per 100,000,000 passenger miles. This is the second lowest passenger fatality record for combined domestic and international scheduled air carriers ever achieved in any one year. The favorable safety record of the scheduled airlines is due to the strong emphasis they place on engineering and education in their daily effort to improve flying safety. In addition, they have continuous scientific maintenance programs in which the importance of safety is stressed. Every scheduled airline flight is planned and operated to provide first, safety; then comes passenger comfort and operation on schedule.

SCHEDULED AIRLINE PASSENGER FATALITIES

	DOMESTIC		INTERNATIONAL		TOTAL	
	Number of Fatalities	Fatalities per 100 Million Passenger Miles	Number of Fatalities	Fatalities per 100 Million Passenger Miles	Number of Fatalities	Fatalities per 100 Million Passenger Miles
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	93	1.3	0	0	93	1.0
1950 (EST.)	96	1.2	48	2.1	144	1.4

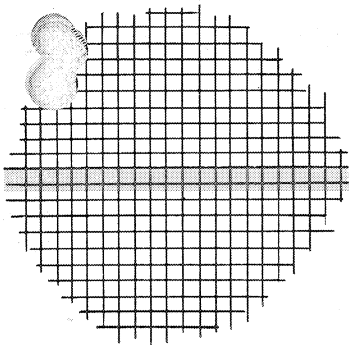
COMPARATIVE TRANSPORTATION SAFETY RECORD

	1942	1943	1944	1945	1946	1947	1948	1949	1950
 Domestic Scheduled Air Transport Fatalities	55	22	48	76	75	199	83	93	96
Rate*	3.66	1.32	2.09	2.14	1.20	3.21	1.3	1.3	1.2
 International Scheduled Air Transport Fatalities	0	10	17	17	40	20	20	0	48
Rate*	0	3.9	5.3	3.7	3.6	1.1	1.0	0	2.1
 Bus Fatalities	x	x	x	120	140	140	120	120	x
Rate*	.23	.22	.22	.17	.19	.21	.18	.20	x
 Railroad Passenger Fatalities	110	262	249	142	116	74	52	32	177
Rate*	.20	.30	.26	.16	.18	.16	.13	.09	.56
 Passenger Automobiles and Taxicab Fatalities	x	x	x	12,900	15,400	15,300	15,200	15,300	x
Rate*	2.7	2.7	2.9	2.9	2.5	2.3	2.1	2.0	x

*—RATE PER 100 MILLION PASSENGER MILES

x—Not available

OPERATIONAL REGULARITY



by
MILTON W. ARNOLD
Vice President,
*Operations and
Engineering*

It is generally difficult to measure true progress on a year-to-year basis. However, when measured over a period of several years, the degree of progress resulting from careful planning and development comes more clearly into focus.

In the case of aviation it has been possible to measure progress on a year-to-year basis; but, the full impact of the scheduled airlines' progress toward greater reliability of service and greater safety is best realized by viewing in retrospect the operational record of the scheduled airlines for the past four or five years.

In 1947, on a nation-wide basis, the scheduled airlines completed only 94.77% of the mileage scheduled, due either to weather conditions below acceptable and safe operating limits, or to severe air traffic congestion at the larger cities. Furthermore, in only one month of that year did the scheduled airlines complete more than 99% of the mileage scheduled.

Two years later, 1949, the scheduled airlines completed nearly 98% of the mileage scheduled throughout the year. And for six consecutive months during the same year, the scheduled airlines completed more than 99% of all mileage scheduled.

1950 produced a further, although less spectacular, improvement; and from all early appearances 1951 will register still greater progress.

Interruptions to a scheduled operation in the form of cancellations or delays are normally due to either the weather reaching a point below acceptable and safe standards of operation, or to traffic congestion (a condition where the capacity of the traffic control and navigation system is less than the demand for time in the system).

Of all the aids and devices installed to permit safe operation by aircraft under severe weather conditions, the Instrument Landing System (ILS) probably has contributed the most. The ILS, conservatively speaking, has eliminated more than 55% of all cancellations due to weather. Translated into terms of passengers and flights, the ILS each year guides to a safe landing millions of passengers on thousands of flights, including nearly 500,000 passengers on 12,500 flights, which number in 1950 would have been cancelled.

This is not to say that the ILS is sufficient alone; radar, High Intensity Approach and Runway Lights, as well as improved static-free communications and other new and improved aids, have all contributed a part.

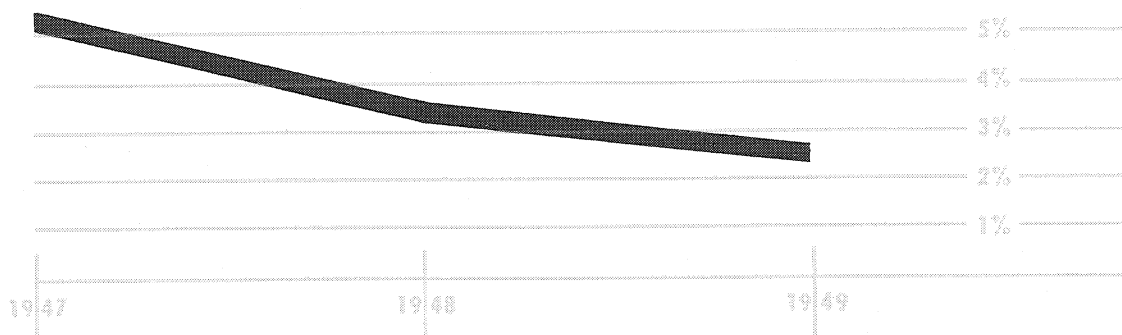
Equal progress has been made in the art and technique of air traffic control. The efficiency of this primary service of the Civil Aeronautics Administration is best measured by the number of aircraft which can land and depart each hour for sustained periods of time.

In 1947, the capacity of all but a very few airports permitted only 7 aircraft to land and an equal number to depart each hour during those periods when the weather was such that flight by instruments was required.

Today, under the same conditions, the capacity has been increased nearly two and one half times to 32 arrivals and departures each hour. It may be reasonably expected that this figure will be still further increased to a total of forty arrivals and departures at single-runway airports and to even more at the larger dual-runway type of airport.

I do not believe it is possible to attribute this remarkable progress entirely to any one individual or to any one organization or agency. Rather, it represents the combined efforts of the individuals comprising the civil government agencies and the three services of the military, as well as private enterprise represented by manufacturing, the research laboratory and the civil users of the air space. The incentive for this coordinated effort and interest is generated by the fact that aviation is a most vital part of the transportation and communications system, the defense and the economy of our great nation.

**MILEAGE
LOSS
DUE
TO
WEATHER**





Revenues

Since 1948 the percentage of mail revenues to total income has been declining in the domestic field.

The bulk of the scheduled airline income comes from carrying passengers. The constant improvement in passenger service and a growing realization by the traveling public of the sound safety record, have been of great aid in the establishing of new passenger carrying records.

Since revenue ton-miles in 1950 increased about twice as fast as total operating revenues, it is evident these various services showed rate declines. Such declines were noticeable in passenger rates, in rates paid for carrying the mail, and in express and freight traffic in the international and overseas traffic.

Total operating expenses increased 5%, while total revenues were increased 8%. This difference in these two rates of growth largely explains the increase of 47% in total net operating income. Unit revenue (ton-mile) operating costs declined more rapidly than did ton-mile operating revenues. The greater part of this improvement in net operating income accrued to the domestic trunk airlines.

AIRLINE OPERATING REVENUES

Year	Passengers	% of Total	Mail	% of Total	Express & Frt.	% of Total	Others	% of Total
------	------------	------------	------	------------	----------------	------------	--------	------------

DOMESTIC TRUNKLINES

1941	\$68,996,812	71.81	\$22,297,222	23.21	\$2,891,356	3.01	\$1,896,829	1.97	\$96,076,819
1942	73,649,588	69.28	22,957,807	21.60	6,749,413	6.35	2,953,354	2.78	106,309,162
1943	86,045,193	72.37	23,562,311	19.82	8,015,163	6.74	1,280,230	1.08	118,902,897
1944	115,012,203	72.59	32,739,723	20.66	7,897,056	4.98	2,797,643	1.77	158,446,625
1945	164,427,954	77.85	32,831,438	15.59	10,470,649	4.96	3,395,082	1.60	211,124,523
1946	272,573,483	87.50	19,880,164	6.38	13,269,913	4.27	5,776,089	1.85	311,500,649
1947	303,193,782	86.01	23,325,630	6.62	18,888,245	5.36	7,082,710	2.01	352,489,367
1948	334,735,598	80.98	47,837,531	11.57	23,788,568	5.76	6,991,189	1.69	413,352,886
1949	378,113,445	82.24	45,031,010	9.79	27,280,566	5.93	9,357,524	2.04	459,782,545
1950*	428,641,666	82.10	46,086,168	8.83	34,232,704	6.56	13,122,757	2.51	522,083,295

LOCAL SERVICE AIRLINES

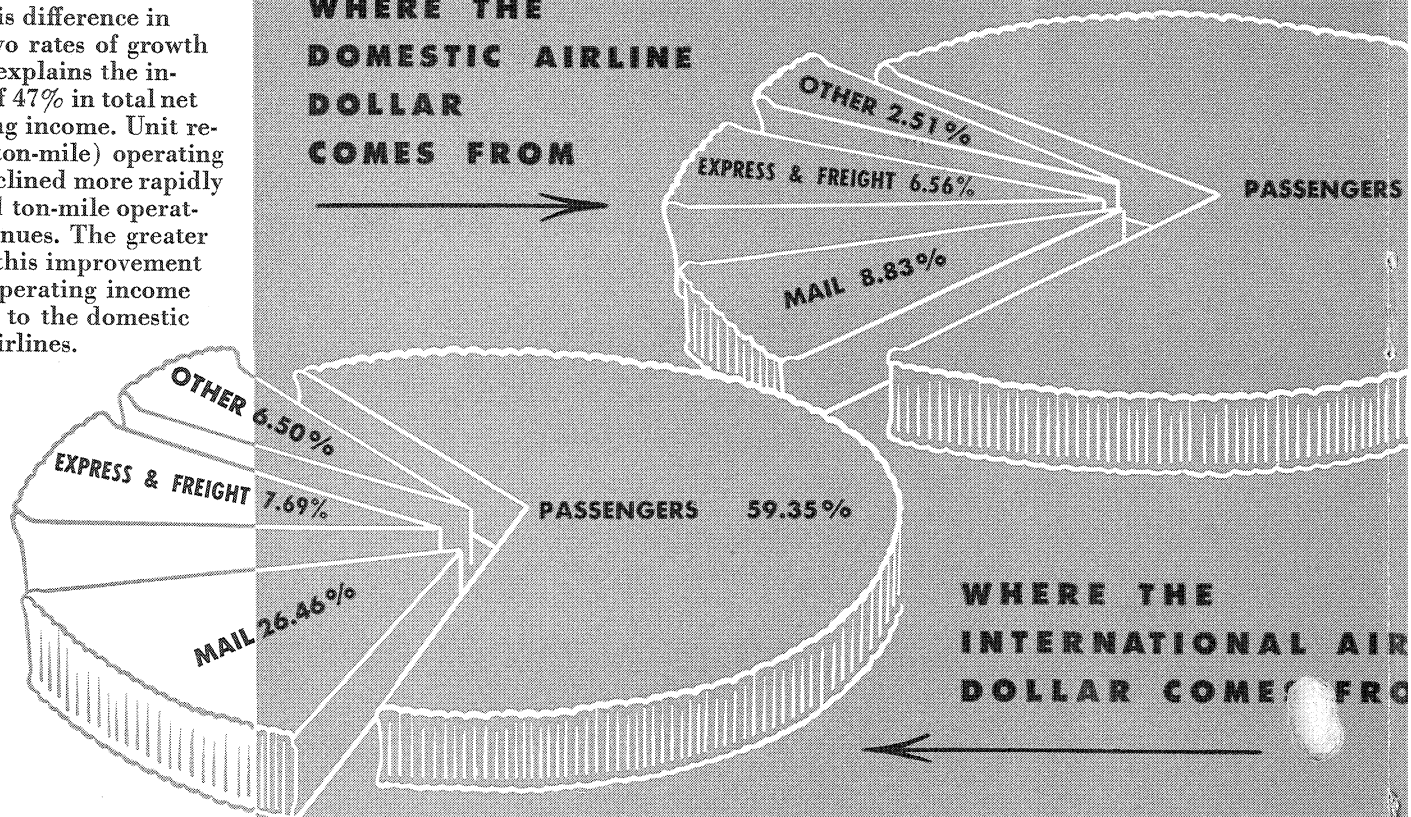
1946	\$314,638	16.29	\$1,558,614	80.71	\$13,008	0.67	\$44,797	2.33	\$1,926,057
1947	2,280,124	26.99	5,957,097	70.51	60,179	0.71	150,931	1.79	8,408,331
1948	4,666,549	28.64	11,282,490	69.25	147,959	0.91	195,511	1.20	16,292,509
1949	7,362,007	33.55	14,054,998	64.06	252,159	1.15	271,465	1.24	21,940,629
1950*	10,235,000	37.09	16,250,000	58.89	443,300	1.61	664,330	2.41	27,592,630

INTERNATIONAL AIRLINES

1941	\$14,020,811	36.91	\$15,472,179	40.73	\$1,475,207	3.88	7,021,770	18.48	\$37,990,967
1942	20,970,792	51.31	9,038,810	22.12	4,318,924	10.56	6,541,299	16.01	40,869,825
1943	19,333,389	58.87	3,624,223	11.04	4,401,466	13.40	5,480,095	16.69	32,849,173
1944	24,287,050	62.46	2,889,093	7.43	5,405,470	13.90	6,300,788	16.21	38,882,401
1945	38,858,800	56.23	12,264,219	17.75	7,314,743	10.58	10,673,311	15.44	69,010,873
1946	91,416,767	62.29	25,060,600	17.08	11,413,268	7.78	18,863,467	12.85	146,753,102
1947	140,652,113	67.29	32,299,890	15.45	17,526,276	8.39	18,531,252	8.87	209,109,531
1948	151,337,705	60.72	57,335,669	23.00	20,808,679	8.35	19,752,146	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	274,153,538
1950*	155,547,760	59.35	69,352,634	26.46	20,160,000	7.69	17,032,337	6.50	262,092,731

* Partial Estimate

WHERE THE DOMESTIC AIRLINE DOLLAR COMES FROM



AIRLINE OPERATING EXPENSES

of	Total	Total %	Aircraft Operating Expenses	% of Total	Ground and Indirect Expenses	% of Total	Total Operating Expenses	Year
DOMESTIC TRUNKLINES								
97	\$96,082,219	100.0	\$44,932,205	50.0	\$44,986,928	50.0	\$89,919,134	1941
78	106,310,162	100.0	36,392,090	43.1	47,974,400	56.9	84,366,489	1942
08	113,902,897	100.0	34,613,411	36.2	60,949,609	63.8	95,563,020	1943
77	158,446,625	100.0	45,150,125	36.3	79,371,967	63.7	124,522,092	1944
60	211,125,123	100.0	69,222,625	38.3	111,403,704	61.7	180,626,329	1945
85	311,499,649	100.0	127,411,526	40.18	189,709,954	59.82	317,121,480	1946
01	352,490,367	100.0	163,202,631	43.71	210,187,837	56.29	373,390,468	1947
69	413,352,886	100.0	189,790,818	46.15	221,486,955	53.85	411,277,773	1948
04	459,782,545	100.0	209,679,522	48.18	225,477,685	51.82	435,157,207	1949
51	522,083,295	100.0	228,507,000	48.88	239,001,000	51.12	467,508,000	1950*
LOCAL SERVICE AIRLINES								
33	\$1,931,057	100.0	\$ 999,175	48.49	\$ 1,064,254	51.65	\$ 2,060,429	1946
79	8,448,331	100.0	4,462,227	49.20	4,607,078	50.80	9,069,305	1947
20	16,292,509	100.0	8,321,371	52.26	7,602,141	47.74	15,923,512	1948
24	21,940,629	100.0	11,810,777	52.77	10,570,938	47.23	22,381,715	1949
41	27,592,630	100.0	13,604,000	50.56	13,300,000	49.44	26,904,000	1950*
INTERNATIONAL AIRLINES								
48	\$37,989,967	100.0	N. A.	N. A.	N. A.	N. A.	N. A.	1942
01	40,869,825	100.0	\$11,991,694	37.38	\$20,087,295	62.62	\$32,078,989	1943
69	32,839,173	100.0	13,352,194	34.04	25,874,474	65.96	39,226,668	1944
21	38,882,401	100.0	22,918,033	37.11	38,846,750	62.89	61,764,783	1945
44	69,111,073	100.0	52,465,127	37.51	87,377,719	62.49	139,842,846	1946
85	146,754,102	100.0	93,765,716	44.80	115,527,815	55.20	209,293,532	1947
87	209,009,531	100.0	110,992,589	47.17	124,294,394	52.83	235,286,983	1948
93	249,234,199	100.0	122,333,638	48.38	130,529,491	51.62	252,863,129	1949
69	274,154,538	100.0	122,294,788	49.55	124,516,085	50.45	246,810,873	1950*
50	262,092,731	100.0						

N.A.—Not Available
* Partial Estimate

DIRECT AIRCRAFT OPERATING EXPENSES

DOMESTIC TRUNKLINES		Flying Operations	% of Total	Direct Maintenance Flight Equip.	% of Total	Depreciation Flight Equip.	% of Total
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	119,961,143	57.21	50,270,468	23.97	39,447,911	18.82	
1950*	133,722,297	58.52	55,207,291	24.16	39,577,412	17.32	
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	6,486,969	54.92	3,280,965	27.78	2,042,843	17.30	
1950*	8,585,484	63.11	3,590,096	26.39	1,428,420	10.50	
INTERNATIONAL AIRLINES							
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	72,346,828	59.14	26,310,942	21.51	23,675,868	19.35	
1950*	71,102,190	58.14	26,183,314	21.41	25,009,284	20.45	

N.A.—Not Available
* Partial Estimate

SENGERS 82.10%

L AIRLINE
FROM



AIRLINE INDUSTRY NET OPERATING INCOME*

In 1950 the scheduled airlines coupled their traffic increases with cost controls, making this year the most profitable on record. However, as shown on Page 3, in a five-year period, 1946-50, net earnings averaged only 2.7 percent on average assets for the industry in these years. A major factor in airline growth has been and will continue to be the nature of flying equipment. The domestic fleet was almost completely modernized in the first three postwar years. The cost of this was heavy, and the year 1949 was the first since to see even modest profits for the airline industry as a whole.

It was not alone cost controls, however, that aided the airlines in reaching new heights in 1950. Probably never in the history of the industry have the individual airlines carried on a more strenuous sales effort than they did in 1950. Advertising budgets reached new highs, incentive fare plans were vigorously pushed, and group movements were promoted extensively both domestically and internationally—in the latter case, full advantage being taken of Holy Year. In addition, new and improved flying equipment began to contribute to holding down costs.

With all these efforts, the airlines were successful in making a noteworthy operating profit, despite the fact supplies and material were increasing in cost as were wages and salaries.

That the financial results of 1950 will continue in 1951 has been indicated by the fact several airlines reported a profit in the early months of 1951, a time of year which ordinarily means losses.

	DOMESTIC TRUNKLINES		LOCAL SERVICE		INTERNATIONAL	
	Operating income*	% Gross operating revenue	Operating income*	% Gross operating revenue	Operating income*	% Gross operating 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	24,625,337	5.36	(441,086)	(Loss)	21,291,408	7.77
1950**	54,575,295	10.45	688,630	2.50	15,281,858	5.83

N.A. Not Available

* All income figures are before Federal Income Taxes

** Partially estimated



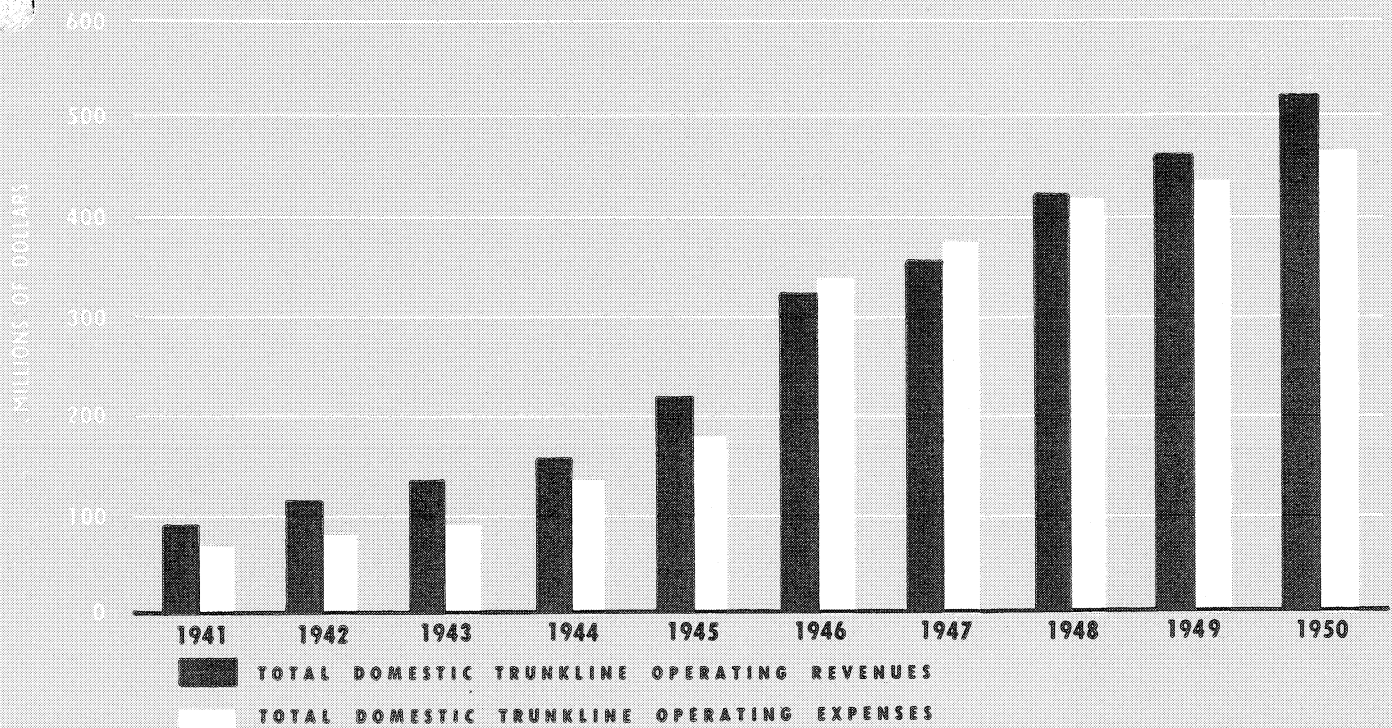
ASSETS and LIABILITIES DOMESTIC TRUNK AIRLINES

SELECTED YEARS	1940	1949	1950(A)	1950(B)
Current Assets	\$36,017,487	\$175,472,186	\$207,134,000	\$186,913,075
Flight Equipment (net)	31,221,243	188,619,849	195,207,000	186,446,942
Other Operating Property	.....	61,476,977	58,906,000	59,868,209
Non-Operating Property	117,026	2,704,375	2,242,000	2,539,653
Other Assets	4,030,661	58,668,273	73,774,000	71,751,585
Total Assets	71,386,417	486,941,660	537,263,000	507,518,464
Current Liabilities	15,391,299	98,428,787	129,792,000	112,673,531
Long Term Debt	4,257,770	148,017,443	138,266,000	138,525,888
Capital Stock	27,390,060	123,710,057	123,435,000	123,432,785
Capital Surplus	21,165,185	63,434,293	63,852,000	63,841,372
Earned Surplus	1,638,089	36,991,628	57,516,000	42,704,273
Operating Reserves	273,173	3,635,427	4,513,000	4,462,153
Other Liabilities	1,270,841	12,724,025	19,889,000	21,878,000
Net Worth & Liabilities	71,386,417	486,941,660	537,263,000	507,518,464
Net Worth	50,193,334	224,135,978	244,803,000	229,978,430

(A) As of September 30.

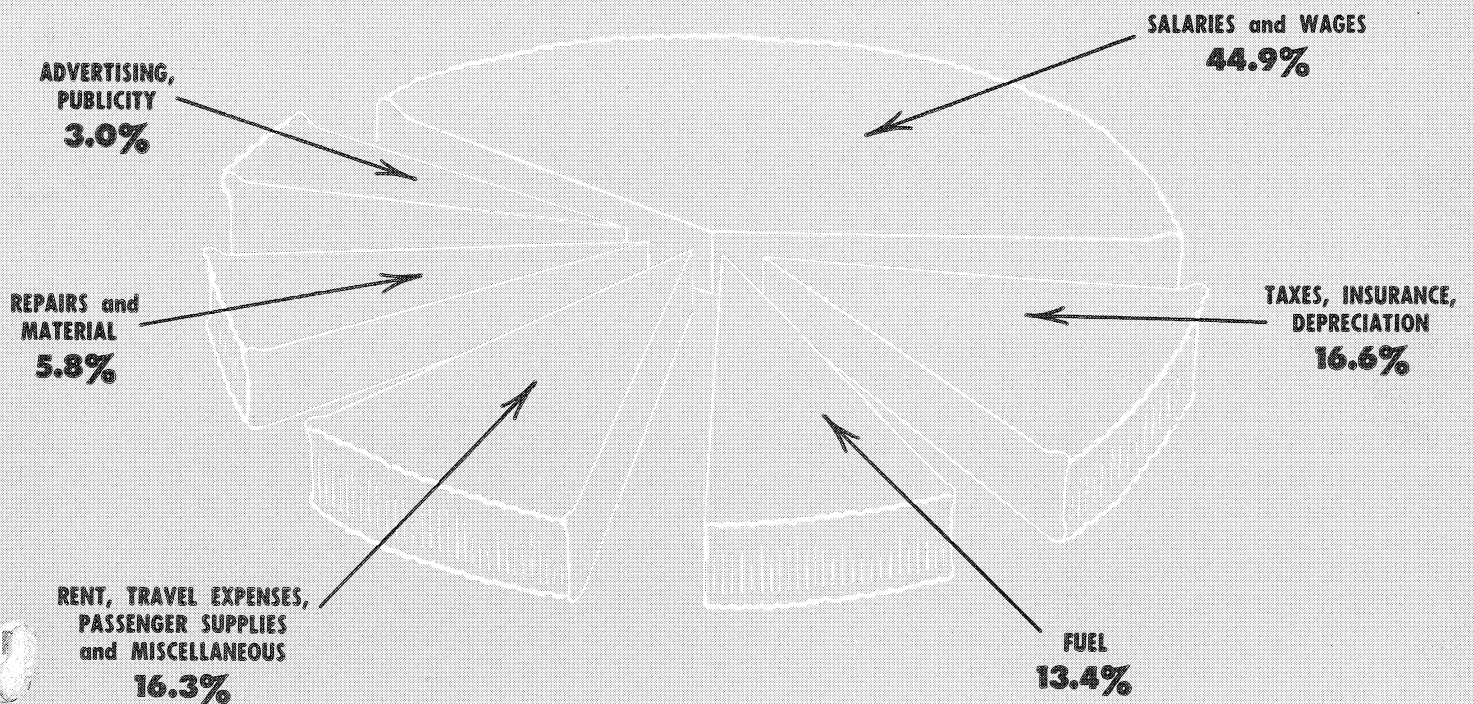
(B) As of June 30.

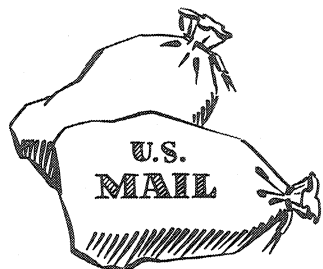
10 YEAR TREND OF TOTAL DOMESTIC TRUNKLINE OPERATING REVENUES AND EXPENSES



WHERE THE DOMESTIC AIRLINE DOLLAR GOES

(First 6 Months 1950)





Air Mail

The year 1951 marks the 25th anniversary of the carrying of air mail by private carriers. During this period the postal service and the scheduled airlines, working together, have developed modern air mail and the air parcel post at an amazingly low cost in public funds.

Post Office Department in report on air mail payments to a Senate Committee in 1949 declared: "Probably no investment ever made by this government ever returned greater national benefits in commercial and cultural progress, and national security. The over-all value of the air transportation system to the nation, particularly as an arm of national defense, has been incalculable . . ."

Of the \$551,129,528 total postal "deficit," in fiscal 1949 less than 7 percent was attributed to domestic Air Postal Service. Domestic Second, Third and Fourth Class Mails alone accounted for 74 percent. The annual deficit incurred by the sale of penny postal cards totalled more than the deficit of air mail in any one year period.

Since the beginning of air mail in 1918, government costs in excess of revenues for both domestic and international Air Postal Service have averaged only \$6,013,243 a year.

Approximately 85 percent of all domestic air mail and air parcel post is carried at no excess cost over revenues. So far as the so-called "air mail subsidy" is concerned, the users of air mail are the only ones subsidized.

AIR MAIL REVENUES AND PAYMENTS

DOMESTIC AIRLINES FISCAL YEAR ENDING JUNE 30

	Payments to Airlines	Postal Revenues	All Allocated Costs (A)	Net Result for P.O.
1939	\$17,020,169	\$16,326,358	\$24,887,824	— \$8,561,466
1940	19,425,732	19,122,906	28,341,758	— 9,218,852
1941	20,687,220	23,920,465	31,174,112	— 7,253,647
1942	23,473,170	33,417,367	37,092,816	— 3,675,449
1943(B)	23,308,477	62,818,568	44,463,207	+ 18,355,361
1944	28,401,371	79,412,510	49,794,609	+ 29,617,901
1945	33,557,040	81,237,389	49,902,849	+ 31,334,540
1946	21,953,760	68,427,924	49,578,803	+ 18,849,121
1947	25,661,562(D)	54,356,782	73,446,659	— 19,089,877
1948	47,384,762(D)	53,586,950	80,662,381	— 27,075,431
1949	61,088,880(D)	65,385,603	102,646,667	— 37,261,064
1950	60,943,786(D)	74,120,038	109,621,905	— 35,501,867
	\$382,905,929	\$632,132,860	\$681,613,590	—\$49,480,730

INTERNATIONAL AIRLINES FISCAL YEAR ENDING JUNE 30

	Payments to Airlines	Postal Revenues	All Allocated Costs	Net Result for P.O.
1939	\$ 9,327,445	\$ 3,925,513	\$ 9,903,372	—\$ 5,977,859
1940	12,438,825	5,914,405	13,223,146	— 7,308,741
1941	15,639,439	9,309,793	16,584,395	— 7,274,602
1942	14,411,422	12,015,863	15,598,395	— 3,582,532
1943(B)	5,563,283	28,500,000	24,057,541	+ 4,442,459
1944(C)	2,969,618	51,276,499	30,071,926	+ 21,204,573
1945	6,135,402	110,675,066	58,634,868	+ 52,040,198
1946	13,032,000	58,081,237	52,610,909	+ 5,470,328
1947	25,612,586(D)	21,772,598	33,144,101	— 11,371,503
1948	44,635,623(D)	23,815,519	51,571,220	— 27,755,701
1949	54,554,400(D)	25,695,375	73,418,670	— 47,723,295
1950	56,169,576(D)	27,334,124	78,286,463	— 50,952,339
	\$260,489,619	\$378,315,992	\$457,105,006	—\$78,789,014

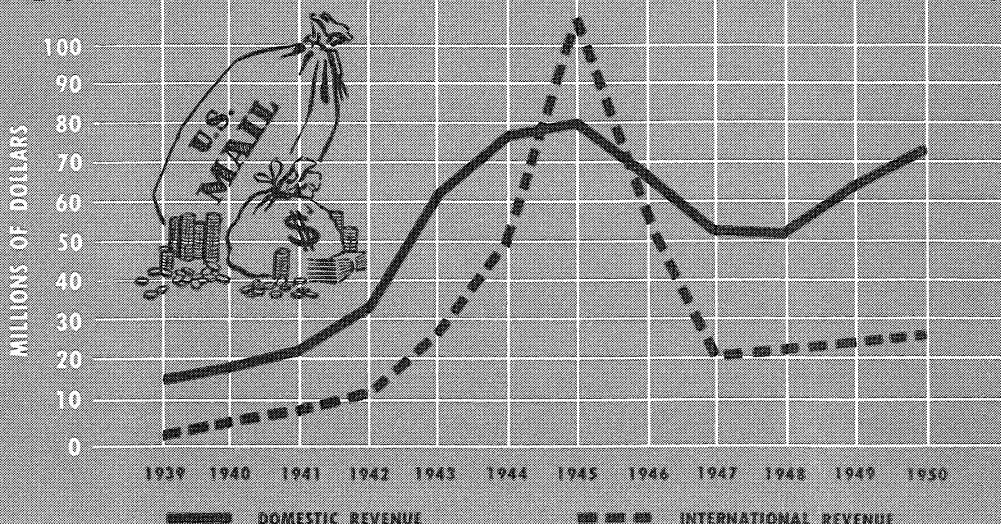
(A)—Includes costs of field air mail salaries.

(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)—Adjusted.

DOMESTIC AND INTERNATIONAL POSTAL REVENUES



AIR MAIL • MILES AND PAYMENTS

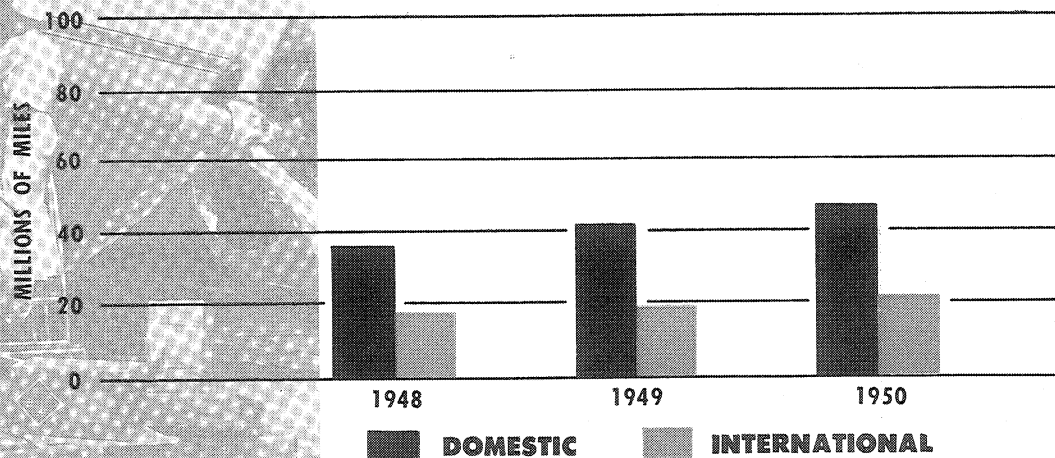
Fiscal Year Ending June 30	Payments Per Plane Mile	DOMESTIC				INTERNATIONAL	
		Pound Miles Per Route Mile	Revenue Mail Miles Flown	Route Miles Air Mail Service	Ton Miles Performed	Plane Miles Flown	Payments Per Plane Mile
1939	\$.326	426,608	52,141,758	37,080	7,909,309	5,357,405	\$1.74
1940	.328	492,090	59,236,453	37,943	9,335,684	5,907,124	2.10
1941	.273	513,579	75,689,839	43,411	11,147,481	8,238,349	1.65
1942	.263	703,768	89,307,567	44,623	15,702,129	8,858,294	1.61
1943	.262	1,251,401	88,963,296	45,304	28,246,170	15,633,483	.36
1944	.264	1,734,022	107,650,804	49,482	42,289,845	19,485,789	.17
1945	.213	2,162,025	166,576,371	56,849	61,454,346	24,275,760	.25
1946	.121	1,772,013	221,724,860	57,377	50,836,389	40,659,256	.27
1947	.069	658,592	314,505,965(A)	102,454	33,737,707(A)	61,213,887	.31
1948	.109	520,562	321,661,665(A)	130,093	33,858,424(A)	91,439,534	.44
1949	.191	531,263	333,245,576(A)	155,314	41,256,760(A)	97,459,137	.62
1950	.190	530,585	339,160,155(A)	158,977	42,175,437(A)	87,809,537	.69

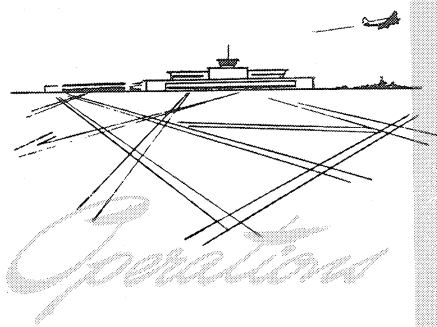
(A)—Subject to adjustment

MAIL TON MILES FLOWN MONTHLY

	DOMESTIC			INTERNATIONAL		
	1948	1949	1950	1948	1949	1950
January	2,757,163	3,330,170	3,347,435	1,105,852	1,629,104	1,488,208
February	2,637,334	3,246,336	3,261,453	1,131,463	1,447,374	1,421,187
March	3,069,795	3,677,885	3,740,180	1,337,956	1,651,236	1,692,992
April	2,843,869	3,598,234	3,546,090	1,313,260	1,692,416	1,739,571
May	2,955,846	3,364,766	3,799,008	1,308,798	1,572,508	1,868,096
June	2,900,079	3,274,250	3,554,922	1,305,528	1,510,107	1,679,390
July	2,798,491	2,954,599	3,305,024	1,321,279	1,472,381	1,717,127
August	2,926,753	3,159,571	3,833,651	1,278,551	1,463,055	1,738,268
September	3,107,066	3,137,299	3,820,066	1,246,356	1,401,918	1,651,275
October	3,363,773	3,292,972	4,308,109	1,473,950	1,492,467	1,719,793
November	3,401,554	3,357,811	4,168,466	1,709,942	1,497,093	1,791,063
December	5,163,673	5,018,961	6,319,739	2,589,235	2,506,110	2,681,120
TOTAL	37,925,396	41,412,854	47,004,143	17,122,170	19,365,769	21,188,090

**TON MILES OF
DOMESTIC AND
INTERNATIONAL
AIR MAIL
FLOWN**





Those not close to the light aircraft industry may not realize the volume of private flying far surpasses that of the scheduled air transport industry, despite the fact the scheduled airlines average one takeoff or landing every 8 seconds of the day and night.

Civil Aeronautics Administration statistics reveal that about 60,000 active light aircraft flew 10,980,000 hours in 1949, latest year reported. The CAA figures show that of the light aircraft, 48,000 are used in industry other than commercial aviation itself. Business and professional flying of light aircraft, which is increasing rapidly, in 1949 topped scheduled airline operations hours with a total of 2,600,000 hours. The total hours flown by all light aircraft are about 4 times the 2,500,000 hours reported to be flown by the scheduled airlines in 1949.

As to airport costs, it is pertinent to note that in 1950 the scheduled air transport lines of the U.S. accounted for only 23.6 percent of the landings and take-offs at airports, and in 1951, with increased military flying, this percentage will undoubtedly decrease.

In advocating an improved airways system now being set up, the Congressional Aviation Policy Board said, "The cost of the total system is estimated at \$1,113,000,000 and is estimated to take 15 years to complete. Of this total \$989,000,000 is chargeable directly to national defense." This is 90% of the cost.

AIRPORTS BY CLASSES, (As of December 31)

Length of Runways	1941	1945	1946	1947(A)	1948(A)	1949(A)	1950(A)
Class I and under (Unpaved 1800-2700 ft.; paved 1800-2500 ft.)	1,523	1,620	2,491	3,525	4,006	4,054	4,005
Class II (Unpaved 2700-3700 ft.; paved 2500-3500 ft.)	702	1,091	758	845	972	994	964
Class III (Unpaved 3700-4700 ft.; paved 3500-4500 ft.)	187	484	485	422	471	501	507
Class IV (Unpaved 4700-5700 ft.; paved 4500-5500 ft.)	72*	488	443	314	361	368	376
Class V (Unpaved 5700-6700 ft.; paved 5500-6500 ft.)	....	343	313	100	131	135	139
Class VI and over (Unpaved 6700-7700 ft.; paved 6500-7500 ft.)	....	....	....	52	75	79	81
TOTALS	2,484	4,026	4,490	5,258	6,016	6,131	6,072

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

USE OF AIRPORTS

Fiscal Year	Number of Flight Operations		Air Carrier	Air Carrier Percentage
	Military	Civil		
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
1950	2,485,424	9,884,252	3,834,332	23.66

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 31 December 1950

	Points in Use	Points Not Served	Total Points Authorized
Trunk Lines exclusively	209	30	239
Local service airlines, exclusively	195	184	379
Combination trunk and local service	174	6	180
Cargo, exclusively	5	1	6
TOTAL	583	221	804

ROUTE MILEAGE

As of December 31, 1950

DOMESTIC TRUNK					
American	20,590	Bonanza	664	Colonial	2,030
Braniff	4,831	Central	1,345	Eastern	917
Capital	7,372	Empire	754	National	445
Catalina	47	Frontier	5,278	Northwest	15,977
Chicago & Southern	6,119	Helicopter Air	307	Pan American	127,930
Colonial	1,380	Island Air Ferries	227	Pan American-Grace	10,653
Continental	4,043	Lake Central	655	TWA	23,317
Delta	7,580	Los Angeles Airways	387	UMCA	382
Eastern	18,304	Mid-West	1,280	Western	1,640
Hawaiian	386	Ozark	2,488	TOTAL	203,678
Inland	1,913	Piedmont	1,991		
Mid-Continent	6,121	Pioneer	1,995	OVERSEAS*	
National	2,715	Robinson	568	Eastern	1,040
Northeast	2,833	Southern	2,117	Northwest	2,736
Northwest	11,130	Southwest	1,272	United	2,400
Pan American	38	Trans Texas	2,556	TOTAL	6,176
TWA	16,121	West Coast	885		
Trans Pacific	374	Wiggins	793	TOTALS	
United	15,806	Wisconsin Central	1,712	Total Trunk & Local Service	161,877
Western	3,103	TOTAL	31,071	Total International & Overseas	209,852
TOTAL	130,806	INTERNATIONAL*		GRAND TOTAL	371,731
		American Overseas	9,134		
LOCAL SERVICE		Braniff	7,597		
All American	3,368	Caribbean Atlantic	386		
Air News	429	Chicago & Southern	3,270		

* As of December 31, 1949. The figures for 1950 are not yet available.

* As of December 31, 1949. The figures for 1950 are not yet available.

PERSONNEL



Employment in the scheduled air transport industry in the third quarter of 1950 was more than six times the 13,274 employed in 1938. These figures do not include the 7,400 employees of the Civil Aeronautics Administration who direct traffic at major U.S. airports and provide weather information.

While employment in the air transport industry is spread throughout the country and internationally (for the U.S. flag airlines span five continents), there are noticeable concentrations in New York, California and Florida. In these states there are major air terminals and the major overhaul bases for several of the leading airlines.

In 1949, the latest available year reported, there was a substantial reduction in both frequency and severity of employee accidents.

DOMESTIC AIRLINES

Year	Pilots & Copilots	Purser Stewards Stewdses.	Other Flight Personnel	Meteorol- ogists & Dispatchers	Mechanics	Other Hangar and Field Personnel	Ticket Agents and Reservationists, Office Employees	All Others	Total
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	5,101	3,168	642	2,688	14,214	9,393	16,391	7,478	59,075
1950*	5,385	3,201	687	2,635	14,015	9,310	16,872	7,642	59,745

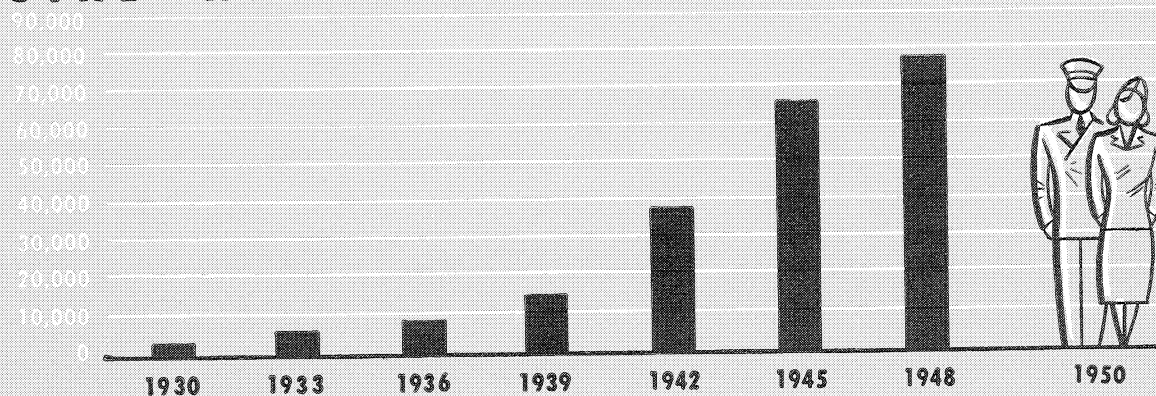
INTERNATIONAL AIRLINES

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	1,475	1,065	954	870	3,168	2,174	3,476	4,092	17,274
1950*	1,598	937	931	1,108	3,123	2,573	3,758	3,884	17,912

* As of September 30, 1950.

These figures do not include 1 territorial line and 8 local service lines.

TOTAL AIRLINE PERSONNEL



AIRCRAFT UTILIZATION DOMESTIC AIRLINES

SELECTED YEARS		1940		1945		1948*		1949*		1950*	
	No. of Engines	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	....	....	0.8	66	6.4	648	....	....	....	....
Boeing											
247-D	2	34.9	468	....	....	1.0	818	....	....	....	....
SA-307B	4	3.1	1,354	3.6	2,094	5.0	1,362	5.0	1,365	5.0	656
377	4	....	....	....	....	....	....	10.0	410	10.0	1,283
Consolidated Vultee											
Convair	2	....	....	....	....	16.2	899	93.0	853	103.0	940
Douglas											
DC-2	2	42.2	715	....	....	....	....	....	....	....	....
DC-3	2	145.2	1,198	314.4	1,756	442.4	1,190	398.0	1,077	388.0	972
DST	2	38.6	1,569	....	....	....	....	....	....	....	....
DC-4	4	....	....	....	....	150.8	1,318	160.0	958	150.0	1,324
DC-6	4	....	....	....	....	54.4	1,864	104.0	1,655	111.0	1,751
Lockheed											
Electra	2	33.8	583	1.3	727	3.9	591	....	....	....	....
Lodestar	2	4.4	661	17.7	1,545	12.0	335	11.0	975	11.0	969
Constellation	4	....	....	....	....	32.0	2,067	55.0	1,596	83.0	1,264
Sikorsky	2	6.0	203	2.0	184	....	....	....	....	....	....
Stinson											
Sing. Motor	1	....	....	10.9	404	7.0	447	....	....	....	....
Tri-motor	3	2.0	109	4.0	61	....	....	....	....	....	....
Martin 202	2	....	....	....	....	17.6	859	24.0	1,255	33.0	954
Curtiss 46	2	....	....	....	....	.2	802	2.0	224	....	....

* Includes local service and territorial airlines. 1950 data for 11 months only.

FUEL CONSUMED

INTERNATIONAL AIRLINES

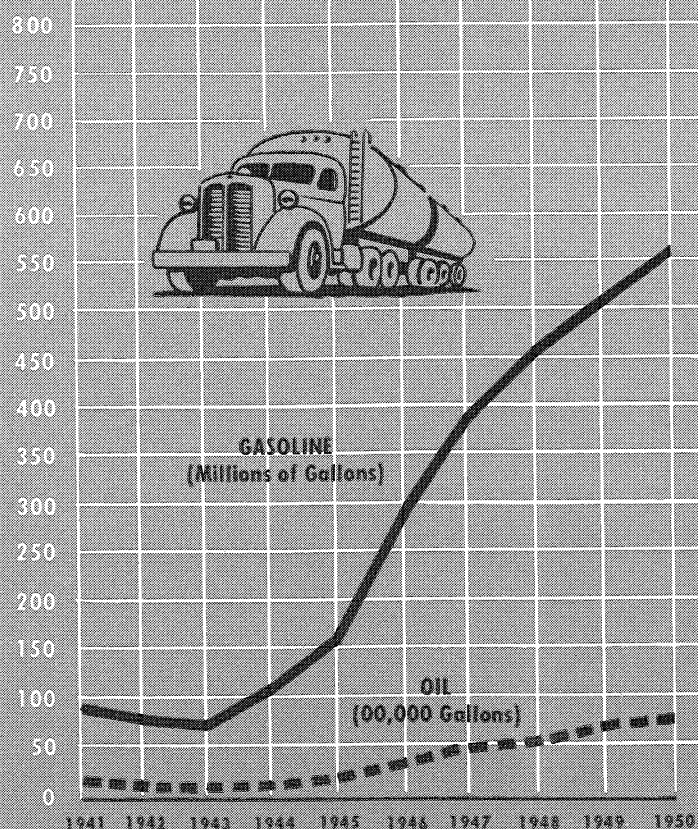
	GASOLINE (Gallons)	OIL (Gallons)
1940	8,860,034	183,518
1941	11,302,376	(A)276,454
1942	16,811,959	(A)329,154
1943	13,760,354	242,577
1944	15,648,426	243,836
1945	25,086,866	315,930
1946	59,543,323	767,569
1947	102,723,690	1,224,810
1948	123,403,583	1,296,952
1949	135,249,475	1,570,239
1950	150,773,414	1,689,919

(A) Estimated

DOMESTIC AIRLINES

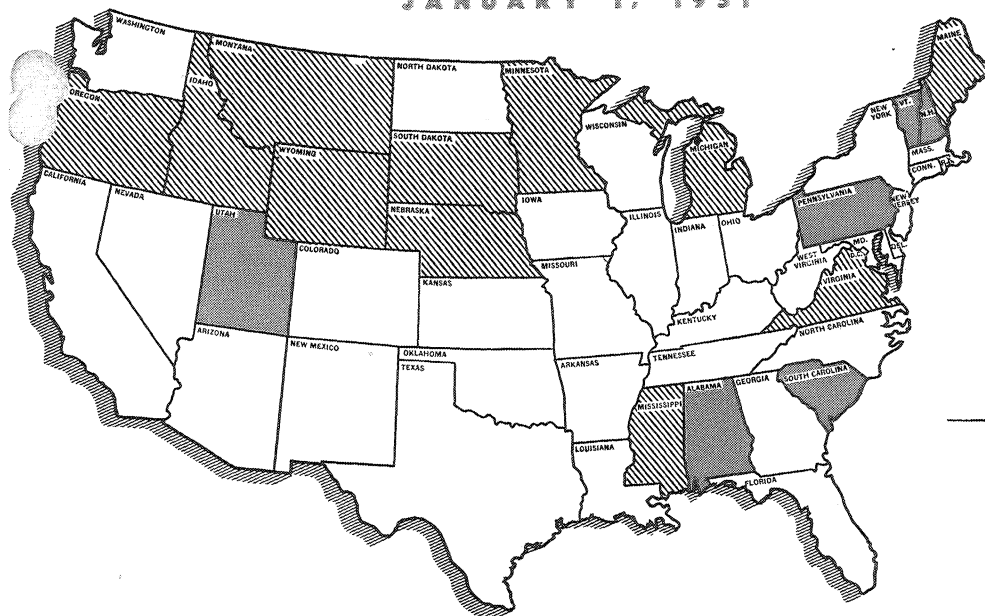
	GASOLINE	OIL
1940	65,674,895	1,104,289
1941	81,657,020	1,282,064
1942	68,908,271	1,008,371
1943	65,025,412	894,262
1944	89,513,646	1,266,741
1945	134,824,120	1,709,566
1946	236,388,751	2,876,250
1947	294,196,130	3,733,728
1948	332,423,553	4,250,151
1949	372,217,684	4,684,766
1950	413,615,504	4,939,903

TOTAL FUEL CONSUMPTION



STATUS OF AVIATION GASOLINE TAXES

JANUARY 1, 1951



AIR TRANSPORT ASSOCIATION OF AMERICA

1107 16th Street, N. W.
Washington, D. C.

Trend in Aviation Fuel Taxes is Down and Out.

Thirty-two states recognize that imposition of a levy on aircraft fuel is neither a sound nor equitable way to tax aviation. These states consider aviation as one of the many non-highway users of gasoline who should not be penalized through such an inequitable assessment.

In the short period between 1945 and 1950 alone, the number of aviation-conscious states was increased by the addition of eight new members: Maine (partial refund, 1947); Nebraska (partial refund, 1947); Ohio (complete exemption, 1947); Oklahoma (complete exemption, 1947); Rhode Island (full refund, 1948); Kansas (full refund, 1949); Tennessee (complete exemption, 1949); and Louisiana (full refund, 1950).

TAX RATES BY STATES



PARTIAL TAX—11



NO TAX—32

	Basic Tax	Net Tax
Idaho	6¢	2½¢
Maine	6¢	4¢
Michigan*	3¢	1½¢
Minnesota**	4¢	4¢-½¢
Mississippi	7¢	1¢
Montana	6¢	1¢
Nebraska	5¢	2½¢
Oregon***	6¢	1¢
South Dakota****	4¢	4¢-2¢
Virginia*****	6¢	4¢
Wyoming	4¢	2¢

*—Applies to scheduled carriers only.

**—Refund effective after 50,000 gallons, and graduated thereafter from 1¢ to 3½¢.

***—Full exemption for gas used in international operations; 5¢ exemption for gas in domestic operations.

****—Refund effective after 50,000 gallons; 1¢ from 50,000 to 100,000 and thereafter 2¢ per gallon.

*****—Full refund for gas purchased in Virginia and used in operation out of state; refund of 2¢ on gas used in operation within Virginia.

Arizona	5¢	Refund
Arkansas	6½¢	Exemption
California	4½¢	Refund
Colorado	6¢	Refund
Connecticut	4¢	Exemption
Delaware	5¢	Refund
Florida	7¢	Exemption
Georgia	7¢	Exemption on storage
Illinois	3¢	Refund
Indiana	4¢	Exemption
Iowa	4¢	Refund
Kansas	5¢	Refund
Kentucky	7¢	Refund
Louisiana	9¢	Refund
Maryland	5¢	Refund
Massachusetts	3¢	Refund
Missouri	2¢	Refund
Nevada	5½¢	Refund
New Jersey	3¢	Refund
New Mexico	7¢	Refund
New York	4¢	Refund
North Carolina	7¢	Exemption
North Dakota	4¢	Refund
Ohio	4¢	Exemption
Oklahoma	6½¢	Exemption
Rhode Island	4¢	Refund
Tennessee	7¢	Exemption
Texas	4¢	Refund
Washington	6½¢	Exemption
West Virginia	5¢	Refund
Wisconsin	4¢	Refund
District of C.	4¢	Refund

FULL TAX—6

Alabama	6¢	South Carolina	7¢
New Hampshire	4¢	Utah	4¢
Pennsylvania	5¢	Vermont	5¢

Since its foundation 15 years ago, team-work for progress has been the objective of the Air Transport Association of America. It has been first and last a service organization. Its general policies and activities are the expression of the desire for joint action and a united front by its membership. Its activities range from the development of increased safety and more efficient flying, to the study of legislation; from standard design specifications for aircraft, aircraft equipment and ground handling equipment, to economic surveys and analyses of operating costs; from development of better air terminals to the full promotion of air transportation to the public.

Through ATA's 88 employees the experience, ideas, and attainments of the individual airlines are quickly pooled to the advantage of all members. Through ATA the efforts of eight government agencies and four private agencies concerned with aviation are welded into unified action for the benefit of the travelling public, the Postal Service, and the national defense.

The membership of the ATA consists of 38 United States flag airlines and two Canadian airlines. Thirty-seven of the U.S. flag lines are certificated by the Civil Aeronautics Board for scheduled service over regularly established routes. The operations of the U.S. and Canadian carriers are domestic, territorial and international in scope, covering the transportation of passengers, property, and mail by aircraft. Fourteen of the members are local service airlines, which are duly certificated regional carriers.

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*On leave of absence in Government service effective March 15, 1951.

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Eastern Air Lines, Inc. E. V. Rickenbacker, Pres. 10 Rockefeller Plaza, New York 20, N.Y.	*Trans-Canada Air Lines Gordon R. McGregor, Pres. 1080 University St., Montreal, P.Q. Canada
†Empire Air Lines, Inc. Joe Lux, Pres. Box 268, Gowan Field, Boise, Idaho	*Trans-Pacific Airlines, Ltd. Ruddy F. Tongg, Pres. Box 2113, Honolulu, T.H.
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 †—Local Service Airline

American Aviation

1025 Vermont Avenue N. W.,
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AMERICAN AVIATION is honored to present the Air Transport Association's 12th 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 development and progress of the air transport industry throughout the years.