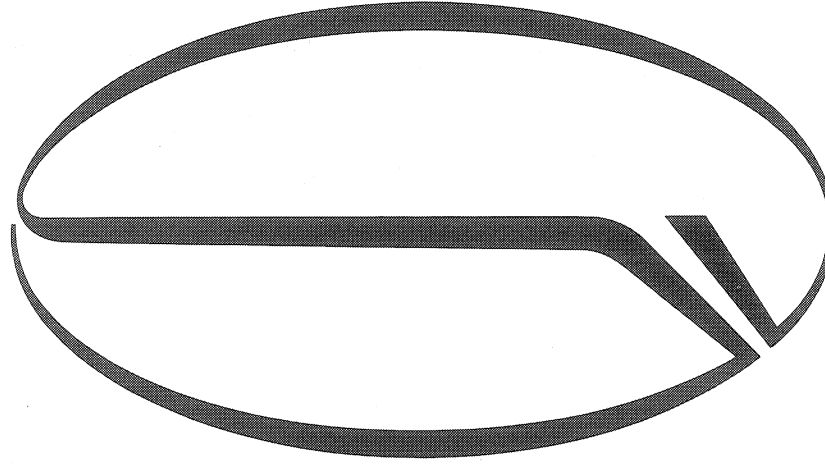


Price: \$10.00

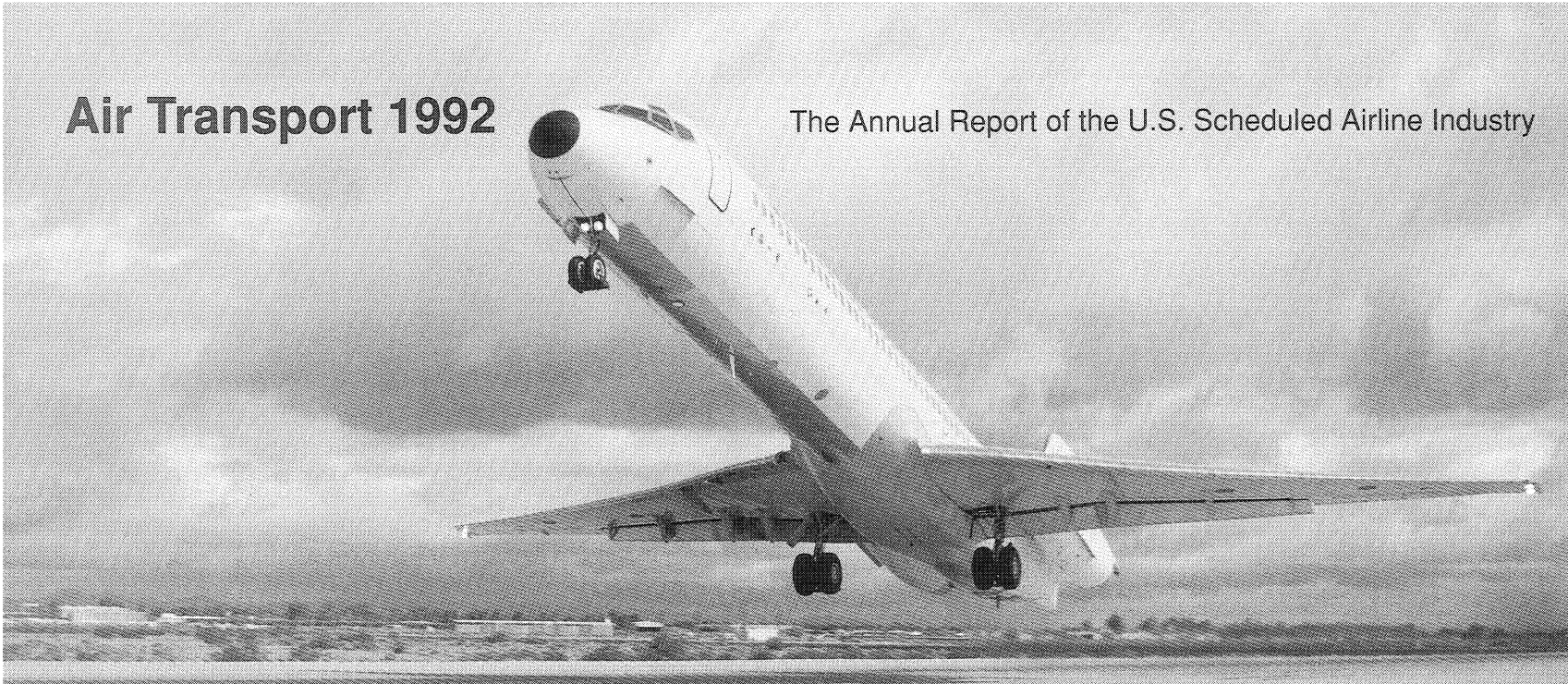
June 1992

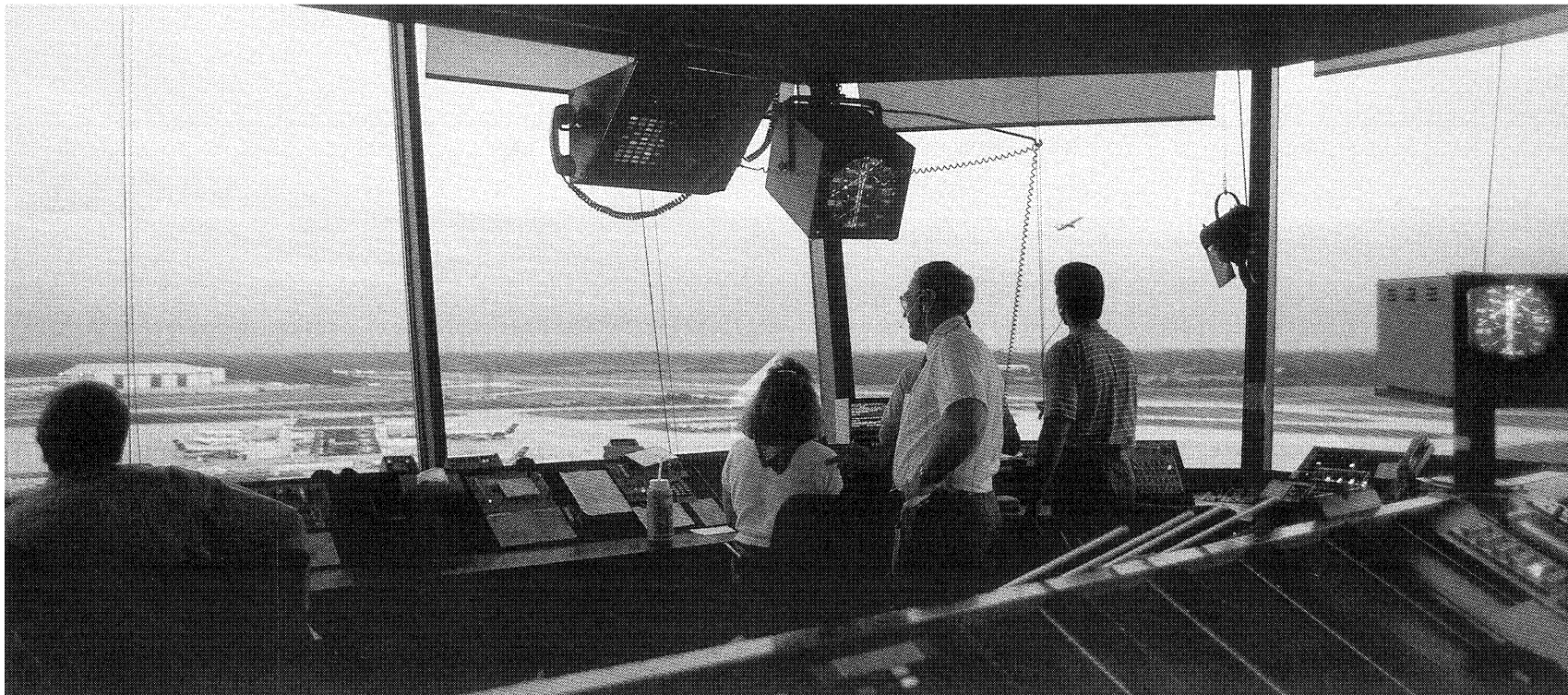
Air Transport Association of America  
1301 Pennsylvania Avenue, N.W.  
Washington, D.C. 20004-1707  
202/626-4000



# Air Transport 1992

The Annual Report of the U.S. Scheduled Airline Industry





## 1991 HIGHLIGHTS

### TRAFFIC

	1990	1991	Percent Change
Passengers Enplaned (000) . . . . .	465,560	452,210	-2.9
Domestic Service . . . . .	423,565	412,269	-2.7
International Service . . . . .	41,995	39,941	-4.9
Revenue Passenger Miles (000) . . . . .	457,926,286	447,795,703	-2.2
Available Seat Miles (000) . . . . .	733,374,893	714,974,175	-2.5
Passenger Load Factor (%) . . . . .	62.4	62.6	
Aircraft Departures . . . . .	6,923,593	6,781,609	-2.1
Cargo Revenue Ton Miles (000) . . . . .	12,549,104	12,109,348	-3.5
Freight and Express Revenue Ton Miles (000) . . . . .	10,546,329	10,204,874	-3.2
Mail Revenue Ton Miles (000) . . . . .	2,002,775	1,904,474	-4.9
Total Revenue Ton Miles (000) . . . . .	58,341,730	56,888,917	-2.5

### FINANCIAL

	1990	1991	Percent Change
Passenger Revenue (\$000) . . . . .	58,453,215	56,981,690	-2.5
Domestic Service (\$000) . . . . .	45,709,148	43,950,374	-3.8
International Service (\$000) . . . . .	12,744,067	13,031,316	2.3
Freight and Express Revenues (\$000) . . . . .	5,431,627	5,515,644	1.5
Mail Revenues (\$000) . . . . .	970,475	956,092	-1.5
Total Operating Revenues (\$000) . . . . .	76,141,739	75,113,859	-1.3
Total Operating Expenses (\$000) . . . . .	78,054,094	76,837,293	-1.6
Operating Profit (\$000) . . . . .	(1,912,355)	(1,723,434)	
Net Profit (\$000) . . . . .	(3,921,002)	(1,869,974)	
Rate of Return on Investment (%) . . . . .	-6.0	-0.5	
Operating Profit Margin (%) . . . . .	-2.5	-2.3	
Net Profit Margin (%) . . . . .	-5.1	-2.5	

Customized airline data services are available from the ATA Office of Industry Data.

**AN ENDANGERED SPECIES**

Last year I wrote in this space that 1990 was a "nightmare" year for the airlines with \$4 billion in losses, due mostly to the rise in fuel costs precipitated by the Gulf crisis.

1991 was the industry's second worst year ever, and less disastrous than 1990 only because the price of fuel declined. The war and its accompanying recession caused the first decrease in air travel in the last decade. Losses amounted to \$2 billion last year.

The airline industry, so vital to the nation's economy, has mortgaged its future with these financial losses. Money that is needed to replace thousands of airplanes to accommodate growth and federal noise laws is no longer available. The airlines are scaling back orders for new aircraft, a move that will affect thousands of jobs and our nation's future economic growth.

Meanwhile, our government stands idly by.

The War and recession has cost this industry 50,000 employees and \$6 billion in losses that will never be recovered. Three airlines went out of business and three more are bankrupt.

Airlines earlier this year announced new fare structures designed to get people flying again, but much more is needed. There are a number of things the government should do to get the airline industry, and the economy, back on its feet. For instance:

The crippling restrictions to capital formation must be ended. Modifications in the alternative minimum tax are urgently needed.

- Eliminate the depreciation preference, and
- Permit the airlines to use part of their minimum tax credits against their AMT liability.

- Roll back the airline ticket tax to 8% and air cargo tax to 5%. The extra 2% that came in last year is a serious drain on revenues desperately needed for capital improvements.

Finally, the airlines today are being asked to spend billions on government regulations that are driving up the cost of air transportation, driving away customers and doing little or nothing to improve the safety and efficiency of the system. This situation must be remedied. All government regulations must withstand a reasonable cost-benefit scrutiny and must be realistically weighed against the carriers' ability to pay for them. We have seen little evidence of that process over the years here in Washington.

The airline industry—with the millions of American jobs tied to it—needs support from its customers and especially from its government if it is to regain stability and financial health. Only then will this country be able to compete in the global marketplace, where nations are ever more dependent on their airlines. Only then will those air transportation needs be met that are so vital to the strength and growth of this nation's economy.



*Robert J. Aaronson*

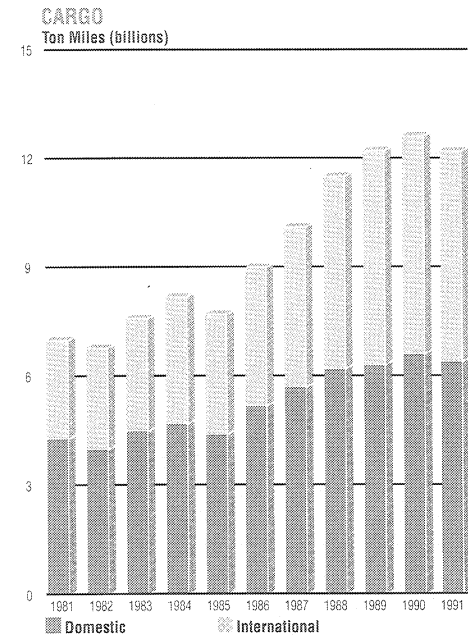
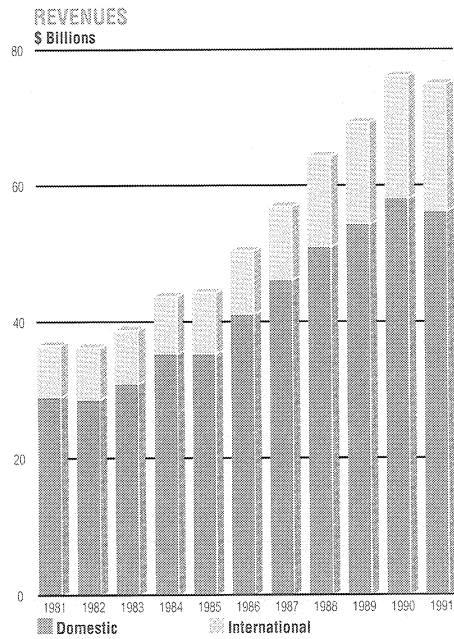
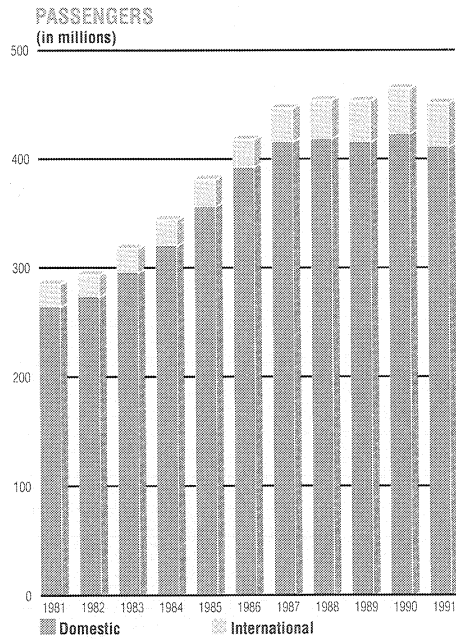
Robert J. Aaronson  
President  
Air Transport Association

June, 1992

**1981-1991 SUMMARY**

	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991
<b>Traffic-Scheduled Service</b>											
Revenue passengers enplaned (000)	285,976	294,102	318,638	344,683	382,022	418,946	447,678	454,614	453,692	465,560	452,210
Revenue passenger miles (000)	248,887,801	259,643,870	281,829,148	305,115,855	336,403,021	366,545,855	404,471,484	423,301,559	432,714,309	457,926,286	447,795,703
Available seat miles (000)	424,897,230	440,119,206	464,537,979	515,323,339	547,788,432	607,435,847	648,720,938	676,802,328	684,375,876	733,374,893	714,974,175
Revenue passenger load factor (%)	58.6	59.0	60.7	59.2	61.4	60.3	62.3	62.5	63.2	62.4	62.6
Average passenger trip length (miles)	870	883	884	885	881	875	903	931	954	984	990
Freight and express ton miles (000)	5,686,087	5,482,198	6,092,932	6,566,571	6,030,543	7,344,054	8,260,278	9,632,219	10,275,002	10,546,329	10,204,874
Aircraft departures	5,211,867	4,963,794	5,033,906	5,448,150	5,835,474	6,426,970	6,581,309	6,699,564	6,622,080	6,923,593	6,781,609
<b>Financial</b>											
Passenger revenue (\$000)	30,722,629	30,549,719	32,744,618	36,939,345	39,235,809	40,056,093	44,940,391	50,295,686	53,802,067	58,453,215	56,981,690
Freight and express revenue (\$000)	2,596,850	2,437,703	2,592,567	2,859,419	2,680,715	5,627,996	6,398,156	7,477,731	6,892,754	5,431,627	5,515,644
Mail revenue (\$000)	653,996	688,675	653,129	712,070	889,575	838,278	923,022	971,807	955,455	970,475	956,092
Charter revenue (\$000)	1,175,154	1,085,537	1,075,428	1,112,050	1,279,812	1,268,899	1,611,673	1,697,793	2,051,883	2,876,581	3,783,057
Total operating revenue (\$000)	36,662,555	36,407,635	38,953,672	43,825,047	46,664,414	50,524,933	56,985,709	63,748,886	69,315,854	76,141,739	75,113,859
Total operating expense (\$000)	37,117,325	37,141,070	38,643,262	41,673,536	45,238,150	49,201,832	54,516,820	60,312,383	67,504,587	78,054,094	76,837,293
Operating profit (\$000)	(454,770)	(733,435)	310,410	2,151,511	1,426,264	1,323,101	2,468,889	3,436,503	1,811,267	(1,912,355)	(1,723,434)
Interest expense (\$000)	1,209,461	1,384,084	1,482,352	1,540,377	1,588,306	1,692,548	1,695,388	1,845,762	1,944,388	1,978,163	1,774,280
Net profit (\$000)	(300,826)	(915,814)	(188,051)	824,668	862,715	(234,909)	593,398	1,685,599	127,902	(3,921,002)	(1,869,974)
Revenue per passenger mile (¢)	12.3	11.8	11.6	12.1	11.7	10.9	11.1	11.9	12.4	12.8	12.7
Rate of return on investment (%)	4.7	2.1	6.0	9.9	9.6	4.9	7.2	10.8	6.3	(6.0)	(0.5)
Operating profit margin (%)	(1.2)	(2.0)	0.8	4.9	3.1	2.6	4.3	5.4	2.6	(2.5)	(2.3)
Net profit margin (%)	(0.8)	(2.5)	(0.5)	1.9	1.8	(0.5)	1.0	2.6	0.2	(5.1)	(2.5)
Employees	349,864	330,495	328,648	345,079	355,113	421,686	457,349	480,553	506,728	545,809	533,565

Note: Federal Express began reporting as a Section 401 carrier in 1986 and is included in 1986 and later years.



#### TOP 30 DOMESTIC AIRLINE MARKETS\*

##### Passengers – Outbound plus Inbound

(Twelve Months Ended December, 1991)

1 New York . . . . .	Los Angeles . . . . .	2,966,690	16 Chicago . . . . .	Detroit . . . . .	1,344,280
2 Los Angeles . . . . .	San Francisco . . . . .	2,857,840	17 New York . . . . .	West Palm Beach . . . . .	1,256,930
3 New York . . . . .	Boston . . . . .	2,472,140	18 Honolulu . . . . .	Kona, Hawaii . . . . .	1,211,850
4 New York . . . . .	Washington . . . . .	2,453,900	19 New York . . . . .	Atlanta . . . . .	1,193,110
5 New York . . . . .	Miami . . . . .	2,340,480	20 Chicago . . . . .	Los Angeles . . . . .	1,186,150
6 New York . . . . .	Chicago . . . . .	2,326,740	21 San Francisco . . . . .	San Diego . . . . .	1,124,260
7 Dallas/Ft. Worth . . . . .	Houston . . . . .	2,140,380	22 Honolulu . . . . .	Hilo, Hawaii . . . . .	1,036,590
8 Honolulu . . . . .	Kahului, Maui . . . . .	2,121,090	23 New York . . . . .	Dallas/Ft. Worth . . . . .	997,020
9 New York . . . . .	San Francisco . . . . .	2,024,090	24 Boston . . . . .	Washington . . . . .	978,370
10 New York . . . . .	Orlando . . . . .	1,702,570	25 Chicago . . . . .	St. Louis . . . . .	975,900
11 New York . . . . .	San Juan . . . . .	1,635,320	26 San Francisco . . . . .	Honolulu . . . . .	899,660
12 Honolulu . . . . .	Lihue, Kauai . . . . .	1,632,370	27 Phoenix . . . . .	San Diego . . . . .	891,650
13 Los Angeles . . . . .	Phoenix . . . . .	1,541,950	28 New York . . . . .	Tampa . . . . .	879,950
14 New York . . . . .	Ft. Lauderdale . . . . .	1,540,760	29 Phoenix . . . . .	Las Vegas . . . . .	878,750
15 Los Angeles . . . . .	Honolulu . . . . .	1,378,430	30 Dallas/Ft. Worth . . . . .	San Antonio . . . . .	870,030

\*Includes all commercial airports in a metropolitan area. Does not include connecting passengers.





**LEADING U.S. AIRPORTS – 1991**

**PASSENGERS (Arriving & Departing)**

Chicago O'Hare . . . . .	59,852,330	Boston . . . . .	21,547,026
Dallas/Ft. Worth . . . . .	48,198,208	Detroit . . . . .	21,309,046
Los Angeles . . . . .	45,668,204	Minneapolis/St. Paul . . . . .	20,601,177
Atlanta . . . . .	37,916,024	New York (LGA) . . . . .	20,545,060
San Francisco . . . . .	31,774,845	Las Vegas . . . . .	20,171,557
Denver . . . . .	28,285,189	St. Louis . . . . .	19,151,278
New York (JFK) . . . . .	27,441,937	Orlando . . . . .	18,411,945
Miami . . . . .	26,591,415	Houston . . . . .	18,117,587
Newark . . . . .	23,055,537	Charlotte . . . . .	16,876,779
Phoenix . . . . .	22,140,437	Pittsburgh . . . . .	16,735,015

**CARGO TONS (Enplaned & Deplaned)**

New York (JFK) . . . . .	1,257,069	Boston . . . . .	347,735
Los Angeles . . . . .	1,141,196	Seattle . . . . .	326,569
Chicago O'Hare . . . . .	1,071,598	Memphis . . . . .	312,016
Miami . . . . .	967,241	Denver . . . . .	292,625
San Francisco . . . . .	606,008	Minneapolis/St. Paul . . . . .	268,114
Atlanta . . . . .	599,674	Ontario . . . . .	256,280
Anchorage . . . . .	587,817	Oakland . . . . .	252,855
Dallas/Ft. Worth . . . . .	547,008	Houston . . . . .	230,304
Newark . . . . .	483,622	Detroit . . . . .	210,785
Dayton . . . . .	441,418	San Juan . . . . .	206,471

Source: Airports Association Council International

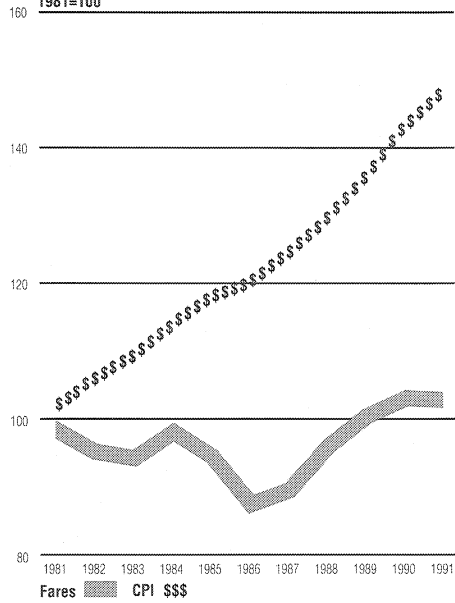


**ATA AIRLINE STATISTICS – 1991**

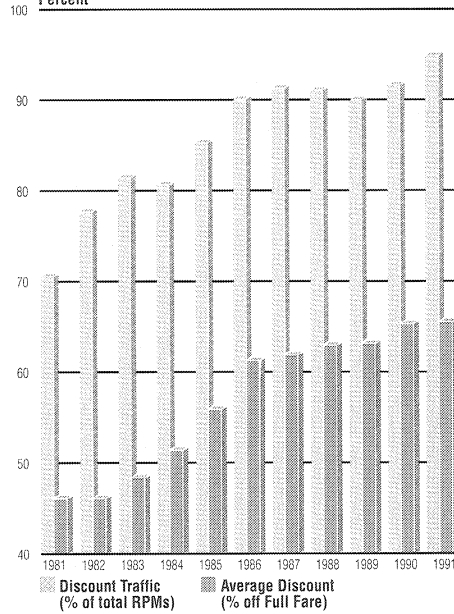
	Number of Aircraft	Employees	Aircraft Departures	Passengers (000)	Revenue Passenger Miles (000)	Passenger Revenues (\$000)	Cargo Revenues (\$000)	Total Operating Revenues (\$000)	Operating Profit/(Loss) (\$000)	Net Profit/(Loss) (\$000)
Alaska . . . . .	64	6,070	110,876	5,810	4,907,299	807,867	62,898	933,629	19,629	10,932
Aloha . . . . .	18	1,915	76,830	4,915	664,939	176,760	27,228	214,022	17,808	7,727
American . . . . .	622	87,470	853,200	75,892	81,585,861	10,694,110	473,808	12,098,076	17,506	(165,422)
American Trans Air . . . . .	24	2,205	2,127	300	519,626	391,237	—	421,855	11,302	9,052
Continental . . . . .	322	34,672	485,146	36,969	41,431,838	4,656,484	258,886	5,283,494	(269,145)	(340,915)
Delta . . . . .	538	71,755	938,066	74,125	67,272,534	9,358,412	530,056	10,062,781	(266,353)	(239,476)
DHL . . . . .	42	NA	NA	NA	NA	NA	NA	NA	NA	NA
Eastern . . . . .	NA	NA	13,359	818	620,056	NA	NA	NA	NA	NA
Evergreen* . . . . .	38	NA	14,548	—	—	—	317,374	358,858	36,492	11,984
Federal Express . . . . .	442	83,067	246,651	—	—	—	2,709,826	7,555,246	320,599	(34,016)
Hawaiian . . . . .	28	2,767	59,067	3,764	2,019,681	257,759	10,757	364,339	(94,807)	(95,029)
Midway . . . . .	NA	NA	77,029	4,314	3,400,910	239,163	6,942	250,816	(31,337)	(37,099)
Northwest . . . . .	340	43,082	516,815	41,098	53,197,868	6,499,365	696,749	7,533,713	(60,116)	(3,099)
Pan American . . . . .	NA	NA	111,850	10,559	18,898,150	1,720,053	123,752	2,093,898	(468,752)	(283,056)
Reeve Aleutian . . . . .	7	279	2,646	38	31,331	10,432	7,157	26,612	(4,130)	(1,456)
Southwest . . . . .	124	9,247	382,571	25,211	11,274,334	1,267,897	26,428	1,313,677	62,043	26,919
Trans World . . . . .	194	28,820	256,248	20,523	27,961,852	2,914,859	164,418	3,657,492	(348,363)	34,551
Trump Shuttle . . . . .	21	996	21,447	1,430	307,120	132,246	847	169,096	(24,671)	(58,552)
United . . . . .	486	75,050	690,346	61,891	81,853,018	10,160,804	704,068	11,660,131	(490,606)	(335,344)
United Parcel Service* . . . . .	132	2,694	68,028	—	—	—	1,123,157	1,123,460	39,837	27,716
USAir . . . . .	436	46,600	945,064	55,600	34,119,846	5,687,892	162,327	6,049,170	(202,101)	(259,998)
<b>Associate Members</b>										
Air Canada . . . . .	106	20,593	143,046	9,900	13,658,000	2,862,000	354,000	3,569,000	(200,000)	(218,000)
Canadian . . . . .	80	15,700	128,106	8,034	12,672,976	2,037,900	217,300	2,445,300	(148,800)	(196,300)

\*Includes non-scheduled service. NA = Not Available.

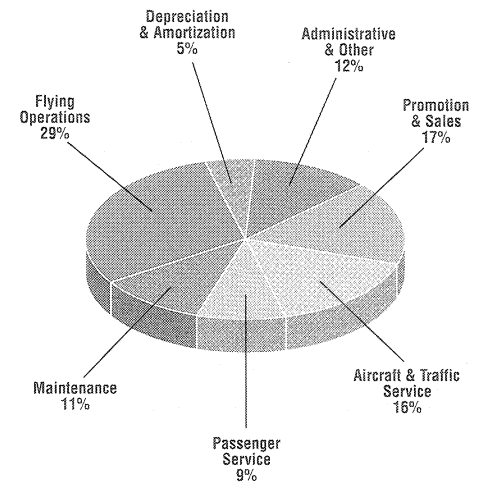
**FARES vs CONSUMER PRICES**  
1981=100



**DISCOUNT TRAFFIC**  
Percent



**EXPENSES**



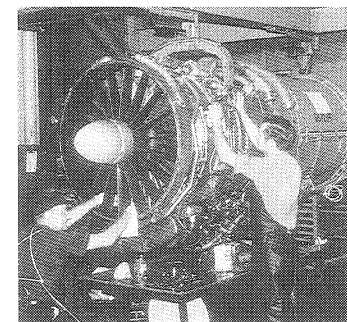
**SAFETY**

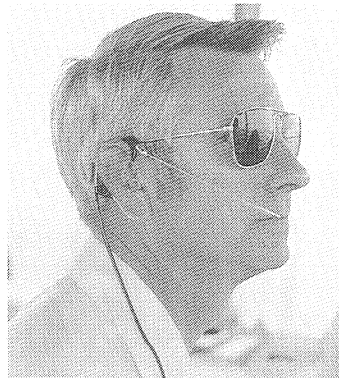
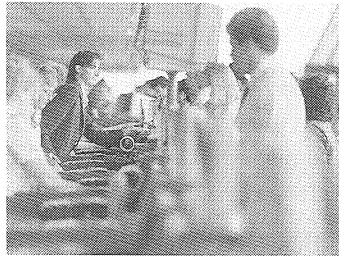
**U.S. Air Carriers  
Scheduled Service**

	Departures (Millions)	Fatal Accidents	Fatalities	Fatal Accidents Per 100,000 Departures
1981	5.2	4	4	0.077
1982	5.0	5	235	0.081*
1983	5.0	4	15	0.079
1984	5.4	1	4	0.018
1985	5.8	7	197	0.120
1986	6.4	3	8	0.031*
1987	6.6	5	232	0.061*
1988	6.7	3	285	0.030*
1989	6.6	11	278	0.166
1990	6.9	6	39	0.087
1991	6.8	4	62	0.059

\*Sabotage caused accidents are included in Accidents and Fatalities but not in Accident Rates.

Source: National Transportation Safety Board





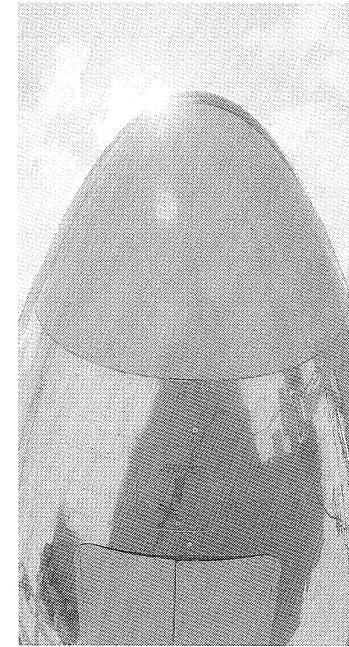
### 1991 AIR TRAVEL SURVEY

	1981	1990	1991
<b>Percent of adults who have:</b>			
Ever flown . . . . .	65%	74%	76%
Flown in past 12 months . . . . .	24	31	32
<b>Purpose of trips taken:</b>			
Business Trips . . . . .	52	48	46
Pleasure/Personal Trips . . . . .	48	52	54

Source: Gallup/ATA Survey

### FAA AVIATION FORECASTS Commercial Air Carriers FY 1992-2003

Year	Passengers (millions)	RPMs (billions)	Jet Aircraft	Departures (millions)
1992 . . . . .	467.7	472.9	4,242	6.3
1993 . . . . .	489.0	499.8	4,329	6.5
1994 . . . . .	510.6	526.8	4,504	6.7
1995 . . . . .	531.5	553.2	4,658	6.9
1996 . . . . .	554.8	581.7	4,791	7.1
1997 . . . . .	578.1	610.3	4,979	7.3
1998 . . . . .	601.2	639.0	5,204	7.5
1999 . . . . .	625.0	669.0	5,386	7.6
2000 . . . . .	648.8	699.4	5,548	7.8
2001 . . . . .	673.0	730.4	5,699	7.9
2002 . . . . .	698.2	762.9	5,832	8.1
2003 . . . . .	724.6	796.7	5,965	8.2



### OPERATING FLEET – ATA AIRLINES

As of December 31, 1991

	ALASKA	ALOHA	AMERICAN	AMERICAN TRANS AIR	CONTINENTAL	DELTA	DHL	EVERGREEN	FEDERAL EXPRESS	HAWAIIAN	NORTHWEST	REEVE ALUTIAN	SOUTHWEST	TRANS WORLD	TRUMP SHUTTLE	UNITED	UNITED PARCEL SERVICE	USAIR	AIR CANADA	CANADIAN	TOTAL
B-747			2		8			16	14		50			15		50	11		9	2	177
MD-11			5			2			3												10
DC-10			59		17				27		25					54				8	190
L-1011				13		52				5				33							103
B-767			48			46								6		24		11	21	12	168
A300			30		23																53
A310						21															21
DC-8								3		6									5		63
B-757			49	4		69					33					47	25				227
A320										20									19	5	44
B-727	25		161	7	86	153	17	11	151		63	2		63	21	115	47	17	17		956
MD-80	32		250		60	92					8			29				31			502
DC-9					34	31		8		13	141			48				74	35		384
B-737	7	18	5		94	72							124			196		229		53	798
F-100			13															32			45
F-28																		42			42
F-27									31												31
L-188												3									3
YS-11												2									2
DHC-7										4											4
SA-227							10														10
CESSNA 208							15		216												231
<b>TOTALS</b>	<b>64</b>	<b>18</b>	<b>622</b>	<b>24</b>	<b>322</b>	<b>538</b>	<b>42</b>	<b>38</b>	<b>442</b>	<b>28</b>	<b>340</b>	<b>7</b>	<b>124</b>	<b>194</b>	<b>21</b>	<b>486</b>	<b>132</b>	<b>436</b>	<b>106</b>	<b>80</b>	<b>4064</b>

**TRAFFIC AND OPERATIONS DATA**

**U.S. Scheduled Airlines**

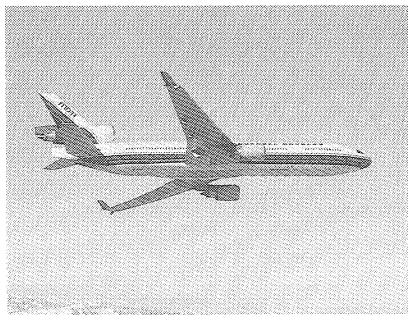
	1990			1991		
	Domestic	International	Total	Domestic	International	Total
<b>Passenger Traffic – Scheduled Service</b>						
Revenue Passengers Enplaned (000)	423,565	41,995	465,560	412,269	39,941	452,210
Revenue Passenger Miles (000)	340,230,892	117,695,394	457,926,286	332,406,755	115,388,948	447,795,703
Available Seat Miles (000)	563,064,938	170,309,955	733,374,893	543,413,011	171,561,164	714,974,175
Revenue Passenger Load Factor (%)	60.4	69.1	62.4	61.2	67.3	62.6
Average Length of Haul (Miles)	803	2,803	984	806	2,889	990
<b>Cargo Traffic (Revenue Ton Miles) – Scheduled Service</b>						
Total (000)	6,564,549	5,984,555	12,549,104	6,357,184	5,752,164	12,109,348
Freight and Express (000)	5,075,212	5,471,117	10,546,329	4,945,831	5,259,043	10,204,874
U.S. Mail (000)	1,489,337	513,438	2,002,775	1,411,353	493,121	1,904,474
<b>Overall Traffic and Operations Data</b>						
Total revenue ton miles – Charter service (000)	3,066,763	2,221,822	5,288,585	2,938,506	2,517,118	5,455,624
Total revenue ton miles – All services (000)	43,651,162	19,975,915	63,627,077	42,536,363	19,808,179	62,344,542
Total Available ton miles – All services (000)	83,354,510	33,757,965	117,112,475	80,460,413	35,406,738	115,867,151
Ton mile load factor – All services (%)	52.4	59.2	54.3	52.9	55.9	53.8
Revenue Aircraft Departures – Scheduled services	6,557,705	365,888	6,923,593	6,418,465	363,144	6,781,609
Revenue Aircraft Miles – Scheduled services (000)	3,818,074	672,719	4,490,793	3,707,471	706,616	4,414,087
Revenue Aircraft Hours – Scheduled services	9,363,508	1,370,232	10,733,740	9,138,962	1,432,030	10,570,992

**TOP 25 AIRLINES IN 1991\***

Passengers (000)		Revenue Passenger Miles (000)		Freight Ton Miles (000)		Total Operating Revenues (\$000)	
1 American	75,892	1 United	81,853,018	1 Federal Express	3,622,660	1 American	12,098,076
2 Delta	74,125	2 American	81,585,861	2 Northwest	1,684,455	2 United	11,660,131
3 United	61,891	3 Delta	67,272,534	3 United	1,214,343	3 Delta	10,062,781
4 USAir	55,600	4 Northwest	53,197,868	4 American	883,862	4 Federal Express	7,555,246
5 Northwest	41,098	5 Continental	41,431,838	5 Delta	668,392	5 Northwest	7,533,713
6 Continental	36,969	6 USAir	34,119,846	6 Continental	563,751	6 USAir	6,049,170
7 Southwest	25,211	7 Trans World	27,961,852	7 Pan American	376,694	7 Continental	5,283,494
8 Trans World	20,523	8 Pan American	18,898,150	8 Trans World	368,940	8 Trans World	3,657,492
9 America West	16,844	9 America West	12,912,368	9 United Parcel Service	209,634	9 Pan American	2,093,898
10 Pan American	10,559	10 Southwest	11,274,334	10 USAir	136,665	10 America West	1,420,069
11 Alaska	5,810	11 Alaska	4,907,299	11 Challenge Air Cargo	129,072	11 Southwest	1,313,677
12 Aloha	4,915	12 Midway	3,400,910	12 America West	72,117	12 United Parcel Service	1,123,460
13 Midway	4,314	13 Hawaiian	2,019,681	13 Arrow	64,192	13 Alaska	933,629
14 Hawaiian	3,764	14 Tower	1,433,928	14 Air Transport Int'l	49,069	14 American Trans Air	421,855
15 West Air	3,062	15 Aloha	664,939	15 Alaska	47,436	15 Hawaiian	364,339
16 Air Wisconsin	2,365	16 West Air	649,265	16 Zantop	32,617	16 Evergreen	358,858
17 Horizon Air	2,022	17 Eastern	620,056	17 Southwest	12,964	17 West Air	255,580
18 Trump Shuttle	1,430	18 Midwest Express	610,733	18 Midway	11,087	18 Midway	250,816
19 Executive Airlines	944	19 American Trans Air	519,626	19 Northern Air	10,054	19 Tower Air	245,810
20 Trans States	915	20 Air Wisconsin	493,868	20 Markair	9,201	20 World	226,595
21 Eastern	818	21 Horizon Air	404,671	21 Amerijet	8,773	21 Aloha	214,022
22 Midwest Express	768	22 Carnival	353,711	22 Aloha	8,056	22 Air Wisconsin	211,306
23 Simmons	548	23 Trump Shuttle	307,120	23 Hawaiian	5,242	23 Simmons	184,825
24 Carnival	446	24 Trans States	189,707	24 Midwest Express	3,994	24 Horizon	183,142
25 Markair	374	25 Markair	174,222	25 Eastern	3,881	25 Southern Air	174,851

\*Carriers certificated under Section 401, Federal Aviation Act.





MD-11



A-320

### AIRCRAFT ON ORDER – ATA AIRLINES

As of December 31, 1991

Aircraft Type	Number		Firm Order Delivery Dates			
	Firm	Options	1992	1993	1994	1995 & Beyond
<b>Airbus</b>						
A300 .....	30	50	4	1	5	20
A320 .....	120	63	39	30	28	23
A330 .....	49	31			15	34
A340 .....	31	13		8	8	15
<b>Boeing</b>						
B-737 .....	339	415	49	60	81	149
B-747 .....	40	39	7	7	8	18
B-757 .....	216	254	63	50	38	65
B-767 .....	65	65	24	30	11	
B-777 .....	34	34				34
<b>Fokker</b>						
100 .....	70	75	31	28	11	
<b>McDonnell Douglas</b>						
MD-80 .....	59	65	36	23		
MD-90 .....	70	130			5	65
MD-11 .....	37	68	18	17	2	
<b>Totals</b> .....	<b>1160</b>	<b>1302</b>	<b>271</b>	<b>254</b>	<b>212</b>	<b>423</b>

The value of firm aircraft orders was \$60.3 billion.

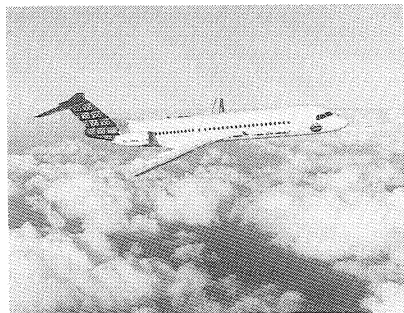


Boeing Flight Line

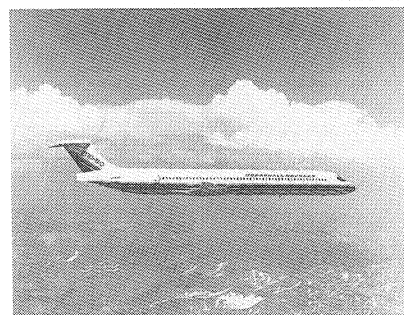
### AIRCRAFT OPERATING STATISTICS

Figures are averages for most commonly used models

	Number of Seats	Speed Airborne	Flight Length	Fuel (Gallons Per Hour)	Aircraft Operating Cost Per Hour
B747-100 .....	402	518	3,081	3,464	\$5,946
L-1011-100/200 ..	294	498	1,635	2,396	4,395
DC-10-10 .....	288	485	1,386	2,170	4,222
A300-600 .....	266	472	1,169	1,674	3,869
B767-300 .....	227	485	1,824	1,534	3,377
B767-200 .....	190	483	2,032	1,370	3,021
B757-200 .....	190	453	1,054	996	2,315
A320-100/200 ..	149	446	1,071	751	1,736
B727-200 .....	148	428	683	1,238	2,300
MD-80 .....	142	418	669	878	1,834
B737-300 .....	131	411	607	711	1,818
DC-9-50 .....	124	372	312	902	1,836
B727-100 .....	116	421	610	1,104	2,182
B737-100/200 ..	112	385	430	771	1,644
F-100 .....	103	358	385	586	1,354
DC-9-30 .....	103	381	433	768	1,638
DC-9-10 .....	77	367	372	734	1,612



FOKKER 100



MD-80

**EMPLOYMENT**

U.S. Scheduled Airlines	1981	1990	1991
Pilots and Copilots . . . . .	30,503	47,131	49,232
Other Flight Personnel . . . . .	6,739	8,904	8,033
Flight Attendants . . . . .	54,914	83,443	81,794
Mechanics . . . . .	45,774	60,952	58,819
Aircraft and Traffic			
Service Personnel . . . . .	95,228	251,187	237,292
Office Employees . . . . .	69,691	43,883	44,304
All Other . . . . .	47,015	50,309	54,091
Total Employment . . . . .	349,864	545,809	533,565

**PASSENGER YIELD**

Revenue per Passenger Mile (¢)	1981	1990	1991
Domestic . . . . .	12.8	13.4	13.2
International . . . . .	10.2	10.8	11.3
Total . . . . .	12.3	12.8	12.7

**FREIGHT AND EXPRESS YIELD**

Revenue per Freight & Express Ton Mile (¢)	1981*	1990	1991
Domestic . . . . .	46.8	64.6	65.0
International . . . . .	36.8	39.3	43.8
Total . . . . .	42.7	51.5	54.0

\*Does not include Federal Express

**INCOME STATEMENT (\$000)**  
**U.S. Scheduled Airlines**

	1990			1991		
	Domestic	International	Total	Domestic	International	Total
<b>Operating Revenues:</b>						
Passenger . . . . .	45,709,148	12,744,067	58,453,215	43,950,374	13,031,316	56,981,690
Freight and Express . . . . .	3,280,534	2,151,093	5,431,627	3,213,885	2,301,759	5,515,644
Mail . . . . .	746,664	223,811	970,475	720,557	235,535	956,092
Charter . . . . .	1,702,113	1,174,468	2,876,581	1,908,970	1,874,087	3,783,057
Public Service Revenue . . . . .	2,764	29	2,793	3,101	132	3,233
Other . . . . .	6,710,160	1,696,888	8,407,048	6,401,758	1,472,385	7,874,143
Total Operating Revenues . . . . .	58,151,383	17,990,356	76,141,739	56,198,645	18,915,214	75,113,859
<b>Operating Expenses:</b>						
Flying Operations . . . . .	18,261,521	5,453,830	23,715,351	16,818,931	5,635,485	22,454,416
Maintenance . . . . .	6,953,080	2,051,246	9,004,326	6,666,845	2,154,561	8,821,406
Passenger Service . . . . .	5,219,733	1,738,083	6,957,816	5,062,682	1,857,894	6,920,576
Aircraft & Traffic Servicing . . . . .	9,093,556	2,656,620	11,750,176	9,131,371	2,828,660	11,960,031
Promotion and Sales . . . . .	9,102,483	3,833,264	12,935,747	8,847,132	4,575,589	13,422,721
Administrative . . . . .	3,018,137	874,804	3,892,941	2,881,433	979,353	3,860,786
Transport Related . . . . .	4,213,303	1,419,899	5,633,202	4,092,741	1,233,589	5,326,330
Depreciation and Amortization . . . . .	3,277,800	886,735	4,164,535	3,177,428	893,599	4,071,027
Total Operating Expenses . . . . .	59,139,613	18,914,481	78,054,094	56,678,563	20,158,730	76,837,293
<b>Operating Income or (Loss)</b> . . . . .	(988,230)	(924,125)	(1,912,355)	(479,918)	(1,243,516)	(1,723,434)
<b>Other Income or (Expense)</b>						
Interest Expense . . . . .	(1,483,138)	(495,025)	(1,978,163)	(1,343,727)	(430,553)	(1,774,280)
Income Taxes . . . . .	(209,525)	242,210	32,685	63,867	316,745	380,612
Other . . . . .	(670,369)	607,200	(63,169)	533,947	713,181	1,247,128
<b>Net Profit or (Loss)</b> . . . . .	(3,351,262)	(569,740)	(3,921,002)	(1,225,831)	(644,143)	(1,869,974)
<b>Operating Profit Margin (%)</b> . . . . .	-1.7	-5.1	-2.5	-0.9	-6.6	-2.3
<b>Net Profit Margin (%)</b> . . . . .	-5.8	-3.2	-5.1	-2.2	-3.4	-2.5

**BALANCE SHEET (\$000)**

**U.S. Scheduled Airlines**

	1990	1991
<b>Assets</b>		
Current Assets . . . . .	15,702,242	14,899,386
Investments and special funds . . . . .	4,720,906	5,152,466
Flight equipment owned . . . . .	40,214,981	41,212,646
Ground equipment & property . . . . .	13,557,018	16,004,398
Reserve for depreciation (Owned) . . . . .	(20,605,551)	(22,022,493)
Leased equipment & property capitalized . . . . .	8,306,315	6,938,856
Reserve for depreciation (Leased) . . . . .	(3,058,160)	(2,669,286)
Other property . . . . .	4,217,323	4,796,321
Deferred charges . . . . .	4,745,501	6,063,692
Total assets . . . . .	67,800,575	70,375,984
<b>Liabilities</b>		
Current liabilities . . . . .	25,213,168	24,042,642
Long-term debt . . . . .	10,756,861	11,967,634
Other non-current . . . . .	14,537,363	13,618,157
Deferred credit . . . . .	7,717,313	7,516,273
Stockholders' equity - net of Treasury Stock . . . . .	9,575,870	13,231,278
Preferred stock . . . . .	267,981	270,315
Common stock . . . . .	308,446	261,656
Other paid-in capital . . . . .	8,556,732	8,339,497
Retained earnings . . . . .	1,278,230	4,709,409
Less: Treasury Stock . . . . .	835,519	349,600
Total liabilities and stockholders' equity . . . . .	67,800,575	70,375,984

**U.S. SCHEDULED AIRLINES**

Data for the following 66 carriers are included herein.

<b>Majors</b> (Annual revenues of over \$1 billion)	<b>Nationals</b> (Annual revenues of \$100 million to \$1 billion)	<b>Regionals</b>	
America West	Air Wisconsin	Aerial	Jet Fleet
American	Alaska	Air Transport Int'l	Key
Continental	Aloha	American Int'l	MGM Grand
Delta	American Trans Air	Amerijet	Millon
Eastern	Evergreen	Arrow	North American
Federal Express	Hawaiian	Aspen	Northern Air
Northwest	Horizon Air	Braniff International	Pacific Interstate
Pan American	Markair	Buffalo	Private Jet
Southwest	Midway	Carnival	Reeve Aleutian
Trans World	Midwest Express	Casino Express	Rich
United	Southern Air	Challenge Air Cargo	Simmons
USAir	Tower	Conner	Sun Country
	Trump Shuttle	Emerald	Trans Air Link
	United Parcel Service	Emery	Trans Continental
	West Air	Executive Airlines	Trans States
	World	Express One	Universal
		Flagship	Wilbur's
		Florida West	Wrangler
		Great American	Zantop

**ATA BOARD OF DIRECTORS**

- |  |  |
|--|--|
| <b>Raymond J. Vecci</b><br>Alaska Airlines             | <b>John A. Ueberholz</b><br>Hawaiian Airlines    |
| <b>A. Maurice Myers</b><br>Aloha Airlines              | <b>John Dasburg</b><br>Northwest Airlines        |
| <b>Robert L. Crandall</b><br>American Airlines         | <b>Herbert D. Kelleher</b><br>Southwest Airlines |
| <b>George Mikelsons</b><br>American Trans Air          | <b>J.W. Hoar</b><br>Trans World Airlines         |
| <b>Robert R. Ferguson, III</b><br>Continental Airlines | <b>Stephen M. Wolf</b><br>United Airlines        |
| <b>Ronald W. Allen</b><br>Delta Air Lines              | <b>Richard Oehme</b><br>United Parcel Service    |
| <b>Patrick Foley</b><br>DHL Airways                    | <b>Seth E. Schofield</b><br>USAir                |
| <b>Delford M. Smith</b><br>Evergreen Int'l Airlines    |  |
| <b>Frederick W. Smith</b><br>Federal Express           |  |

**ATA MEMBER AIRLINES - 1992**

- |   |   |   |   |
|---|---|---|---|
| <b>Alaska Airlines</b><br>P.O. Box 68900<br>Seattle-Tacoma Int'l Airport<br>Seattle, Washington 98168-0900<br>(206) 433-3200            | <b>Delta Air Lines</b><br>Hartsfield Atlanta International Airport<br>Atlanta, Georgia 30320-9998<br>(404) 715-2600           | <b>Northwest Airlines</b><br>Minneapolis-St. Paul Int'l Airport<br>St. Paul, Minnesota 55111-3075<br>(612) 726-2111     | <b>United Parcel Service</b><br>400 Perimeter Center<br>Terraces North<br>Atlanta, Georgia 30346<br>(404) 913-6000              |
| <b>Aloha Airlines</b><br>P.O. Box 30028<br>Honolulu, Hawaii 96820-0228<br>(808) 836-4101  | <b>DHL Airways</b><br>P.O. Box 75122<br>Cincinnati, Ohio 45275<br>(606) 283-2232  | <b>Pan American World Airways</b><br>Pan Am Building<br>200 Park Avenue<br>New York, New York 10166-0001                | <b>USAir</b><br>2345 Crystal Drive<br>Crystal Park 4<br>Arlington, Virginia 22227<br>(703) 418-7000                             |
| <b>American Airlines</b><br>P.O. Box 619616<br>DFW Airport, Texas 75261-9616<br>(817) 963-1234  | <b>Eastern Air Lines</b><br>Miami International Airport<br>Miami, Florida 33148-0001<br>(305) 873-2211                        | <b>Reeve Aleutian Airways</b><br>4700 West International Airport Road<br>Anchorage, Alaska 99502-1091<br>(907) 243-1112 | <b>Associate Members</b>  |
| <b>American Trans Air</b><br>P.O. Box 51609<br>Indianapolis International Airport<br>Indianapolis, Indiana 46251-0609<br>(317) 247-4000 | <b>Evergreen International Airlines</b><br>3850 Three Mile Lane<br>McMinnville, Oregon 97128-9496<br>(503) 472-0011           | <b>Southwest Airlines</b><br>Box 36611, Love Field<br>Dallas, Texas 75235-1625<br>(214) 904-4000                        | <b>Air Canada</b><br>Place Air Canada<br>Montreal, Quebec<br>Canada H2Z 1X5<br>(514) 879-7000                                   |
| <b>Continental Airlines</b><br>Suite 1109<br>2929 Allen Parkway<br>Houston, Texas 77019<br>(713) 834-5000                               | <b>Federal Express</b><br>P.O. Box 727<br>Memphis, Tennessee 38116<br>(901) 369-3600  | <b>Trans World Airlines</b><br>100 South Bedford Road<br>Mt. Kisco, New York 10549<br>(914) 242-3000                    | <b>Canadian Airlines International</b><br>Suite 2800, 700 2nd St., S.W.<br>Calgary, Alberta<br>Canada T2P 2W2<br>(403) 294-2000 |
|   | <b>Hawaiian Airlines</b><br>P.O. Box 30008<br>Honolulu International Airport<br>Honolulu, Hawaii 96820-0008<br>(808) 525-5511 | <b>United Airlines</b><br>P.O. Box 66100<br>Chicago, Illinois 60666-0100<br>(708) 952-4000                              |   |

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Executive Vice President

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Senior Vice President,  
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Planning

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Vice President,  
Government Affairs

**James L. Casey**  
Acting General Counsel

**Walter S. Coleman**  
Vice President, Operations

**Donald C. Comlish**  
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International Affairs

**Walter J. Ferrari**  
Regional Vice President

**William M. Hawkins**  
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Staff Vice President,  
International Programs

## DEFINITION OF TERMS

**U.S. Scheduled Airlines.** Carriers certificated by the Federal government under Section 401 of the Federal Aviation Act permitting the operation of large aircraft.

**Revenue Passenger Mile.** One fare-paying passenger transported one mile.

**Available Seat Mile.** One seat transported one mile.

**Revenue Passenger Enplanements.** The total number of revenue passengers boarding aircraft in scheduled service, including origination, stopover or connecting passengers.

**Load Factor.** The percentage of seating or freight capacity which is utilized.

**Revenue Ton Mile.** One ton of revenue traffic (passengers and cargo) transported one mile.

**Available Ton Mile.** One ton of capacity (passengers and cargo) transported one mile.

**Air Cargo.** Total volume of freight, mail and express traffic transported by air. Statistics include the following:

**Freight and Express** – Commodities of all kinds – includes small package counter services, express services and priority reserved freight.

**U.S. Mail** – All classes of mail transported for the U.S. Postal Service.

**Net Profit Margin.** Net profit after interest and after taxes as percent of operating revenues.

**Operating Profit Margin.** Operating profit (operating revenues minus operating expenses) as percent of operating revenues.

**Return on Investment.** Net profits plus interest expense (on long-term debt) divided by long-term debt plus stockholder's equity (net worth).

