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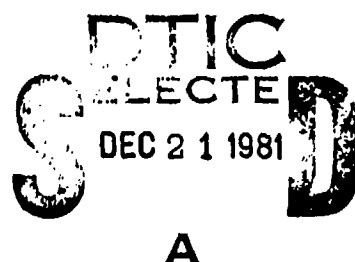
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**Federal Aviation  
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# FAA Statistical Handbook of Aviation

## Calendar Year 1980

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## PREFACE

The FAA Statistical Handbook of Aviation is published annually by the Federal Aviation Administration (FAA). Its prime purpose is to serve as a convenient source for historical data. This edition contains data on major civil aviation activities for the period ending December 31, 1980.

The handbook should provide a valuable source of information for the Department of Transportation (DOT), operating offices of the FAA, the Civil Aeronautics Board (CAB), and other government agencies, as well as non-government organizations interested in aviation.

Chapter I deals with the FAA and its functions. This section also includes a comparison of the agency's appropriations from fiscal years 1977-1981, and the agency's personnel complement at the end of the calendar and fiscal years for 1971 through 1980.

National Airspace System data reflecting the workload of the FAA air traffic facilities--terminal and en route--are contained in Chapter II. This chapter contains air traffic activity reported by FAA-operated airport traffic control towers, air route traffic control centers, and domestic and international flight service stations.

Selected statistics concerning the Nation's Airport Facilities are presented in Chapter III by state within FAA regions. In addition to the total count of these facilities, this chapter includes statistics pertaining to the physical characteristics (paved vs. unpaved runways, lighted vs.

unlighted runways, length of runways, etc.), size of populated areas served, funds allocated for airport development, etc.

Airport activity statistics comprising Chapter IV were prepared from data published in the calendar year 1980 edition of Airport Activity Statistics of the Certificated Route Air Carriers, issued jointly by the CAB and the FAA. In addition, this chapter presents individual passenger and traffic activity data from some of the Nation's international airports.

The U.S. Civil Air Carrier Fleet, as of December 31, 1980, is described in detail in Chapter V. These statistics were developed from Monthly Aircraft/Engine Utilization Reports submitted by the air carrier operators. The aircraft population discussed here is not an inventory of the aircraft owned by the air carriers, but represents the aircraft actually used by the air carrier fleet during December 1980.

U.S. Civil Air Carrier Operating Data--revenue passenger miles flown, available seat-miles and enplanements, revenue ton-miles flown, revenue aircraft miles flown, personnel, payroll, average salary, and operating revenues and expenses of the certificated route air carriers--are presented in Chapter VI. These statistics were obtained from schedules submitted by the certificated route air carriers to the CAB.

The Airmen data shown in Chapter VII were obtained from official airmen certification records maintained by the FAA Aeronautical Center in Oklahoma City, Oklahoma.

The general aviation aircraft data presented in Chapter VIII were collected from the General Aviation Activity and Avionics Survey. Numbers of active aircraft and hours flown are shown for each aircraft type.

Aircraft Accidents, both air carrier and general aviation, appear in Chapter IX. Up to 1965, air carrier accident data were furnished by the CAB. Comparable data for 1965 to 1979, inclusive, were made available by the National Transportation Safety Board (NTSB). General aviation accident data from 1959 to 1965 were obtained from the CAB. The following two years data were collected by the NTSB. However, during 1957 and 1958, the CAB and the Civil Aeronautics Administration shared responsibility for the investigation and analysis of general aviation accidents.

The FAA Statistical Handbook of Aviation is prepared by the Information Analysis Branch, Information and Statistics Division, Office of Management Systems, with the cooperation of other FAA and DOT offices. Appreciation is expressed to the Civil Aeronautics Board, U.S. Bureau of the Census, U.S. Department of Labor, Interstate Commerce Commission, Immigration and Naturalization Service, and many municipalities and private organizations for their assistance.

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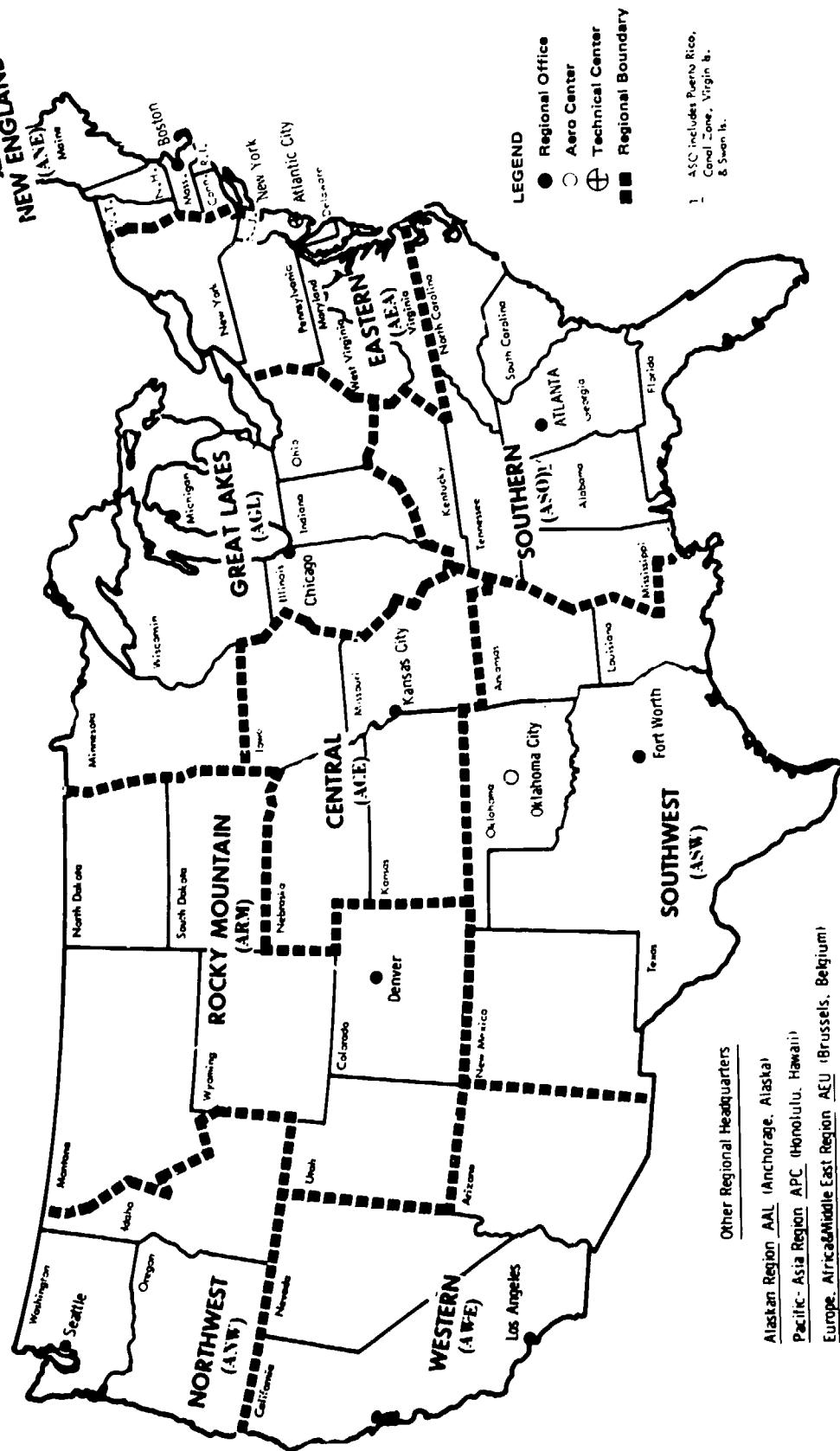
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Department of Transportation  
Federal Aviation Administration

## FAA REGIONAL BOUNDARIES

Including Locations of Regional Headquarters & Centers



## I. THE FEDERAL AVIATION ADMINISTRATION

The Department of Transportation Act of 1966 established a new executive department known as the Department of Transportation. The general welfare, economic growth, stability, and security of the Nation pointed to the need for the development of national transportation policies and programs effectively utilizing the Nation's transportation resources. The Act provided for inclusion of the Federal Aviation Agency in the Department as the Federal Aviation Administration.

Directed by an Administrator, who is appointed by the President, by and with the advice and consent of the Senate, the FAA has as its primary function the fostering of the development and safety of American aviation. More specifically, the FAA is responsible for developing the major policies necessary to guide the long-range growth of civil aviation; modernizing the air traffic control system; establishing in a single authority the essential management functions necessary to support the common needs of civil and military operations; providing for the most effective and efficient use of the airspace over the United States; and for the rulemaking responsibilities relative to these functions.

The FAA constructs, operates, and maintains the National Airspace System and the facilities which are a part of the system; it allocates and regulates the use of the airspace; it ensures adequate separation between aircraft operating in controlled airspace; and, through research

and development programs, it provides new systems and equipment for improving utilization of the Nation's airspace.

The Federal Aid to Airports Program (FAAP) authorized the FAA to make grants of federal funds to sponsors for airport development and for advanced planning and engineering. Under FAAP, approximately \$1.2 billion were granted by FAA to airport sponsors for airport development purposes from 1947 through 1970. FAAP was superseded by the Airport Development Act of 1970. The FAA maintains and operates Washington National and Dulles International airports. Dulles International is the first airport in the world specifically designed for the use of commercial jet transports.

The FAA prescribes and administers rules and regulations concerning airmen competency, aircraft airworthiness, and air traffic control. It promotes safety through certification of airmen, aircraft, and flight and aircraft maintenance schools. It reviews the design, structure, and performance of new aircraft to insure the safety of the flying public.

Services provided by FAA toward the development of aviation and air commerce include:

Dissemination of news and information on civil aviation generally.

Publication of flight information data for pilots.

Technical aviation assistance to other governments, operation of overseas civil aviation missions, and the aviation training of foreign nationals.

Development of medical standards for airmen through aviation medical research.

Research and development in the field of aeronautics and electronics.

Other activities required to encourage and foster the world-wide development of civil aviation and air commerce.

Policies governing these programs are developed in the Washington headquarters of FAA, and are executed by field employees under the supervision of regional offices strategically located throughout the United States as well as the FAA Technical Center at Atlantic City, New Jersey, and the Mike Monroney Aeronautical Center at Oklahoma City, Oklahoma.

TABLE 1.1

FAA APPROPRIATIONS: FISCAL YEARS 1977 THROUGH 1981  
(\$ IN MILLIONS)

APPROPRIATION	1977	1978	1979	1980	1981
TOTAL	<u>2,566.1</u>	<u>2,792.5</u>	<u>3,150.3</u>	<u>3,273.9</u>	<u>3,582.6</u>
OPERATIONS	1,487.8	1,628.3(c)	1,737.7(f)	1,849.5(i)	1,833.9(k)
OPERATIONS (AIRPORT AND AIRWAY TRUST FUND)	250.0	275.0	300.0	325.0	525.0
FACILITIES AND EQUIPMENT (AIRPORT AND AIRWAY TRUST FUND)	200.0	209.0(d)	345.4(g)	292.0(j)	350.0
GRANTS-IN-AID FOR AIRPORTS (AIRPORT AND AIRWAY TRUST FUND)	510.0(a)	555.0	644.1	677.0	722.0(l)
RESEARCH, ENGINEERING AND DEVELOPMENT (AIRPORT AND AIRWAY TRUST FUND)	74.4	80.8	75.1	75.0	85.0
METROPOLITAN WASHINGTON AIRPORTS	26.5	27.8	29.5	34.1	45.5
FACILITIES, ENGINEERING, AND DEVELOPMENT	17.4(b)	16.6(e)	18.5(h)	20.5	21.2

- (A) DOES NOT INCLUDE \$35.0 ADDITIONAL OBLIGATIONAL AUTHORITY MADE AVAILABLE BY THE ECONOMIC STIMULUS ACT, P.L. 95-29.
- (B) INCLUDES \$1.9 ADDITIONAL OBLIGATIONAL AUTHORITY TRANSFERRED FROM OTHER ACCOUNTS.
- (C) INCLUDES \$5.6 ADDITIONAL OBLIGATIONAL AUTHORITY TRANSFERRED FROM OTHER ACCOUNTS.
- (D) INCLUDES \$9.0 ADDITIONAL OBLIGATIONAL AUTHORITY TRANSFERRED FROM OTHER ACCOUNTS.
- (E) INCLUDES \$2.4 ADDITIONAL OBLIGATIONAL AUTHORITY TRANSFERRED FROM OTHER ACCOUNTS.
- (F) INCLUDES \$5.0 ADDITIONAL OBLIGATIONAL AUTHORITY TRANSFERRED FROM OTHER ACCOUNTS.

- (G) INCLUDES \$54.4 ADDITIONAL OBLIGATIONAL AUTHORITY TRANSFERRED FROM OTHER ACCOUNTS.
- (H) INCLUDES \$2 ADDITIONAL OBLIGATIONAL AUTHORITY TRANSFERRED FROM OTHER ACCOUNTS.
- (I) INCLUDES \$5.0 ADDITIONAL OBLIGATIONAL AUTHORITY TRANSFERRED FROM OTHER ACCOUNTS.
- (J) INCLUDES \$43.0 REAPPROPRIATION.
- (K) INCLUDES \$6.7 PROGRAM SUPPLEMENTAL.
- (L) INCLUDES \$22.0 REAPPROPRIATION.

TABLE 1.2

FAA CIVILIAN EMPLOYEES AT END OF FISCAL AND  
CALENDAR YEARS 1971 THROUGH 1980

DATE	FAA TOTAL PAID	FULL TIME PERMANENT			
		WASHINGTON OFFICE	WASHINGTON FIELD	OTHER FIELD	TOTAL PAID
06/71	54,515	2,752	911	49,910	53,537
12/71	54,220	2,748	888	49,567	53,203
06/72	53,295	2,634	871	48,767	52,272
12/72	52,497	2,535	894	48,214	51,643
06/73	53,646	2,585	852	49,190	52,627
12/73	53,322	2,533	875	48,740	52,148
06/74	56,386	2,739	1,010	50,212	53,961
12/74	55,820	2,669	981	50,226	53,876
06/75	57,678	2,819	960	51,126	54,905
12/75	56,732	2,774	922	50,999	54,695
06/76	59,064	2,910	948	52,264	56,122
09/76	58,438	2,880	944	52,167	55,991
12/76	57,790	2,842	953	51,728	55,523
09/77	58,081	2,683	940	52,137	55,760
12/77	57,631	2,612	926	51,891	55,429
09/78	57,494	2,303	909	52,015	55,227
12/78	57,005	2,272	921	51,747	54,940
09/79	56,435	2,124	888	51,432	54,444
12/79	56,394	2,144	922	51,498	54,564
09/80	55,361	2,060	918	50,560	53,538
12/80	55,340	2,069	942	50,500	53,511

NOTE: FAA TOTAL PAID INCLUDES FULL-TIME, PART-TIME, AND INTERMITTENT.  
FULL-TIME INCLUDES PERMANENT INCLUDES PAID FULL-TIME EMPLOYEES  
WHO OCCUPY PERMANENT POSITIONS.  
WASHINGTON OFFICE INCLUDES ALL PAID WASHINGTON HEADQUARTERS  
EMPLOYEES WHOSE DUTY STATION IS WASHINGTON, D.C.  
WASHINGTON FIELD INCLUDES ALL PAID WASHINGTON HEADQUARTERS  
EMPLOYEES WHOSE DUTY STATION IS OUTSIDE WASHINGTON, D.C. (E.G.,  
NATIONAL AND DULLES AIRPORTS, IN OTHER STATES, OR FOREIGN  
COUNTRIES).  
OTHER FIELD INCLUDES ALL PAID EMPLOYEES WHOSE DUTY STATIONS ARE  
IN THE REGIONS OR CENTERS.

TABLE 1.3

10-YEAR BREAKDOWN OF NUMBER OF TOTAL FAA EMPLOYEES AS OF DECEMBER 31, 1971 - 1980

ORGANIZATIONAL GROUP	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980
AIR TRAFFIC CONTROL SPECIALISTS	24,898	24,263	24,871	26,353	26,790	27,359	27,754	27,688	27,783	27,190
ELECTRONICS TECHNICIANS	8,984	8,807	8,889	8,967	9,149	9,396	9,423	9,423	9,209	8,871
AVIATION SAFETY INSPECTORS	2,178	2,096	2,079	2,091	2,082	2,039	1,982	1,999	2,016	2,038
ENGINEERS	2,461	2,394	2,401	2,500	2,597	2,697	2,649	2,576	2,501	2,436
ALL OTHERS	15,699	14,937	15,083	15,909	16,114	16,299	15,823	15,319	14,885	14,805
TOTAL EMPLOYMENT	54,220	52,497	53,323	55,820	56,732	57,790	57,631	57,005	56,394	55,340

## II. The National Airspace System

This chapter furnishes terminal and en route air traffic activity information of the National Airspace System for fiscal and calendar years. The data have been reported by the FAA-operated Airport Traffic Control Towers, Air Route Traffic Control Centers, and Flight Service facilities (Flight Service Stations, Combined Station/Towers and International Flight Service Stations). These reports are used as a guide in determining the need for larger or additional facilities, and possible changes in the number of personnel at existing facilities.

Data for towers are reported on Airport Operations and Instrument Approaches Monthly Summary (FAA Form 7230-11). This form contains landings and takeoffs (aircraft operations) reported by the towers by aviation category--air carriers, air taxi, general aviation, and military; instrument operations (IFR landings and takeoffs) and instrument approaches (IFR landings) are also included. Data for Air Route Traffic Control Centers (ARTCC's) are reported on ARTCC Operations and Instrument Approaches Monthly Summary (FAA Form 7230-12). Data contained on this form show departures, overs, and aircraft handled, plus instrument approaches handled by the ARTCC's. Activity of flight service stations, international flight service stations and combined station/towers is submitted on Monthly Activity Record--Flight Service Stations (FAA Form 7230-013). More detailed data pertaining to activity of these facilities may be found in the fiscal year 1980 edition of FAA Air Traffic Activity.

TABLE 2.1  
U.S. AIR ROUTE AIRWAY MILEAGE: 1971 - 1980\*  
(CONTIGUOUS 48 STATES)

DECEMBER 31	VERY HIGH FREQUENCY VOR/VORTAC		
	LOW ALTITUDE		JET ROUTES
	DIRECT	ALTERNATE	
1971	142,093	33,274	114,373
1972	143,241	33,436	117,417
1973	144,578	32,999	119,672
1974	144,939	32,999	122,372
1975	148,834	32,320	123,258
1976	150,172	31,888	130,160
1977	152,947	31,270	131,968
1978	155,242	31,235	134,709
1979	157,853	31,625	135,920
1980	159,008	31,409	137,503

\* MILEAGE SHOWN IN NAUTICAL MILES BASED ON NATIONAL OCEAN SURVEY FIGURES.

TABLE 2-2  
FAA AIR ROUTE FACILITIES AND SERVICES: 1971 THROUGH 1980

DECEMBER 31	VOR VORTAC	NONDIRECT- TIONAL RADIO BEACONS	AIR ROUTE TRAFFIC CONTROL CENTERS	AIRPORT TRAFFIC CONTROL TOWERS	COMBINED STATION/ TOWERS	FLIGHT SERVICE STATIONS	INTER- NATIONAL FLIGHT SERVICE STATIONS	INSTRUMENT LANDING SYSTEMS	AIRPORT SURVEIL- LANCE RADAR
1971	980	669	27	347	44	331	8	337	122
1972	991	706	27	355	42	324	7	403	125
1973	995	739	27	403	29	315	7	467	142
1974	1,000	793	27	417	21	320	7	490	156
1975	1,011	848	26	487	21	321	7	580	177
1976	1,020	920	25	488	16	321	7	640	175
1977	1,021	959	25	495	7	319	7	678	182
1978	1,020	988	25	494	5	318	6	698	185
1979	1,028	1,015	25	499	4	317	6	753	192
1980	1,038(A)	1,083(B)	25(C)	501(D)				817(E)	195(F)

(A) INCLUDES 67 NONFEDERAL AND 43 MILITARY.

(B) INCLUDES 722 NONFEDERAL AND 54 MILITARY.

(C) INCLUDES 3 MILITARY COMBINED CENTER/RADAR APPROACH CONTROL FACILITIES (CERAP).

(D) INCLUDES 32 NONFEDERAL AND 38 MILITARY.

(E) INCLUDES 10 LANDING DIRECTIONAL AID (LDA), 70 NONFEDERAL, AND 9 MILITARY.

(F) INCLUDES 29 MILITARY.

FISCAL YEARS  
(TABLES 2.3 - 2.7)

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TABLE 2.3--AIR TRAFFIC ACTIVITY AT AIR ROUTE TRAFFIC CONTROL CENTERS, BY AVIATION CATEGORY--FISCAL YEARS 1976-1980

Workload measure	Year	Total		Air Carrier		Air Taxi		General Aviation		Military	
		Total	Annual change	Total	Annual change	Total	Annual change	Total	Annual change	Total	Annual change
<u>IFR Aircraft Handled 1/</u>											
1980	30,061,372	+1	13,877,997	-1	2,573,776	+11	8,892,406	+1	4,717,195	-1	
1979	29,909,712	+7	14,003,540	+3	2,328,243	+20	8,827,100	+13	4,750,829	+2	
1978	28,055,382	+8	13,642,071	+5	1,931,216	+19	7,813,868	+14	4,668,247	+4	
1977	25,973,299	--	12,986,985	--	1,639,300	--	6,856,057	--	4,690,537	--	
1976	23,924,963	+1	12,406,660	(*)	1,395,304	+6	5,956,575	+8	4,166,424	-5	
<u>IFR Departures</u>											
1980	11,657,684	(*)	4,914,458	-3	1,242,419	+11	3,651,186	+1	1,645,619	-1	
1979	11,665,499	+6	5,042,781	+1	1,115,835	+21	3,819,669	+13	1,667,214	-1	
1978	11,007,775	+8	5,014,806	+5	923,731	+18	3,367,877	+14	1,681,361	+3	
1977	10,178,872	--	4,790,929	--	781,158	--	2,971,633	--	1,635,152	--	
1976	9,403,277	+2	4,616,439	(*)	638,362	+6	2,584,473	+8	1,533,953	-4	
<u>IFR Owers</u>											
1980	6,746,004	+2	4,069,081	+3	88,938	-8	1,190,028	(*)	1,417,957	(*)	
1979	6,618,714	+10	3,917,978	+8	96,573	+15	1,187,762	+16	1,416,401	+8	
1978	6,039,832	+8	3,612,459	+6	83,754	+9	1,038,054	+14	1,305,525	+7	
1977	5,615,555	--	3,405,127	--	76,984	--	912,791	--	1,220,653	--	
1976	5,118,509	+1	3,173,782	+2	58,580	+10	787,629	--	1,098,518	-6	

1/ The number of IFR Departures multiplied by two, plus the number of IFR Owers.

(\*) Less than 0.5 percent.

NOTE: Fiscal year 1977 and future years will be based on the new fiscal year.

TABLE 2.4--AIR TRAFFIC ACTIVITY AT AIRPORT TRAFFIC CONTROL TOWERS, BY AVIATION CATEGORY--FISCAL YEARS 1976-1980

Workload measure	Year	Total	Air Carrier	Air Taxi	General Aviation	Military					
		Total	Annual change	Total	Annual change	Total	Annual change				
<u>Total Aircraft Operations</u>	1980	66,195,066	-4	10,148,956	-2	4,584,706	+5	48,972,784	-5	2,488,620	-2
	1979	69,339,372	+3	10,406,570	+3	4,370,514	+16	51,716,626	+2	2,545,662	(*)
	1978	67,173,434	+1	10,063,259	+3	3,773,484	+14	50,798,779	(*)	2,537,912	-6
	1977	66,724,291	--	9,770,137	--	3,296,502	--	50,958,847	--	2,698,805	--
	1976	62,491,505	+6	9,339,479	(*)	2,867,621	+6	47,594,278	+8	2,690,127	(*)
<u>Itinerant Operations</u>	1980	44,270,414	-3	10,148,956	-2	4,584,706	+5	28,324,110	-4	1,212,642	-1
	1979	45,415,572	+4	10,406,570	+3	4,370,514	+16	29,407,844	+3	1,230,644	+2
	1978	43,562,963	+3	10,063,259	+3	3,773,484	+14	28,515,850	+1	1,210,370	-4
	1977	42,425,767	--	9,770,137	--	3,296,502	--	28,101,396	--	1,257,732	--
	1976	39,660,709	+6	9,339,479	(*)	2,867,621	+6	26,180,772	+8	1,272,837	-1
<u>Local Operations</u>	1980	21,924,652	-3	--	--	--	--	20,648,674	-7	1,275,978	-3
	1979	23,623,800	(*)	--	--	--	--	22,308,782	(*)	1,315,018	-1
	1978	23,610,471	-3	--	--	--	--	22,282,929	-3	1,327,542	-8
	1977	24,298,524	--	--	--	--	--	22,857,451	--	1,441,073	--
	1976	22,830,796	+7	--	--	--	--	21,413,506	+7	1,417,290	+1

(\*) Less than 0.5 percent.

NOTE: Fiscal year 1977 and future years will be based on the new fiscal year.

TABLE 2.5--AIR TRAFFIC ACTIVITY AT FAA FACILITIES, BY AVIATION CATEGORY--FISCAL YEARS 1976-1980

Workload measure	Year	Total		Air Carrier		Air Taxi		General Aviation		Military	
		Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change
<u>Total Instrument Operations</u>	1980	38,176,549	+5	10,613,262	-1	4,128,782	+13	19,332,557	+8	4,101,946	+5
	1979	36,225,027	+8	10,737,637	+3	3,657,696	+19	17,907,628	+10	3,522,066	+7
	1978	33,456,726	+6	10,421,496	+4	3,066,869	+20	16,310,259	+8	3,636,162	-2
	1977	31,518,742	--	10,053,440	--	2,563,882	--	15,120,698	--	3,730,782	--
	1976	28,097,463	+8	9,461,957	-1	2,156,475	+16	12,754,841	+19	3,724,190	-6
<u>Total Instrument Approaches 1/</u>	1980	2,041,078	-18	732,576	-22	287,465	-9	933,671	-16	87,366	-27
	1979	2,482,606	+12	940,892	+10	315,804	+11	1,106,901	+10	119,409	+11
	1978	2,223,426	+25	853,853	+27	285,518	+47	975,766	+20	106,299	+10
	1977	1,776,691	--	670,064	--	194,347	--	813,612	--	98,688	--
	1976	1,671,538	-12	675,213	-16	176,599	-10	706,625	-8	113,121	-6
<u>Total Instrument Approaches at Control Facilities</u>	1980	1,888,659	-18	706,505	-23	259,018	-10	841,586	-16	81,550	-28
	1979	2,316,633	+13	912,272	+11	287,972	+11	1,002,597	+15	113,792	+12
	1978	2,049,828	+27	820,143	+28	260,040	+49	868,313	+22	101,332	+10
	1977	1,618,381	--	640,895	--	174,015	--	710,941	--	92,530	--
	1976	1,519,443	-11	640,465	-15	154,909	-7	617,523	-7	106,540	-5

1/ Includes instrument approaches at Air Route Traffic Control Centers.

(\*) Less than 0.5 percent.

NOTE: Fiscal year 1977 and future years will be based on the new fiscal year.

TABLE 2.6-AIR TRAFFIC ACTIVITY AT FLIGHT SERVICE FACILITIES--FISCAL YEARS 1976-1980

Workload Measure	Year	FLIGHT SERVICES 1/			FLIGHT PLANS ORIGINATED			AIRPORT ADVISORIES			PILOT BRIEFS		
		Total	Annual change	Total	Annual change	IFR-DVFR	Annual change	VFR	Annual change	Total	Annual change	Total	Annual change
<u>Flight Service Stations</u>	1980	64,234,861	-3	8,986,486	-5	6,586,842	-4	2,399,644	-6	3,054,352	-4	18,325,012	+2
	1979	66,389,687	+3	9,429,862	+4	6,866,112	+8	2,563,750	-4	3,191,382	-2	18,799,691	+3
	1978	64,690,863	+6	9,041,583	+5	6,369,364	+9	2,672,219	-3	3,244,961	+6	18,230,172	+8
	1977	60,928,168	—	8,607,414	—	5,858,565	—	2,748,049	—	3,054,885	—	16,852,412	—
	1976	57,511,119	(*)	8,028,349	+2	5,357,865	+4	2,670,484	-2	2,878,486	-3	15,938,507	-1
<u>Combined Station/ Towers</u>	1980	42,947	-79	7,763	-80	3,364	-47	4,429	-86	0	0	7,851	-70
	1979	207,728	-15	38,610	-17	6,335	-8	32,275	-19	0	0	25,924	+2
	1978	244,156	-36	46,739	-27	6,223	-57	39,816	-17	0	0	25,447	-45
	1977	380,291	—	63,932	—	16,054	—	47,878	—	0	0	45,937	—
	1976	593,554	+5	96,963	+5	34,212	-3	62,751	+10	0	0	92,979	+5
<u>International Flight Service Stations</u>	1980	2,845,010	-5	535,319	+2	236,705	+5	298,614	(*)	3,031	-14	511,243	-12
	1979	3,000,151	+16	525,880	+14	225,770	+13	300,110	+14	3,526	+98	582,011	+16
	1978	2,595,296	+15	462,282	+10	200,166	+13	262,116	+8	1,778	+10	499,914	+31
	1977	2,263,673	—	420,536	—	177,119	—	243,417	—	1,615	—	382,959	—
	1976	1,832,448	-1	371,799	+3	135,498	+3	236,301	+3	1,205	+12	329,728	-5

1/ The sum of flight plans originated and pilot briefs, multiplied by two, plus the number of aircraft contacted. No credit is allowed for airport advisories.

(\*) Less than 0.5 percent.

NOTE: Fiscal year 1977 and future years will be based on the new fiscal year.

TABLE 2.7--AIRCRAFT CONTACTED AT FLIGHT SERVICE FACILITIES, BY AVIATION CATEGORY--FISCAL YEARS 1976-1980

<u>Workload measure</u>	Year	Total	Air Carrier	Air Taxi	General Aviation	Military	
		Total	Annual change	Total	Annual change	Total	Annual change
<u>Flight Service Stations</u>	1980	9,611,865	-5	386,280	-8	873,472	+4
	1979	10,110,581	+1	417,969	+4	839,552	(*)
	1978	10,117,333	+1	401,192	+11	838,268	+10
	1977	10,008,516	—	359,899	—	763,995	—
	1976	9,577,407	-2	374,170	-11	731,127	+4
<u>INT-DVFR</u>	1980	1,956,797	-4	305,963	-9	260,024	+5
	1979	2,038,070	+6	336,739	+6	246,554	+13
	1978	1,917,549	+17	318,789	+14	218,346	+26
	1977	1,637,448	—	279,199	—	173,224	—
	1976	1,525,214	-6	298,600	-12	161,547	-3
<u>VFR</u>	1980	7,655,068	-5	80,337	-1	613,448	+3
	1979	8,072,511	-2	81,170	-1	592,998	-4
	1978	8,229,784	-2	82,403	+2	619,924	+5
	1977	8,371,068	—	80,700	—	590,771	—
	1976	8,052,193	-2	75,570	-4	569,580	+7

(\*) Less than 0.5 percent.

NOTE: Fiscal year 1977 and future years will be based on the new fiscal year.

TABLE 2.7--AIRCRAFT CONTACTED AT FLIGHT SERVICE FACILITIES, BY AVIATION CATEGORY--FISCAL YEARS 1976-1980 - Continued

Workload measure	Year	Total		Air Carrier		Air Taxi		General Aviation		Military	
		Total	Annual change	Total	Annual change	Total	Annual change	Total	Annual change	Total	Annual change
<u>Combined Station/Tower</u>	1980	11,659	-85	202	-63	3,767	-91	6,603	-76	1,087	-84
	1979	78,660	-21	550	-46	43,637	-24	27,798	-17	6,675	-13
	1978	99,784	-38	1,017	-76	57,712	-10	33,356	-59	7,699	-31
	1977	160,553	--	4,219	--	64,175	--	80,940	--	11,159	--
	1976	213,670	+6	5,099	+116	55,486	+36	139,079	-2	14,006	-18
<u>IFR-DVFR</u>	1980	1,213	-69	194	-64	86	-94	765	-28	168	-78
	1979	3,889	-10	540	-12	1,517	-5	1,057	-7	775	-32
	1978	4,333	-68	616	-81	1,443	-59	1,134	-76	1,140	-50
	1977	13,717	--	3,248	--	3,507	--	4,666	--	2,296	--
	1976	20,231	+28	4,794	+121	3,645	+240	8,206	-4	3,536	-11
<u>VFR</u>	1980	10,446	-86	8	-20	3,681	-91	5,838	-78	919	-84
	1979	74,771	-22	10	-98	42,120	-25	26,741	-17	5,900	-10
	1978	95,451	-35	401	-61	56,269	-7	32,222	-58	6,559	-26
	1977	146,836	--	1,031	--	60,668	--	76,274	--	8,663	--
	1976	193,439	+4	305	+56	51,841	+30	130,873	-2	10,420	-20

NOTE: Fiscal year 1977 and future years will be based on the new fiscal year.

TABLE 2.7--AIRCRAFT CONTACTED AT FLIGHT SERVICE FACILITIES, BY AVIATION CATEGORY--FISCAL YEARS 1976-1980 - Continued

Workload measure	Year	Total		Air Carrier		Air Taxi		General Aviation		Military	
		Total	Annual change	Total	Annual change	Total	Annual change	Total	Annual change	Total	Annual change
<u>International</u>	1980	751,886	-4	149,765	+16	207,948	-12	361,565	-7	32,608	+9
<u>Flight Service</u>	1979	784,369	+17	128,645	+23	235,570	+3	390,216	+27	29,938	-2
<u>Stations</u>	1978	670,904	+2	104,468	-13	228,097	-4	307,929	+13	30,410	+20
	1977	656,683	--	120,170	--	238,397	--	272,870	--	25,246	--
	1976	429,394	+1	87,109	+15	123,059	-5	205,465	(*)	13,761	-10
<u>IFR-DVFR</u>	1980	186,672	+13	147,062	+17	4,193	-12	29,388	+2	5,429	-3
	1979	165,482	+15	125,725	+21	4,736	+32	29,396	-1	5,625	-9
	1978	143,421	-7	103,906	-12	3,581	-15	29,767	+16	6,167	-4
	1977	155,029	--	118,712	--	4,204	--	25,714	--	6,399	--
	1976	109,160	+14	85,998	+16	3,339	-13	15,656	+19	4,167	-12
<u>VFR</u>	1980	565,214	-9	2,703	-7	203,755	-12	331,577	-8	27,179	+12
	1979	618,887	+17	2,920	+420	230,834	+3	360,820	+28	24,313	(*)
	1978	527,483	+5	562	-61	224,516	-4	278,162	+13	24,243	+29
	1977	501,654	--	1,458	--	234,193	--	247,156	--	18,847	--
	1976	320,234	-3	1,111	-37	119,720	-4	189,809	-1	9,594	-10

(\*) Less than 0.5 percent.

NOTE: Fiscal year 1977 and future years will be based on the new fiscal year.

CALENDAR YEARS  
(TABLES 2.8 - 2.12)

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TABLE 2-8--AIR TRAFFIC ACTIVITY AT AIR ROUTE TRAFFIC CONTROL CENTERS, BY AVIATION CATEGORY--CALENDAR YEARS 1976-1980

	YEAR	TOTAL	ANNUAL CHANGE	AIR CARRIER	ANNUAL CHANGE	AIR TAXI	ANNUAL CHANGE	GENERAL AVIATION	ANNUAL CHANGE	MILITARY	ANNUAL CHANGE
		TOTAL	ANNUAL CHANGE	TOTAL	ANNUAL CHANGE	TOTAL	ANNUAL CHANGE	TOTAL	ANNUAL CHANGE	TOTAL	ANNUAL CHANGE
<b>IFR AIRCRAFT HANDLED 1/</b>	1980	29,967,994	-1	13,649,986	-2	2,597,415	+6	8,912,816	-1	4,747,777	-1
	1979	30,201,537	+6	13,955,015	+1	2,448,254	+24	9,013,656	+14	4,784,612	+2
	1978	28,380,569	+6	13,822,109	+4	1,967,450	+13	7,920,465	+10	4,670,545	+2
	1977	26,761,898	+10	13,253,466	+5	1,737,815	+22	7,177,060	+18	4,593,557	+11
	1976	24,219,751	+3	12,597,933	+3	1,418,241	+1	6,069,901	+6	4,133,676	-3
<b>IFR DEPARTURES</b>	1980	11,595,010	-1	4,821,900	-3	1,254,714	+7	3,857,054	-1	1,661,342	-1
	1979	11,742,106	+6	4,988,827	-2	1,177,347	+25	3,900,405	+14	1,675,527	(*)
	1978	11,120,772	+6	5,074,296	+4	939,779	+13	3,430,438	+10	1,676,259	+1
	1977	10,489,543	+10	4,888,716	+4	830,036	+23	3,110,514	+18	1,660,277	+9
	1976	9,516,600	+2	4,682,226	+2	675,650	(*)	2,633,793	+6	1,524,931	-2
<b>IFR OVERS</b>	1980	6,717,974	(*)	4,006,186	+1	87,987	-6	1,198,708	-1	1,425,093	-1
	1979	6,717,325	+9	3,977,361	+8	93,560	+6	1,212,846	+14	1,433,558	+9
	1978	6,139,025	+6	3,673,517	+6	87,892	+13	1,059,589	+11	1,318,037	+4
	1977	5,782,812	+11	3,476,034	+8	77,743	+16	956,032	+19	1,273,003	+17
	1976	5,186,551	+3	3,233,481	+4	66,941	+20	802,315	+6	1,083,814	-4

1/ THE NUMBER OF IFR DEPARTURES MULTIPLIED BY TWO TO ACCOUNT FOR IFR APPROACHES, PLUS THE NUMBER OF IFR OVERS.

(\*) LESS THAN 0.5 PERCENT.

TABLE 2.9--AIR TRAFFIC ACTIVITY AT AIRPORT TRAFFIC CONTROL TOWERS, BY AVIATION CATEGORY--CALENDAR YEARS 1976-1980

	YEAR	TOTAL ANNUAL CHANGE	TOTAL ANNUAL CHANGE	AIR CARRIER ANNUAL CHANGE	AIR TAXI ANNUAL CHANGE	GENERAL AVIATION ANNUAL CHANGE	MILITARY ANNUAL CHANGE
<u>TOTAL AIRCRAFT</u>	1980	64,796,561	-6	9,956,045	-4	4,629,143	-3
<u>OPERATIONS</u>	1979	69,073,449	+1	10,325,629	+1	4,490,201	+16
	1978	68,293,868	+2	10,209,356	+3	3,883,099	+14
	1977	66,801,390	+4	9,882,018	+3	3,418,582	+15
	1976	63,974,621	+7	9,574,172	+4	2,976,957	+8
<u>ITINERANT</u>	1980	43,634,248		9,956,045	-4	4,629,143	-3
<u>OPERATIONS</u>	1979	45,569,807	+3	10,325,629	+1	4,490,201	+16
	1978	44,346,471	+4	10,209,356	+3	3,883,099	+14
	1977	42,605,943	+5	9,882,018	+3	3,418,582	+15
	1976	40,759,763	+7	9,574,172	+4	2,976,957	+8
<u>LOCAL</u>	1980	21,162,313	-10	0	0	0	0
<u>OPERATIONS</u>	1979	23,503,642	-2	0	0	0	0
	1978	23,947,397	-2	0	0	0	0
	1977	24,195,447	+4	0	0	0	0
	1976	23,214,858	+6	0	0	0	0

(\*) LESS THAN 0.5 PERCENT.

TABLE 2.10--AIR TRAFFIC ACTIVITY AT FAA FACILITIES, BY AVIATION CATEGORY--CALENDAR YEARS 1976-1980

	YEAR	TOTAL	AIR CARRIER ANNUAL CHANGE	AIR TAXI TOTAL	AIR TAXI ANNUAL CHANGE	GENERAL AVIATION TOTAL	GENERAL AVIATION ANNUAL CHANGE	MILITARY TOTAL	MILITARY ANNUAL CHANGE
<u>TOTAL INSTRUMENT OPERATIONS</u>	1980	38,385,627	-4	10,542,195	-1	4,270,184	+11	19,482,789	+6
	1979	36,932,918	+8	10,687,602	+1	3,841,676	+22	18,415,333	+10
	1978	34,209,447	+6	10,583,502	+4	3,149,110	+16	16,780,693	+8
	1977	32,162,269	+10	10,196,771	+4	2,713,805	+20	15,510,259	+13
	1976	29,347,757	+10	9,781,930	+5	2,268,518	+14	13,654,063	+17
<u>TOTAL INSTRUMENT APPROACHES 1/</u>	1980	2,096,485	-13	694,469	-23	345,554	+9	955,176	-11
	1979	2,420,987	+12	899,506	+8	316,334	+15	1,075,005	+13
	1978	2,163,359	+10	829,435	+10	276,132	+18	954,014	+8
	1977	1,973,033	+20	752,396	+18	232,744	+35	885,811	+22
	1976	1,641,997	-12	638,315	-17	172,739	-11	726,485	-5
<u>TOTAL INSTRUMENT APPROACHES AT CONTROL FACILITIES</u>	1980	1,949,077	-14	669,548	-23	318,814	+11	866,326	-11
	1979	2,253,875	+13	871,388	+9	287,429	+14	971,113	+14
	1978	1,998,170	+11	797,630	+11	250,985	+19	852,371	+10
	1977	1,801,222	+20	720,608	+18	210,027	+36	774,937	+21
	1976	1,500,964	-10	608,876	-16	154,654	-7	638,565	-4

1/INCLUDES INSTRUMENT APPROACHES AT AIR ROUTE TRAFFIC CONTROL CENTERS.

(\* )LESS THAN 0.5 PERCENT.

TABLE 2.11--AIR TRAFFIC ACTIVITY AT FLIGHT SERVICE FACILITIES--CALENDAR YEARS 1976-1980

	YEAR	TOTAL	ANNUAL CHANGE	FLIGHT PLANS ORIGINATED	ANNUAL CHANGE	VFR	ANNUAL CHANGE	AIRPORT ADVISORIES	ANNUAL CHANGE	PILOT BRIEFS	ANNUAL CHANGE
<u>FLIGHT SERVICE STATIONS</u>	1980	8,932,399	-5	6,565,094	-4	2,367,305	-7	4,003,016	+25	17,910,285	-5
	1979	9,405,663	+4	6,864,568	+6	2,541,095	-5	3,200,780	-3	18,935,293	+4
	1978	9,125,016	+8	6,453,679	+6	2,671,337	-2	3,297,082	+8	18,250,877	+5
	1977	8,793,209	+3	6,058,984	+12	2,734,225	+1	3,051,633	+3	17,387,678	+8
	1976	8,115,791	+1	5,419,205	+3	2,696,586	+3	2,958,496	+2	16,047,038	-1
<u>COMBINED STATION/TOWERS</u>	1980	6,673	-76	2,854	-46	3,891	-85	0	0	7,504	-63
	1979	30,925	-31	5,248	-30	25,677	-32	0	0	20,028	-24
	1978	45,094	-20	7,504	-33	37,590	-17	0	0	26,427	-23
	1977	56,369	-39	11,155	-64	45,214	-27	0	0	34,149	-62
	1976	93,047	-1	31,243	-9	61,804	+3	0	0	89,171	(*)
<u>INTERNATIONAL</u>	1980	527,660	-6	226,553	-5	301,107	+8	2,875	-14	508,608	-2
<u>FLIGHT SERVICE STATIONS</u>	1979	495,870	+4	216,278	+8	279,592	+1	3,335	+82	518,553	(*)
	1978	478,495	+10	201,003	+8	277,492	+12	1,829	+10	516,546	+27
	1977	434,742	+14	186,187	+23	248,555	+9	1,657	+25	405,304	+19
	1976	379,745	+4	150,912	+16	228,833	-3	1,327	+22	339,361	(*)

(\*) LESS THAN 0.5 PERCENT.

TABLE 2.12--AIRCRAFT CONTACTED AT FLIGHT SERVICE FACILITIES, BY AVIATION CATEGORY--CALENDAR YEARS 1976-1980

	YEAR	Total		AIR CARRIER		AIR TAXI		GENERAL AVIATION		MILITARY	
		Total	ANNUAL CHANGE	Total	ANNUAL CHANGE	Total	ANNUAL CHANGE	Total	ANNUAL CHANGE	Total	ANNUAL CHANGE
<u>FLIGHT SERVICE STATIONS</u>	1980	9,473,760	-6	379,157	-8	872,495	+2	7,812,776	-7	410,462	-3
	1979	10,113,557	-1	414,191	+1	855,003	+2	8,420,292	-1	424,071	-17
	1978	10,226,383	+2	408,740	+11	838,524	+7	8,468,978	+2	510,141	-10
	1977	10,038,220	+4	369,075	+2	780,697	+7	8,319,020	+3	569,428	+2
	1976	9,687,906	+2	360,250	-9	731,794	+3	8,040,198	+4	555,664	-7
<u>IFR-DVFR</u>	1980	1,938,540	-6	301,898	-9	255,192	-1	1,255,195	-6	126,255	-6
	1979	2,060,752	+8	332,887	+2	258,031	+18	1,335,087	+13	134,747	-25
	1978	1,905,207	+9	324,932	+13	217,898	+15	1,183,900	+11	178,477	-11
	1977	1,747,701	+17	288,303	+2	188,880	+22	1,069,325	+25	201,193	+2
	1976	1,488,946	-7	282,561	-11	154,957	-10	853,656	-4	197,772	-10
<u>VFR</u>	1980	7,534,090	-6	77,243	-5	617,189	+3	6,555,333	-7	284,005	-2
	1979	8,052,805	-3	81,304	-3	596,972	-4	7,085,205	-3	289,324	-13
	1978	8,321,176	(*)	83,808	+4	620,626	+5	7,285,078	(*)	331,664	-10
	1977	8,290,519	+1	80,772	+4	591,817	+3	7,249,695	+1	368,235	+3
	1976	8,198,960	+4	77,689	+1	576,837	+7	7,186,542	+5	357,892	+6

(\*)LESS THAN 0.5 PERCENT.

TABLE 2.12--AIRCRAFT CONTACTED AT FLIGHT SERVICE FACILITIES, BY AVIATION CATEGORY--CALENDAR YEARS 1976-1980 - CONTINUED

	YEAR	TOTAL	AIR CARRIER	AIR TAXI	GENERAL AVIATION	MILITARY					
		ANNUAL CHANGE	ANNUAL CHANGE	ANNUAL CHANGE	ANNUAL CHANGE	ANNUAL CHANGE					
<u>INTERNATIONAL FLIGHT SERVICE STATIONS</u>	1980	761,023	+2	156,934	+21	214,371	-2	357,014	-4	32,704	+14
	1979	747,801	+7	130,217	+28	218,115	-13	370,877	+19	28,592	-7
	1978	696,519	+4	101,623	-14	251,860	+6	312,211	+9	30,825	-18
	1977	668,150	+50	118,124	+17	236,597	+90	287,283	+39	26,146	+90
	1976	444,988	+5	101,032	+36	124,223	-1	205,964	-2	13,769	-4
<u>IFR-DVFR</u>	1980	193,603	+17	154,274	+21	4,194	-7	29,609	+3	5,526	+3
	1979	165,805	+20	127,127	+26	4,520	+23	28,771	+5	5,387	-9
	1978	138,053	-12	101,061	-14	3,667	-15	27,427	-4	5,898	-8
	1977	156,488	+27	117,147	+18	4,308	+28	28,592	+73	6,441	+57
	1976	123,494	+30	99,477	+36	3,372	-4	16,552	+16	4,093	-6
<u>VFR</u>	1980	567,420	-3	2,660	-14	210,177	-2	327,405	-5	27,178	-17
	1979	581,996	+4	3,090	+450	213,595	-14	342,106	+20	23,205	-7
	1978	558,466	+9	562	-43	248,193	+7	284,784	+10	24,922	+26
	1977	511,662	+59	977	-37	232,289	+92	258,691	+37	19,705	+104
	1976	321,494	-2	1,555	+31	120,851	-1	189,412	-3	9,676	-4

(\*)LESS THAN 0.5 PERCENT.

TABLE 2.12--AIRCRAFT CONTACTED AT FLIGHT SERVICE FACILITIES, BY AVIATION CATEGORY--CALENDAR YEARS 1976-1980 - CONTINUED

	YEAR	TOTAL	ANNUAL CHANGE	AIR CARRIER	AIR TAXI	GENERAL AVIATION	MILITARY
		TOTAL	ANNUAL CHANGE	TOTAL	ANNUAL CHANGE	TOTAL	ANNUAL CHANGE
<u>COMBINED STATION/ TOWER</u>	1980	9,239	-85	165	-64	4,117	-87
	1979	61,358	-34	456	-31	31,894	-42
	1978	92,673	-34	661	-79	54,640	-14
	1977	140,948	-35	3,131	-46	63,865	+2
	1976	216,052	+8	5,852	+119	62,409	+30
<u>IFR-DVFR</u>	1980	1,036	-67	159	-64	71	-93
	1979	3,107	-24	443	-28	974	-39
	1978	4,114	-56	612	-68	1,602	-33
	1977	9,357	-55	1,928	-64	2,377	-42
	1976	20,820	+34	5,294	+113	4,085	+159
<u>VFR</u>	1980	9,333	-84	6	-54	4,046	-87
	1979	58,251	-33	13	-74	31,920	-40
	1978	88,559	-33	49	-96	53,038	-14
	1977	131,591	-33	1,203	+116	61,488	+5
	1976	195,232	+7	558	+212	58,324	+26

### III. AIRPORTS

Information about U.S. civil and joint-use landing facilities (including airports, heliports, stolports, and seaplane bases) were furnished by the FAA Office of Airport Standards. This information was obtained through physical inspection and mail solicitations, and was reported on the Airport Master Record (Form FAA 5010-1) and FAA Landing Facilities Information Request on Airports, Heliports, Stolports, and Seaplane Bases (Forms 5010-2 and 5010-5).

TABLE 3.1

U.S. CIVIL AND JOINT-USE AIRPORTS, HELIPORTS, STOLPORTS,  
AND SEAPLANE BASES ON RECORD WITH FAA: 1971 THROUGH 1980\*

Year	Total	With Runway Lights	With Paved Runways	Airports of Entry
1971	12,070	3,759	4,176	64
1972	12,405	3,827	4,390	63
1973	12,700	3,880	4,527	60
1974	13,062	3,999	4,716	61
1975	13,251	4,171	4,865	62
1976	13,770	4,362	5,106	76
1977	14,117	4,483	5,313	70
1978	14,574	4,567	5,484	70
1979	14,746	4,631	5,618	60
1980	15,161	4,738	5,833	76

\*Excludes landing rights airports.

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TABLE 3.2

U.S. CIVIL AND JOINT-USE AIRPORTS, HELIPORTS, STOLPORTS, AND SEAPLANE BASES,  
AND REPORTED ABANDONMENTS ON RECORD, BY FAA REGION AND STATE: DECEMBER 31, 1980

FAA REGION AND STATE	TOTAL AIRCRAFT FACILITIES	AIRPORTS	HELIPORTS	STOLPORTS	SEAPLANE BASES	REPORTED ABANDONMENTS DURING YEAR
<b>TOTAL</b>	<b>15,161</b>	<b>12,240</b>	<b>2,336</b>	<b>58</b>	<b>527</b>	<b>330</b>
UNITED STATES--TOTAL*	15,107	12,207	2,319	58	523	328
ALASKAN--TOTAL	731	516	33	---	182	13
CENTRAL--TOTAL	1,340	1,246	80	4	10	32
IOWA	267	244	21	1	1	7
KANSAS	377	359	12	2	4	7
MISSOURI	377	335	36	1	5	10
NEBRASKA	319	308	11	---	---	8
EASTERN--TOTAL	1,971	1,396	501	9	65	47
DELAWARE	36	24	12	---	---	---
DISTRICT OF COLUMBIA	18	2	16	---	---	---
MARYLAND	150	107	38	4	1	3
NEW JERSEY	265	122	132	---	11	3
NEW YORK	471	365	75	1	30	14
PENNSYLVANIA	694	503	172	2	17	16
VIRGINIA	260	212	40	2	6	11
WEST VIRGINIA	77	61	16	---	---	---
GREAT LAKES--TOTAL	3,253	2,761	376	8	108	45
ILLINOIS	942	777	155	---	10	14
INDIANA	347	306	38	1	2	4
MICHIGAN	419	384	25	2	8	10
MINNESOTA	491	407	18	1	65	6
OHIO	652	516	126	3	7	6
WISCONSIN	402	371	14	1	16	5
NEW ENGLAND--TOTAL	542	348	120	6	68	8
CONNECTICUT	108	55	44	2	7	2
MAINE	162	114	6	1	41	1
MASSACHUSETTS	138	80	45	1	12	1
NEW HAMPSHIRE	52	38	9	---	5	1
RHODE ISLAND	18	11	5	---	2	2
VERMONT	64	50	11	2	1	1
NORTHWEST--TOTAL	891	711	159	5	16	12
IDAHO	197	178	16	---	3	2
OREGON	323	253	63	4	3	5
WASHINGTON	371	280	80	1	10	5

TABLE 3-2 (CONTINUED)

U.S. CIVIL AND JOINT-USE AIRPORTS, HELIPORTS, STOLPORTS, AND SEAPLANE BASES,  
AND REPORTED ABANDONMENTS ON RECORD, BY FAA REGION AND STATE: DECEMBER 31, 1980

FAA REGION AND STATE	TOTAL AIRCRAFT FACILITIES	AIRPORTS	HELIPORTS	STOLPORTS	SEAPLANE BASES	REPORTED ABANDONMENTS DURING YEAR
PACIFIC-ASIA--TOTAL	65	52	12	---	---	4
HAWAII	50	38	12	---	---	4
SOUTH PACIFIC **	15	15	--	---	---	---
ROCKY MOUNTAIN--TOTAL	1,090	957	122	6	5	22
COLORADO	307	224	75	4	4	8
MONTANA	185	174	11	---	---	1
NORTH DAKOTA	229	226	3	---	---	7
SOUTH DAKOTA	159	154	4	1	---	4
UTAH	104	86	16	1	1	1
WYOMING	106	93	13	---	---	1
SOUTHERN--TOTAL	1,851	1,511	305	9	26	30
ALABAMA	163	136	27	---	---	2
FLORIDA	485	359	107	1	18	6
GEORGIA	288	243	41	3	1	9
KENTUCKY	128	102	26	---	---	---
MISSISSIPPI	171	159	12	---	---	1
NORTH CAROLINA	285	247	35	1	2	5
PUERTO RICO	32	16	15	---	1	2
SOUTH CAROLINA	132	124	8	---	---	---
TENNESSEE	160	123	32	4	1	5
VIRGIN ISLANDS	7	2	2	---	3	---
SOUTHWEST--TOTAL	2,262	1,904	325	4	30	78
ARKANSAS	156	154	1	---	1	15
LOUISIANA	289	170	98	---	21	12
NEW MEXICO	149	136	12	---	1	4
OKLAHOMA	294	278	15	---	1	7
TEXAS	1,375	1,166	199	4	6	40
WESTERN--TOTAL	1,164	832	303	2	17	39
ARIZONA	216	178	35	3	---	9
CALIFORNIA	825	558	248	3	16	29
NEVADA	123	101	20	1	1	1

\* EXCLUDES PUERTO RICO, VIRGIN ISLANDS, AND SOUTH PACIFIC.

\*\* AMERICAN SAMOA, GUAM AND TRUST TERRITORIES.

TABLE 3.3

U.S. CIVIL AND JOINT-USE AIRPORTS, HELIPORTS, STOLPORTS, AND SEAPLANE BASES  
ON RECORD BY TYPE OF OWNERSHIP  
DECEMBER 31, 1980

FAA REGION AND STATE	TOTAL FACILITIES	BY OWNERSHIP		PAVED AIRPORTS		UNPAVED AIRPORTS	
		PUBLIC	PRIVATE	LIGHTED	NOT LIGHTED	LIGHTED	NOT LIGHTED
TOTAL	15,161	4,814	10,347	3,778	2,055	960	8,368
UNITED STATES--TOTAL*	15,107	4,785	10,322	3,762	2,034	959	8,352
ALASKAN--TOTAL	731	515	216	44	16	62	509
CENTRAL--TOTAL	1,340	456	884	385	79	139	722
IOWA	267	118	149	97	15	56	99
KANSAS	377	128	249	101	16	37	223
MISSOURI	377	116	261	115	33	24	205
NEBRASKA	319	94	225	72	15	22	210
EASTERN--TOTAL	1,971	307	1,664	408	310	123	1,130
DELAWARE	36	3	33	6	6	10	14
DISTRICT OF COLUMBIA	18	8	10	6	8	---	4
MARYLAND	150	23	127	37	28	10	75
NEW JERSEY	265	31	234	49	53	14	149
NEW YORK	471	73	398	98	69	35	269
PENNSYLVANIA	694	78	616	110	97	40	447
VIRGINIA	260	63	197	72	33	11	144
WEST VIRGINIA	77	28	49	30	16	3	28
GREAT LAKES--TOTAL	3,253	692	2,561	641	224	286	2,102
ILLINOIS	942	99	843	107	65	67	703
INDIANA	347	74	273	85	24	36	202
MICHIGAN	419	134	285	119	24	47	229
MINNESOTA	491	150	341	96	11	41	343
OHIO	652	133	519	136	78	62	376
WISCONSIN	402	102	300	98	22	33	249
NEW ENGLAND--TOTAL	542	142	400	130	106	10	296
CONNECTICUT	108	16	92	27	32	1	48
MAINE	162	48	114	27	14	4	117
MASSACHUSETTS	138	34	104	41	39	3	55
NEW HAMPSHIRE	52	16	36	17	13	2	20
RHODE ISLAND	18	8	10	8	3	---	7
VERMONT	64	20	44	10	5	---	49
NORTHWEST--TOTAL	891	338	553	197	148	57	489
IDAHO	197	127	70	38	22	4	133
OREGON	323	94	229	65	56	18	184
WASHINGTON	371	117	254	94	70	35	172

TABLE 3.3 (CONTINUED)

U.S. CIVIL AND JOINT-USE AIRPORTS, HELIPORTS, STOLPORTS, AND SEAPLANE BASES  
ON RECORD BY TYPE OF OWNERSHIP  
DECEMBER 31, 1980

FAA REGION AND STATE	TOTAL FACILITIES	BY OWNERSHIP		PAVED AIRPORTS		UNPAVED AIRPORTS	
		PUBLIC	PRIVATE	LIGHTED	NOT LIGHTED	LIGHTED	NOT LIGHTED
PACIFIC-ASIA--TOTAL	65	30	35	15	32	2	16
HAWAII	50	17	33	11	27	1	11
SOUTH PACIFIC**	15	13	2	4	5	1	5
ROCKY MOUNTAIN--TOTAL	1,090	479	611	297	112	92	584
COLORADO	307	88	219	69	53	18	167
MONTANA	185	118	67	65	13	16	91
NORTH DAKOTA	229	98	131	54	9	27	139
SOUTH DAKOTA	159	73	86	40	5	29	85
UTAH	104	58	46	41	21	---	42
WYOMING	106	44	62	28	16	2	60
SOUTHERN--TOTAL	1,851	737	1,114	671	262	99	816
ALABAMA	163	100	63	92	32	4	35
FLORIDA	485	132	353	124	69	28	264
GEORGIA	288	123	165	110	34	11	155
KENTUCKY	128	62	66	51	29	7	41
MISSISSIPPI	171	78	93	68	21	9	75
NORTH CAROLINA	285	85	201	86	28	22	149
PUERTO RICO	32	12	26	10	16	---	6
SOUTH CAROLINA	132	63	69	53	10	14	55
TENNESSEE	160	78	82	75	26	4	55
VIRGIN ISLANDS	7	4	3	2	--	---	5
SOUTHWEST--TOTAL	2,263	666	1,597	655	599	65	1,144
ARKANSAS	156	77	79	69	16	6	65
LOUISIANA	289	76	213	74	58	6	151
NEW MEXICO	149	64	85	46	24	1	78
OKLAHOMA	294	132	162	117	32	12	135
TEXAS	1,375	317	1,058	349	269	40	717
WESTERN--TOTAL	1,164	452	712	335	359	25	445
ARIZONA	216	94	122	61	42	8	105
CALIFORNIA	825	297	528	253	290	14	268
NEVADA	123	61	62	21	27	3	72

\*EXCLUDES PUERTO RICO, VIRGIN ISLANDS, AND SOUTH PACIFIC.

\*\*AMERICAN SAMOA, GUAM AND TRUST TERRITORIES.

TABLE 3.4

U.S. CIVIL AND JOINT-USE AIRPORTS, STOLPORTS, AND SEAPLANE BASES  
ON RECORD BY LENGTH OF LONGEST RUNWAY, BY FAA REGION AND STATE: DECEMBER 31, 1980

FAA REGION AND STATE	TOTAL	UNDER 3,000	3,000- 3,999	4,000- 4,999	5,000- 5,999	6,000- 6,999	7,000- 7,999	8,000- 8,999	9,000- 9,999	10,000- & OVER
TOTAL	<u>15,161</u>	<u>9,758</u>	<u>2,595</u>	<u>1,088</u>	797	513	166	112	66	268
UNITED STATES--TOTAL*	<u>15,102</u>	<u>9,727</u>	<u>2,592</u>	<u>1,085</u>	792	510	163	111	64	263
ALASKAN--TOTAL	731	389	24	58	73	21	13	11	4	78
CENTRAL--TOTAL	<u>1,340</u>	<u>941</u>	<u>255</u>	<u>65</u>	31	12	12	2	2	10
IOWA	267	185	53	16	3	5	1	2	1	1
KANSAS	377	264	72	16	13	1	7	1	---	5
MISSOURI	377	270	70	13	9	7	2	1	---	5
NEBRASKA	319	222	60	20	6	4	2	3	1	1
EASTERN--TOTAL	<u>1,971</u>	<u>1,562</u>	<u>190</u>	<u>69</u>	65	26	14	10	8	27
DELAWARE	36	29	3	2	1	---	1	---	---	---
DISTRICT OF COLUMBIA	18	16	---	---	---	1	---	---	---	1
MARYLAND	150	123	16	6	3	---	---	1	1	---
NEW JERSEY	265	223	21	4	10	---	3	1	1	2
NEW YORK	471	344	50	20	18	9	4	3	4	19
PENNSYLVANIA	694	591	49	19	16	7	3	2	2	5
VIRGINIA	260	187	38	14	12	5	1	3	---	---
WEST VIRGINIA	77	49	13	4	5	4	2	---	---	---
GREAT LAKES--TOTAL	<u>3,253</u>	<u>2,459</u>	<u>432</u>	<u>122</u>	97	50	20	18	10	45
ILLINOIS	942	833	65	14	12	9	1	4	---	4
INDIANA	347	256	52	15	12	4	2	1	2	3
MICHIGAN	419	279	82	15	20	11	6	---	1	5
MINNESOTA	491	308	88	19	28	13	5	5	2	25
OHIO	652	497	84	40	16	7	1	3	3	1
WISCONSIN	402	286	61	19	9	6	5	7	2	7
NEW ENGLAND--TOTAL	<u>542</u>	<u>578</u>	<u>49</u>	<u>30</u>	40	13	2	2	2	20
CONNECTICUT	108	91	3	6	5	---	1	---	1	1
MAINE	162	91	17	14	12	7	3	1	---	17
MASSACHUSETTS	138	98	15	6	12	3	1	1	1	1
NEW HAMPSHIRE	52	33	8	---	7	2	1	---	---	1
RHODE ISLAND	18	12	1	2	1	1	---	1	---	---
VERMONT	64	53	5	2	3	---	1	---	---	---
NORTHWEST--TOTAL	<u>891</u>	<u>615</u>	<u>129</u>	<u>53</u>	47	12	6	1	5	13
IDAHO	197	102	45	29	13	2	1	---	3	2
OREGON	323	237	37	21	15	7	1	1	---	4
WASHINGTON	371	276	47	13	19	3	4	---	2	7

TABLE 3.4 (CONTINUED)

U.S. CIVIL AND JOINT-USE AIRPORTS, STOLPORTS, AND SEAPLANE BASES  
ON RECORD BY LENGTH OF LONGEST RUNWAY, BY FAA REGION AND STATE: DECEMBER 31, 1980

FAA REGION AND STATE	TOTAL	UNDER 3,000	3,000- 3,999	4,000- 4,999	5,000- 5,999	6,000- 6,999	7,000- 7,999	8,000- 8,999	9,000- 9,999	10,000- & OVER
PACIFIC-ASIA--TOTAL	65	42	4	3	4	6	1	1	2	1
HAWAII	50	38	3	2	2	3	---	---	1	1
SOUTH PACIFIC**	15	4	1	1	2	3	1	1	2	---
ROCKY MOUNTAIN--TOTAL	1,090	514	254	152	80	52	21	13	8	11
COLORADO	307	140	58	51	29	11	6	7	1	4
MONTANA	185	70	67	25	12	2	---	2	4	3
NORTH DAKOTA	229	156	50	13	4	2	2	1	1	---
SOUTH DAKOTA	159	95	38	16	2	5	2	1	---	---
UTAH	104	20	22	25	20	9	5	---	1	2
WYOMING	106	33	19	22	13	8	6	2	1	2
SOUTHERN--TOTAL	1,851	988	446	177	126	42	24	21	10	17
ALABAMA	163	64	48	24	13	5	1	5	2	1
FLORIDA	485	284	84	43	33	15	8	6	1	11
GEORGIA	288	151	79	23	25	4	1	3	1	1
KENTUCKY	128	82	20	12	7	5	1	---	1	---
MISSISSIPPI	171	71	66	17	8	3	2	3	1	---
NORTH CAROLINA	285	172	66	26	8	5	5	2	---	1
PUERTO RICO	32	24	2	1	3	---	---	---	---	2
SOUTH CAROLINA	132	59	43	8	15	2	2	1	2	---
TENNESSEE	160	78	38	22	14	3	2	1	2	---
VIRGIN ISLANDS	7	3	---	1	---	---	2	---	---	1
SOUTHWEST--TOTAL	2,263	1,216	557	215	152	47	50	14	8	24
ARKANSAS	156	75	47	11	13	8	1	1	---	---
LOUISIANA	289	178	63	14	14	5	2	2	1	10
NEW MEXICO	149	32	25	31	35	10	10	2	---	4
OKLAHOMA	294	161	85	19	17	4	3	1	2	2
TEXAS	1,375	770	337	140	73	20	14	8	5	8
WESTERN--TOTAL	1,164	654	205	124	82	42	18	13	6	20
ARIZONA	216	83	47	45	20	9	6	3	---	3
CALIFORNIA	825	530	144	54	42	23	7	6	4	15
NEVADA	123	41	14	25	20	10	5	4	2	2

\*EXCLUDES PUERTO RICO, VIRGIN ISLANDS, AND SOUTH PACIFIC.

\*\*AMERICAN SAMOA, GUAM AND TRUST TERRITORIES.

TABLE 3.5

U.S. CIVIL AND JOINT-USE AIRPORTS, HELIPORTS, STOLPORTS, AND SEAPLANE BASES ON RECORD  
BY FAA REGION AND STATE AND OTHER AREAS: DECEMBER 31, 1971 THROUGH 1980

FAA REGION AND STATE	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980
TOTAL	12,070	12,405	12,700	13,062	13,251	13,770	14,117	14,574	14,746	15,161
UNITED STATES--TOTAL*	12,028	12,362	12,656	13,019	13,207	13,728	14,069	14,525	14,693	15,107
ALASKAN--TOTAL	762	766	766	766	769	762	763	756	734	731
CENTRAL--TOTAL	1,125	1,159	1,197	1,205	1,198	1,243	1,274	1,322	1,325	1,340
IOWA	241	244	246	248	241	250	253	257	258	267
KANSAS	295	307	315	314	318	334	351	372	374	377
MISSOURI	313	319	341	346	343	358	365	371	374	377
NEBRASKA	276	289	295	297	296	301	305	322	319	319
EASTERN--TOTAL	1,505	1,543	1,631	1,729	1,776	1,860	1,906	1,976	1,961	1,971
DELAWARE	25	30	30	32	32	32	32	32	35	36
DISTRICT OF COLUMBIA	7	7	9	14	16	16	17	17	18	18
MARYLAND	91	99	107	123	128	135	142	148	144	150
NEW JERSEY	189	192	207	222	222	239	254	263	266	265
NEW YORK	444	442	465	478	488	496	490	498	482	471
PENNSYLVANIA	511	514	541	579	609	644	651	692	684	694
VIRGINIA	192	209	220	227	230	240	249	255	256	260
WEST VIRGINIA	46	50	52	54	51	58	71	71	76	77
GREAT LAKES--TOTAL	2,258	2,419	2,490	2,594	2,620	2,772	2,832	3,011	3,065	3,253
ILLINOIS	652	749	773	829	831	867	876	901	891	942
INDIANA	199	208	220	232	237	293	306	317	325	347
MICHIGAN	376	383	401	403	400	421	413	418	413	419
MINNESOTA	266	276	279	295	301	312	336	420	468	491
OHIO	491	522	536	543	548	558	569	584	586	652
WISCONSIN	274	281	281	292	303	321	332	371	382	402
NEW ENGLAND--TOTAL	463	457	481	512	529	547	542	540	536	542
CONNECTICUT	86	79	83	91	91	104	103	104	106	108
MAINE	148	153	155	158	161	162	162	157	160	162
MASSACHUSETTS	116	117	125	131	139	141	139	140	137	138
NEW HAMPSHIRE	54	46	50	56	58	57	54	55	52	52
RHODE ISLAND	14	15	17	17	18	22	24	23	20	18
Vermont	45	47	51	59	62	61	60	61	61	64
NORTHWEST--TOTAL	680	685	712	743	765	807	841	857	867	891
IDAHO	169	169	170	174	181	187	190	190	194	197
OREGON	255	258	264	273	277	286	301	302	308	323
WASHINGTON	256	258	278	296	307	334	350	365	365	371

TABLE 3-5 (CONTINUED)

U.S. CIVIL AND JOINT-USE AIRPORTS, HELIPORTS, STOLPORTS, AND SEAPLANE BASES ON RECORD  
BY FAA REGION AND STATE AND OTHER AREAS: DECEMBER 31, 1971 THROUGH 1980

FAA REGION AND STATE	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980
PACIFIC-AISA--TOTAL	69	60	59	60	62	66	69	72	69	65
HAWAII	58	48	46	47	47	51	53	56	54	50
SOUTH PACIFIC**	11	12	13	13	15	15	16	12	11	15
ROCKY MOUNTAIN--TOTAL	871	869	872	895	898	947	961	992	1,049	1,090
COLORADO	217	214	220	228	230	255	261	272	301	307
MONTANA	180	176	167	168	167	172	169	172	177	185
NORTH DAKOTA	191	193	194	196	198	209	211	217	221	229
SOUTH DAKOTA	114	114	115	124	125	131	134	142	153	159
UTAH	85	87	92	93	90	90	93	95	100	104
WYOMING	84	85	84	86	88	90	93	94	97	106
SOUTHERN--TOTAL	1,365	1,397	1,409	1,436	1,474	1,555	1,666	1,719	1,765	1,851
ALABAMA	130	128	127	126	129	131	142	147	156	163
FLORIDA	323	329	332	341	355	391	438	454	458	485
GEORGIA	218	231	232	236	248	262	275	278	283	288
KENTUCKY	73	76	80	81	87	90	97	101	112	128
MISSISSIPPI	130	134	138	141	145	148	154	160	165	171
NORTH CAROLINA	231	228	227	236	237	251	258	270	271	285
PUERTO RICO	27	27	27	26	25	23	27	27	32	32
SOUTH CAROLINA	116	120	120	117	116	123	126	126	127	132
TENNESSEE	113	120	122	128	128	132	144	150	155	160
VIRGIN ISLANDS	4	4	4	4	4	4	4	5	6	7
SOUTHWEST--TOTAL	1,913	1,986	2,020	2,046	2,070	2,087	2,123	2,222	2,227	2,263
ARKANSAS	151	155	161	161	165	166	167	167	167	156
LOUISIANA	240	260	278	286	281	280	282	291	291	289
NEW MEXICO	129	131	134	134	134	139	139	145	145	149
OKLAHOMA	265	273	278	273	277	285	285	292	292	294
TEXAS	1,128	1,167	1,169	1,192	1,213	1,217	1,250	1,332	1,332	1,375
WESTERN--TOTAL	1,059	1,064	1,063	1,076	1,090	1,124	1,140	1,148	1,148	1,164
ARIZONA	209	198	196	196	196	202	209	210	210	216
CALIFORNIA	746	754	753	769	781	804	813	819	819	825
NEVADA	104	112	114	111	113	118	118	119	119	123

\*EXCLUDES PUERTO RICO, VIRGIN ISLANDS, AND SOUTH PACIFIC.

\*\*AMERICAN SAMOA, GUAM AND TRUST TERRITORIES.

TABLE 3.6  
AIRPORT DEVELOPMENT AND PROGRAM STATUS AS OF DECEMBER 31, 1980

FAA REGION AND STATE	AIR CARRIER			GENERAL AVIATION		
	TOTAL FEDERAL FUNDS (000)	TOTAL AIRPORTS	TOTAL PROJECTS	TOTAL FEDERAL FUNDS (000)	TOTAL AIRPORTS	TOTAL PROJECTS
<b>TOTAL</b>	<b>3,430,041</b>	<b>714</b>	<b>4,035</b>	<b>\$573,814</b>	<b>1,212</b>	<b>2,104</b>
UNITED STATES--TOTAL*	3,326,570	701	3,966	572,763	1,210	2,101
ALASKAN--TOTAL	173,938	71	141	25,485	14	31
CENTRAL--TOTAL	175,312	52	272	45,677	113	153
IOWA	34,407	13	59	6,701	22	31
KANSAS	36,774	16	61	10,416	26	33
MISSOURI	61,766	9	66	19,956	34	47
NEBRASKA	42,365	14	86	8,604	31	42
EASTERN--TOTAL	465,231	80	603	72,760	108	242
DELAWARE	3,952	1	9	953	1	4
MARYLAND	29,415	5	30	7,223	9	19
NEW JERSEY	53,165	7	63	12,931	8	27
NEW YORK	162,582	24	204	19,652	28	73
PENNSYLVANIA	130,541	22	149	16,119	30	51
VIRGINIA	50,552	12	90	9,743	22	45
WEST VIRGINIA	35,024	9	58	6,139	10	23
GREAT LAKES--TOTAL	492,122	106	513	108,753	179	288
ILLINOIS	139,715	25	119	18,521	38	72
INDIANA	59,699	13	61	37,842	28	47
MICHIGAN	113,263	24	127	16,191	30	42
MINNESOTA	44,558	16	70	12,361	33	35
OHIO	73,063	14	61	14,344	19	47
WISCONSIN	61,824	14	75	9,494	31	45
NEW ENGLAND--TOTAL	97,790	36	240	21,372	57	141
CONNECTICUT	17,554	5	36	2,767	5	15
MAINE	19,782	8	67	3,923	20	32
MASSACHUSETTS	40,028	11	77	9,693	19	66
NEW HAMPSHIRE	6,388	4	29	1,917	6	14
RHODE ISLAND	8,208	4	9	1,721	1	2
VERMONT	5,830	4	22	1,351	6	12
NORTHWEST--TOTAL	148,800	37	199	27,110	71	134
IDAHO	21,878	9	51	5,787	19	34
OREGON	54,795	11	63	9,655	26	43
WASHINGTON	72,127	17	85	11,668	26	57

TABLE 3.6 (CONTINUED)  
AIRPORT DEVELOPMENT AND PROGRAM STATUS AS OF DECEMBER 31, 1980

FAA REGION AND STATE	AIR CARRIER			GENERAL AVIATION		
	TOTAL FEDERAL (000)	TOTAL AIRPORTS	TOTAL PROJECTS	TOTAL FEDERAL (000)	TOTAL AIRPORTS	TOTAL PROJECTS
PACIFIC--ASIA TOTAL	<u>134,984</u>	<u>16</u>	<u>83</u>	<u>683</u>	<u>2</u>	<u>3</u>
HAWAII	98,372	8	46	683	2	3
SOUTH PACIFIC**	36,612	8	37	---	---	---
ROCKY MOUNTAIN--TOTAL	<u>244,468</u>	<u>62</u>	<u>366</u>	<u>49,578</u>	<u>112</u>	<u>167</u>
COLORADO	89,141	16	81	20,423	18	40
MONTANA	38,893	15	90	6,515	25	26
NORTH DAKOTA	25,583	7	46	5,870	20	25
SOUTH DAKOTA	27,032	9	71	5,510	16	21
UTAH	35,822	5	28	6,422	18	31
WYOMING	27,997	10	50	4,838	15	24
SOUTHERN--TOTAL	<u>672,504</u>	<u>108</u>	<u>678</u>	<u>89,371</u>	<u>238</u>	<u>388</u>
ALABAMA	43,351	11	69	10,650	22	35
FLORIDA	183,754	29	167	16,827	39	78
GEORGIA	123,710	12	73	14,094	43	57
KENTUCKY	44,882	7	64	9,519	17	28
MISSISSIPPI	34,826	12	69	9,182	42	67
NORTH CAROLINA	78,732	13	90	12,577	27	54
PUERTO RICO	20,239	3	18	1,051	2	3
SOUTH CAROLINA	30,657	8	34	7,559	22	34
TENNESSEE	65,733	11	80	7,912	24	32
VIRGIN ISLANDS	46,620	2	14	---	---	---
SOUTHWEST--TOTAL	<u>422,510</u>	<u>79</u>	<u>576</u>	<u>75,215</u>	<u>208</u>	<u>354</u>
ARKANSAS	24,911	10	74	7,454	26	46
LOUISIANA	84,397	10	93	8,907	18	29
NEW MEXICO	22,103	11	86	9,823	20	41
OKLAHOMA	59,970	13	84	9,447	52	83
TEXAS	231,129	35	239	39,584	92	155
WESTERN--TOTAL	<u>402,382</u>	<u>67</u>	<u>364</u>	<u>57,810</u>	<u>110</u>	<u>203</u>
ARIZONA	68,834	14	65	11,290	22	35
CALIFORNIA	286,257	49	268	41,279	75	146
NEVADA	47,291	4	31	5,241	13	22

\*EXCLUDES PUERTO RICO, VIRGIN ISLANDS, AND SOUTH PACIFIC.

\*\*AMERICAN SAMOA, GUAM AND TRUST TERRITORIES.

IV. AIR CARRIER PASSENGERS

AIRPORT ACTIVITY OF CERTIFIED ROUTE AIR CARRIERS  
(TABLES 4.1 - 4.11)

COMMUTERS  
(TABLES 4.12 - 4.15)

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## AIRPORT ACTIVITY OF CERTIFICATED ROUTE AIR CARRIERS

The data presented in this section of the chapter were obtained from quarterly reports submitted to the Civil Aeronautics Board (CAB) by the certificated route air carriers on Schedule T-3 (a) (b) (c), Airport Activity Statistics--Revenue Service. These statistics summarize revenue; passenger enplanements; aircraft departures; and tons of freight, express, and mail enplaned at the 628 certificated points in the 50 States, the District of Columbia, and other U.S. areas designated by the Federal Aviation Administration (FAA) receiving scheduled and nonscheduled service during calendar year 1980. Effective January 1, 1970, in accordance with CAB's stated definition for "Domestic Operations," operations between the 48 conterminous States, Alaska, and Hawaii have been reclassified as domestic.

Air traffic hubs are not airports; they are the cities and Standard Metropolitan Statistical Areas (SMSA) requiring aviation services. An SMSA is a county that contains at least one city of 50,000 population, or twin cities with a combined population of at least 50,000, plus any contiguous counties that are metropolitan in character and have similar economic and social relationships. These metropolitan areas constitute a primary focal point for the transportation research programs of the FAA, and the analyses of individual cities within an area are treated in relationship to the entire area. In those instances where two or more individually certificated communities are located in an SMSA, those communities are grouped under the SMSA definition throughout this publication.

Individual communities fall into four hub classifications as determined by each community's percentage of the total enplaned revenue passengers

in all services and all operations of U.S. certificated route air carriers within the 50 States, the District of Columbia, and other U.S. areas designated by the FAA. Classifications in this issue are based on 281,408,852 total enplaned revenue passengers.

The percentage and number of enplaned passengers in the hub classifications for calendar year 1980 are:

<u>Hub Classification</u>	<u>Percentage of Total Enplaned Passengers</u>	<u>Number of Enplaned Passengers</u>
Large (L)	1.00 or more	2,814,089 or more
Medium (M)	0.25 to 0.99	703,522 to 2,814,088
Small (S)	0.05 to 0.24	140,704 to 703,521
Nonhub (N)	less than 0.05	less than 140,703

For the 12-month period ending December 31, 1980, there were 142 air traffic hubs. These hubs represented 25.6 percent of the 628 certificated points in the 50 States, the District of Columbia, and other U.S. areas receiving air carrier service during the period. The dominance of the hubs in the air traffic patterns is brought out by the fact that of the 281,408,852 passenger enplanements during the period, 96.9 percent (272,737,327) were recorded at the 142 hubs, while the nonhubs accounted for only 3.1 percent (8,639,252). Of the 96.9 percent of the passenger enplanements recorded at the hubs, the 25 large hubs accounted for 70.2 percent, the 41 medium hubs accounted for 18.4 percent, and the 76 small hubs accounted for 8.3 percent.

Beginning in 1971, data for passenger enplanements included enplaned passengers in both domestic and international, and scheduled and non-scheduled service of the certificated route air carriers, for all types of aircraft for the 50 States, the District of Columbia, and other U.S. areas designated by the FAA.

**AIR TRAFFIC HUBS**  
December 31, 1990

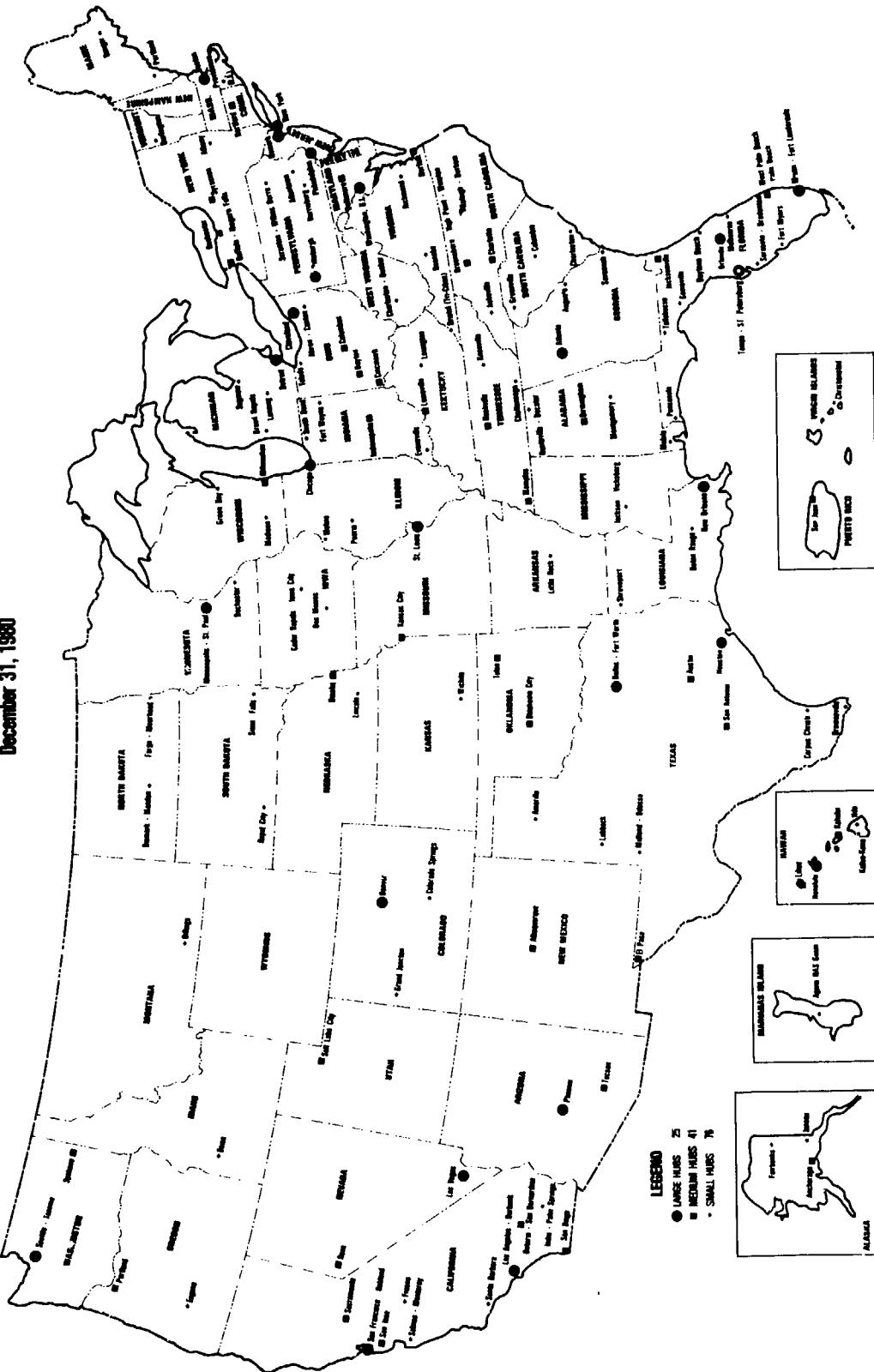


TABLE 4.1

**CERTIFICATE ROUTE AIR CARRIERS  
AS OF DECEMBER 31, 1980**

*Aeromech, Inc.	*Imperial Airlines, Inc.
Air California, Inc.	Kodiak Western Alaska Airlines, Inc.
Air Florida, Inc.	*Mid-South Aviation, Inc.
Air Midwest, Inc.	*Midway Airlines, Inc.
Air New England, Inc.	Mississippi Valley Airlines, Inc.
*Air North, Inc.	Munz Northern Airlines, Inc.
Air Wisconsin, Inc.	New Haven Airways, Inc.
Airlift International, Inc.	*New York Air, Inc.
Alaska Airlines, Inc.	Northwest Airlines, Inc.
Aloha Airlines, Inc.	Ozark Air Lines, Inc.
Altair Airlines, Inc.	Pacific Southwest Airlines, Inc.
American Airlines, Inc.	Pan American World Airways, Inc.
Apollo Airways, Inc.	Piedmont Aviation, Inc.
Aspen Airways, Inc.	Reeve Aleutian Airways, Inc.
Big Sky Airlines, Inc.	Republic Airlines, Inc.
Braniff Airways, Inc.	Republic Airlines West, Inc.
*Cascade Airways, Inc.	Seaboard World Airlines, Inc.
Cochise Airlines, Inc.	Sky West Aviation, Inc.
Coleman Air Transport Corp.	Southwest Airlines Co.
Continental Air Lines, Inc.	Swift Aire Lines, Inc.
Delta Air Lines, Inc.	Texas International Airlines, Inc.
Eastern Air Lines, Inc.	Trans World Airlines, Inc.
Empire Airlines, Inc.	Transamerica Airlines, Inc.
Flying Tiger Line, Inc., The	United Air Lines, Inc.
Frontier Airlines, Inc.	U.S. Air, Inc., dba U.S. Air
*Golden Gate Airlines	Western Air Lines, Inc.
Golden West Airlines, Inc.	Wien Air Alaska, Inc.
*Great Northern Airlines	Wright Air Lines, Inc.
Hawaiian Airlines, Inc.	
Hughes Air Corp., dba Hughes Airwest	

\*Carriers Certificated in 1980.

TABLE 4.2

AIRLINE TRAFFIC ENPLANED AT U.S. STATIONS  
1971 THROUGH 1980\*

YEAR	ENPLANED PASSENGERS			AIR CARRIER AIRCRAFT DEPARTURES	TONS OF ENPLANED MAIL	TONS OF ENPLANED CARGO
	TOTAL	DOMESTIC	INTER-NATIONAL			
(R)1971**	157,870,965	152,291,732	5,579,233	4,769,695	953,357.8	2,288,125.4
(R)1972	178,787,654	172,263,469	6,524,185	4,832,444	930,401.8	2,717,201.3
(R)1973	189,864,820	182,987,738	6,877,082	4,913,363	899,621.6	3,037,249.3
(R)1974	195,806,001	189,316,615	6,489,386	4,536,090	894,016.2	2,988,072.3
(R)1975	194,538,351	188,495,858	6,042,493	4,525,031	890,490.7	2,717,369.5
(R)1976	213,076,331	206,664,841	6,411,490	4,670,531	957,048.3	2,840,839.9
1977	229,344,987	222,589,589	6,755,398	4,781,923	997,473.3	3,031,518.1
1978	261,313,500	253,397,340	7,916,160	4,844,426	1,043,564.5	3,244,108.8
1979	296,132,661	286,880,624	9,252,037	5,094,736	1,071,071.8	3,122,796.4
1980	278,957,991	269,585,572	9,372,419	5,131,204	1,520,132.5	3,504,028.3

\* THESE DATA INCLUDE DOMESTIC ALL-CARGO FIGURES WHICH ARE SHOWN IN TABLE 4.6

\*\* FISCAL YEAR DATA

(R) REVISED

NOTE: DATA INCLUDE SCHEDULED AND NONSCHEDULED OPERATIONS.

TABLE WAS REARRANGED AND NOW INCLUDES DOMESTIC AND INTERNATIONAL BREAKDOWN  
FOR 'ENPLANED PASSENGERS.'

SOURCE: CAB-FAA "AIRPORT ACTIVITY STATISTICS OF CERTIFICATED ROUTE AIR CARRIERS."

TABLE 4.3

AMERICAN FLAG AIRLINE TRAFFIC ENPLANED AT TERRITORIAL U.S. STATIONS  
1971 THROUGH 1980\*

YEAR	ENPLANED PASSENGERS			AIR CARRIER AIRCRAFT DEPARTURES	TONS OF ENPLANED MAIL	TONS OF ENPLANED CARGO
	TOTAL	DOMESTIC	INTER- NATIONAL			
1971*	2,192,217	41,586	2,150,631	39,445	3,714.3	32,199.1
1972	2,524,395	29,572	2,494,823	41,495	4,310.1	37,397.2
1973	2,622,340	40,641	2,581,699	46,080	(R)5,108.6	(R)40,547.9
1974	2,601,804	**182	2,601,622	35,906	5,639.3	45,922.6
1975	2,243,793	--	2,243,793	30,485	5,807.1	4,7394.0
1976	2,258,714	--	2,258,714	28,559	5,551.2	48,329.3
1977	2,358,039	--	2,358,039	27,511	6,212.7	55,971.6
1978	2,713,246	--	2,713,246	29,040	5,919.4	59,188.7
1979	2,901,802	3,240	2,898,562	31,388	5,660.7	60,788.1
1980	2,450,861	454	2,450,407	25,644	5,992.8	58,159.1

\* FISCAL YEAR DATA

\*\* 1974 DOMESTIC TOTAL IS FOR SCHEDULED OPERATIONS ONLY.

(R) REVISED

NOTE: DATA INCLUDE SCHEDULED AND NONSCHEDULED OPERATIONS.

TABLE WAS REARRANGED AND NOW INCLUDES DOMESTIC AND INTERNATIONAL BREAKDOWN  
FOR 'ENPLANED PASSENGERS.'

SOURCE: CAB-FAA "AIRPORT ACTIVITY STATISTICS OF CERTIFIED ROUTE AIR CARRIERS."

TABLE 4.4  
AMERICAN FLAG AIRLINE TRAFFIC ENPLANED AT FOREIGN  
STATIONS: 1971 THROUGH 1980\*

YEAR	ENPLANED PASSENGERS			AIR CARRIER AIRCRAFT DEPARTURES	TONS OF ENPLANED MAIL	TONS OF ENPLANED CARGO
	TOTAL	DOMESTIC	INTER-NATIONAL			
1971**	11,852,243	1,333,118	10,519,125	229,164	80,457.5	293,380.1
1972	12,357,957	1,496,695	10,861,262	223,865	61,506.7	361,157.3
1973	12,614,201	1,822,134	10,792,067	224,793	71,413.6	366,634.1
1974	11,787,449	1,878,916	9,908,533	203,980	68,958.2	367,988.3
1975	10,908,448	1,946,322	8,962,126	189,918	62,206.1	363,510.7
1976	11,575,637	2,156,129	9,419,508	183,431	62,557.5	390,220.0
1977	12,319,732	2,413,989	9,905,743	178,711	63,124.1	384,406.4
1978	13,556,828	2,691,315	10,865,513	174,416	57,401.5	386,444.9
1979	15,422,473	3,018,989	12,403,484	181,857	54,902.0	400,667.0
1980	15,452,058	3,200,402	12,251,656	176,050	56,989.0	417,574.6

\* INCLUDES OPERATIONS OF CERTIFIED ALL-CARGO CARRIERS.

\*\* FISCAL YEAR DATA

NOTE: DATA INCLUDE SCHEDULED AND NONSCHEDULED OPERATIONS.

TABLE WAS REARRANGED AND NOW INCLUDES DOMESTIC AND INTERNATIONAL BREAKDOWN  
FOR 'ENPLANED PASSENGERS.'

SOURCE: CAB-FAA "AIRPORT ACTIVITY STATISTICS OF CERTIFIED ROUTE AIR CARRIERS."

TABLE 4.5  
HELICOPTER TRAFFIC ENPLANED AT U.S. STATIONS  
1971 THROUGH 1980

YEAR	NUMBER OF ENPLANED PASSENGERS	AIR CARRIER AIRCRAFT DEPARTURES	TONS OF ENPLANED MAIL	TONS OF ENPLANED CARGO
1971*	544,368	79,518	302.8	963.2
1972	588,288	79,979	200.5	969.2
1973	614,952	83,152	154.7	737.9
1974	591,830	80,743	163.5	418.3
1975	505,827	67,923	201.7	210.3
1976	443,651	54,123	109.0	148.8
1977	268,023	35,305	81.1	52.3
1978	282,539	31,779	54.9	53.5
1979	0	0	0	0
1980	0	0	0	0

\*FISCAL YEAR DATA.

NOTE: DATA INCLUDE SCHEDULED AND NONSCHEDULED OPERATIONS.  
No HELICOPTER CARRIERS OPERATED DURING 1979 AND 1980.

SOURCE: CAB-FAA "AIRPORT ACTIVITY STATISTICS OF CERTIFICATED ROUTE AIR CARRIERS."

TABLE 4.6  
TOTAL ALL-CARGO AIRLINE TRAFFIC ENPLANED AT U.S. STATIONS  
1971 THROUGH 1980\*

YEAR	TONS OF ENPLANED CARGO			TONS OF ENPLANED MAIL			(R) AIR CARRIER AIRCRAFT DEPARTURES	(R) ENPLANED PASSENGERS
	TOTAL	DOMESTIC	INTER- NATIONAL	TOTAL	DOMESTIC	INTER- NATIONAL		
1971**	292,912.8	150,970.7	141,942.2	50,520.1	8,823.7	41,696.4	26,959	111,285
1972	416,286.2	217,611.8	198,674.4	37,452.9	6,993.3	30,459.6	28,756	65,905
1973	517,311.9	306,600.9	210,711.0	48,934.5	16,589.7	32,344.8	31,096	58,395
1974	573,810.4	321,405.3	252,405.1	44,368.2	16,086.5	28,281.7	31,181	23,680
1975	537,500.2	284,131.9	253,368.3	38,831.6	10,021.6	28,809.9	28,585	43,591
1976	538,569.7	285,332.5	253,237.4	37,880.7	8,466.7	29,414.0	25,771	37,340
1977	578,053.8	332,200.2	245,853.6	37,423.5	9,525.8	27,897.7	25,375	16,020
1978	769,549.1	495,296.0	274,253.1	45,221.5	17,443.3	27,778.2	32,314	21,151
1979	839,299.5	574,185.3	265,114.2	35,015.4	14,614.2	20,401.2	31,135	5,518
1980	861,678.6	582,757.4	278,921.2	39,370.8	16,769.5	22,601.3	29,853	3,202

\* THESE DATA ARE INCLUDED IN TABLE 4.2

\*\* FISCAL YEAR DATA

(R) REVISED

NOTE: DATA INCLUDE SCHEDULED AND NONSCHEDULED OPERATIONS.

TABLE WAS REARRANGED AND NOW INCLUDES DOMESTIC AND INTERNATIONAL 'TONS OF ENPLANED CARGO' AND 'TONS OF ENPLANED MAIL.'

SOURCE: CAB-FAA "AIRPORT ACTIVITY STATISTICS OF CERTIFIED ROUTE AIR CARRIERS."

Table 4.7

**Table 4.7 - continued**  
**SUMMARY OF AIRCRAFT DEPARTURES, ENPLANED REVENUE PASSENGERS, AND ENPLANED REVENUE TONS OF CARGO AND  
 MAIL BY TYPE OF OPERATION, BY TYPE OF SERVICE, BY CARRIER GROUP, AND BY AIR CARRIER**

12 MONTHS ENDED DECEMBER 31, 1960

Line No.	Carrier Group Air Carrier Type of Operation Type of Service	Aircraft departures			Enplaned passengers	Enplaned revenue tons					
		Total performed	Scheduled	Scheduled completed		Freight	Express	U.S. Mail		Foreign mail	
								Priority	Nonpriority		
1	2	3	4	5	6	7	8	9	10	11	
1	WESTERN DOMESTIC-----										
1	SCHEDULED	136353	137868	135151	9251265	79133.75	2396.97	24292.45	13662.63		
2	NON SCHEDULED	109		17114	9268359	79133.05	2396.97	24292.45	13662.63		
3	ALL SERVICES	136462	137868	135151							
4	INTERNATIONAL-----										
5	SCHEDULED	9387	9330	5302	624372	8327.03	14.19	518.21			
6	NON SCHEDULED										
7	TOTAL	141740	143198	140453	9875617	87460.08	2411.16	24810.66	13662.63		
8	DOMESTIC-----										
9	SCHEDULED	109		17114	9268359	79133.05	2396.97	24292.45	13662.63		
10	NON SCHEDULED										
11	ALL SERVICES	141845	143198	140453	9892731	87460.08	2411.16	24810.66	13662.63		
12	TOTAL, TRUNK CARRIERS										
13	DOMESTIC-----										
14	SCHEDULED	2761072	2773217	2740808	190397820	1594903.53	46790.07	705584.59	173252.99	1066.21	
15	NON SCHEDULED	8466		895512		146.07					
16	ALL SERVICES	2769538	2773217	2740808	191293332	1595087.60	46790.07	705584.59	173252.99	1066.21	
17	INTERNATIONAL-----										
18	SCHEDULED	207842	207386	203199	23647840	556830.45	728.60	72336.32	24838.00	14769.19	
19	NON SCHEDULED	2017		214064		8027.89					
20	ALL SERVICES	209859	207386	203199	23661912	564856.34	728.60	72336.32	24838.00	14769.19	
21	TOTAL-----										
22	SCHEDULED	296451	2982603	2944007	2130455600	2151733.98	47518.67	777920.91	198090.99	19835.40	
23	NON SCHEDULED	10483		1109576		8191.96					
24	ALL SERVICES	2979397	2982603	2944007	214955264	2159925.94	47518.67	777920.91	198090.99	19835.40	
25	LOCAL SERVICE CARRIERS-----										
26	FRONTIER DOMESTIC-----										
27	SCHEDULED	187945	192544	187466	6014873	23184.79	838.11	16523.63			
28	NON SCHEDULED			417							
29	ALL SERVICES	187957	192544	187466	6017290	23184.79	838.11	16523.63			
30	MICHIGAN AIRWEST DOMESTIC-----										
31	SCHEDULED	99752	98613	93050	4176044	10524.80	465.37	6535.22	5.24		
32	NON SCHEDULED	261		41706							
33	ALL SERVICES	100013	98613	93050	4190750	10524.80	465.37	6535.22	5.24		
34	ZIAK DOMESTIC-----										
35	SCHEDULED	117268	128176	116935	3830644	11371.54	214.64	11291.50	19.89		
36	NON SCHEDULED	2020		78202							
37	ALL SERVICES	119294	128176	116935	3908686	11371.54	214.64	11291.50	19.89		
38	FIRMONT DOMESTIC-----										
39	SCHEDULED	166191	171359	167719	5707067	17181.50	341.40	11025.04			
40	NON SCHEDULED	1038		21911							
41	ALL SERVICES	169225	171359	167719	5728978	17181.50	341.40	11025.04			
42	REFUNIC DOMESTIC-----										
43	SCHEDULED	403900	410957	400506	11075436	45209.07	626.69	31107.36	4.68		
44	NON SCHEDULED	515		24056							
45	ALL SERVICES	404419	410957	400506	11099492	45209.07	626.69	31107.36	4.68		
46	REFUNIC WEST DOMESTIC-----										
47	SCHEDULED	32874	33468	29177	1307838	4181.94	233.67	3086.69	2.51		
48	NON SCHEDULED	46		1366							
49	ALL SERVICES	32920	33468	29177	1309402	4181.94	233.67	3086.69	2.51		
50	TEXAS INT'L DOMESTIC-----										
51	SCHEDULED	95241	98040	94835	4345429	9709.18	136.28	6310.51		58.42	
52	NON SCHEDULED	1297		76590							
53	ALL SERVICES	96538	98040	94835	4422019	9709.18	136.28	6310.51		58.42	
54	US AIR DOMESTIC-----										
55	SCHEDULED	283621	286871	282854	14212764	39863.88	1374.95	47719.01			
56	NON SCHEDULED	1054		51866							
57	ALL SERVICES	284575	286871	282854	14264433	39863.88	1374.95	47719.01			
58	TOTAL, LOCAL SERVICE CARRIERS DOMESTIC-----										
59	SCHEDULED	1388794	1420028	1372542	51472095	157226.70	4231.11	134398.96	32.32	58.42	
60	NON SCHEDULED	6151		269112							
61	ALL SERVICES	1394945	1420028	1372542	51741207	157226.70	4231.11	134398.96	32.32	58.42	
62	INTRA-ALASKA CARRIERS-----										
63	ALASKA AIRLINES DOMESTIC-----										
64	SCHEDULED	23807	24345	23731	1070319	12924.51		5077.82	1377.29		
65	NON SCHEDULED	133		7073		87.07					
66	ALL SERVICES	24020	24305	23731	1077392	12922.38		5077.82	1377.29		
67	ALASKA INTERNATIONAL DOMESTIC-----										
68	SCHEDULED	835	868	816		1206.74		342.21	305.95		
69	NON SCHEDULED			1918		2.91					
70	ALL SERVICES	835	868	816	1918	1206.65		342.21	305.95		
71	KODIAK AIRWAYS DOMESTIC-----										
72	SCHEDULED	13843	15957	10317	15373	339.83		642.40	231.73		
73	NON SCHEDULED	1929		2933		35.46	36.91	3.49			
74	ALL SERVICES	15772	15967	10317	18306	375.29	36.91	646.09	231.73		
75	MINN NORTHERN DOMESTIC-----										
76	SCHEDULED	1102	1132	973	1577	31.15		60.26			
77	REEFEE DOMESTIC-----										
78	SCHEDULED	4116	3815	3744	80403	2059.42		3303.21			
79	NON SCHEDULED	91		1734		100.66		2.66			
80	ALL SERVICES	4207	3815	3744	82137	2160.06		3303.85			
81	WIPN AIR ALASKA DOMESTIC-----										
82	SCHEDULED	82841	84029	54354	76261	31032.13		21668.20	8343.07		
83	NON SCHEDULED	135		4183		601.99					
84	ALL SERVICES	82973	84029	54354	76344	31634.12		21668.20	8343.07		
85	TOTAL, INTRA-ALASKA CARRIERS DOMESTIC-----										
86	SCHEDULED	126624	110196	93935	1932933	47593.78		31094.30	10258.06		
87	NON SCHEDULED	2287		17861		808.07	36.91	6.13			
88	ALL SERVICES	128911	110196	93935	1950774	48402.65	36.91	31000.43	10258.06		
89	INTRA-HAWAII CARRIERS-----										
90	MOHA DOMESTIC-----										
91	SCHEDULED	37397	39312	31221	2689305	4878.92		2976.15	1051.40		
92	NON SCHEDULED	5		320							
93	ALL SERVICES	37402	39312	31221	2689433	4878.92		2976.15	1051.40		

**Table 4.7 - continued**  
**SUMMARY OF AIRCRAFT DEPARTURES, INPLANE REVENUE PASSENGERS, AND INPLANE REVENUE TONS OF CARGO AND  
 MAIL BY TYPE OF OPERATION, BY TYPE OF SERVICE, BY CARRIER GROUP, AND BY AIR CARRIER**

12 MONTHS ENDED DECEMBER 31, 1980

Line No.	Carrier Group Air Carrier Type of Operation Type of Service	Aircraft departures			Inplane passenger	Inplane revenue tons				
		Total performed	Scheduled	Scheduled completed		Freight	Express	U.S. Mail		Foreign mail
		8	9	10				Priority	Nonpriority	
1	HAWAIIAN DOMESTIC-----SCHEDULED	40431	42367	36494	3291913	13289.64		2500.09	660.16	
2	TOTAL, INTRA-HAWAII CARRIERS									
3	DOMESTIC-----SCHEDULED	77028	77679	67715	3981218	18168.16		5076.24	1711.56	
4	NON SCHEDULED	5		320						
5	ALL SERVICES	77833	77679	67715	3981546	18168.16		5076.24	1711.56	
6	OTHER CARRIERS-----									
7	AEROMECH, INC. DOMESTIC-----SCHEDULED	7727	7886	7656	50967	119275.00	667.00	25855.00		
8	AIR CALIFORNIA DOMESTIC-----SCHEDULED	46821	48147	45903	2970751	2253.33	63.26			
9	NONSCHEDULED	220		20990						
10	ALL SERVICES	47041	48147	45900	3000741	2253.33	63.26			
11	AIR FLORIDA DOMESTIC-----SCHEDULED	16315	36440	35691	1483155	48466.70	5985.30	274549.50		
12	NONSCHEDULED	2185		140447						
13	ALL SERVICES	38500	36440	35691	1423802	48466.70	5985.30	274549.50		
14	AIR NORTH, INC. DOMESTIC-----SCHEDULED	20585	21866	20585	103313	140.43			2.70	
15										
16	AIR WISCONSIN DOMESTIC-----SCHEDULED	34254	56588	56244	667457	682.54			59.67	
17										
18	ALTAIR DOMESTIC-----SCHEDULED	20420	30902	20408	186916	42.10				
19										
20	APOLLO DOMESTIC-----SCHEDULED	17129	17460	16698	123255					
21										
22	ASPEN DOMESTIC-----SCHEDULED	14043	15356	13871	313572	267.02				
23	NONSCHEDULED	884		22465						
24	ALL SERVICES	15027	15356	13871	338036	15501.07				
25										
26	BIG SKY DOMESTIC-----SCHEDULED	13694	14911	13694	41989	160.61				
27										
28	CASCADE AIRWAYS DOMESTIC-----SCHEDULED	27281	29659	27281	144608	235.42			116.57	
29	NONSCHEDULED	37		255						
30	ALL SERVICES	27318	29659	27281	144683	235.42			116.57	
31										
32	COLEMAN AIR TRANSP DOMESTIC-----SCHEDULED	406	412	406	2467	190.31				
33	NONSCHEDULED	68		136						
34	ALL SERVICES	674	412	406	2801	235.66				
35										
36	EMPIRE AIRLINES DOMESTIC-----SCHEDULED	9959	10185	9687	66373	13.00				
37	NONSCHEDULED	9		18						
38	ALL SERVICES	9968	10185	9687	66191	13.00				
39										
40	GOLDEN GATE DOMESTIC-----SCHEDULED	19034	20548	19034	215520					
41										
42	GOLDEN WEST DOMESTIC-----SCHEDULED	61201	65186	60476	676019	259.41			42.80	
43	NONSCHEDULED	29		326						
44	ALL SERVICES	61229	65186	60476	676345	259.41			42.80	
45										
46	IMPERIAL DOMESTIC-----SCHEDULED	9188	10882	8462	41995	18.00				
47	NONSCHEDULED	3		7						
48	ALL SERVICES	5191	10882	8462	42002	18.00				
49										
50	MID-SOUTH AVIATION DOMESTIC-----SCHEDULED	3097	3014	2938	14488					
51										
52	MIDWAY AIRLINES, INC. DOMESTIC-----SCHEDULED	5555	5645	5555	234796					
53										
54	MISSISSIPPI VALLEY DOMESTIC-----SCHEDULED	24050	26050	26041	218158	123.80			25.20	
55										
56	NEW HAVEN AIRWAYS DOMESTIC-----SCHEDULED	7334	7704	7314	30153	6.09				
57	NONSCHEDULED	2157		8124						
58	ALL SERVICES	9491	7704	7314	30279	4.31				
59										
60	NEW YORK AIR, INC. DOMESTIC-----SCHEDULED	214	264	214	12658					
61										
62	PACIFIC SOUTHWEST DOMESTIC-----SCHEDULED	70066	72237	69772	6006710	12320.76			6196.70	
63	NONSCHEDULED	223		23745						
64	ALL SERVICES	70289	72237	69772	6029763	12320.76			6196.70	
65										
66	SOUTHWEST DOMESTIC-----SCHEDULED	91123	92339	91072	6037192	2491				
67	NONSCHEDULED	25		6839683						
68	ALL SERVICES	91140	92339	91072						
69										
70	SWIFT DOMESTIC-----SCHEDULED	17354	18217	17100	206239	146.19				
71	NONSCHEDULED	3		47						
72	ALL SERVICES	17357	18217	17100	206286	146.19				
73										
74	WRIGHT DOMESTIC-----SCHEDULED	5897	6031	5897	106564	612				
75	NONSCHEDULED	26		107374						
76	ALL SERVICES	5921	6031	5897						
77										
78	TOTAL, OTHER CARRIERS DOMESTIC-----SCHEDULED	582791	615909	577798	20765823	184600.76	6715.56	306822.94	25.20	
79	NONSCHEDULED	5966		219864						
80	ALL SERVICES	588757	615909	577798	20985687	200149.39	6715.56	306822.94	25.20	
81										
82										

**Table 4.7 - continued**  
**SUMMARY OF AIRCRAFT DEPARTURES, ENPLANED REVENUE PASSENGERS, AND ENPLANED REVENUE TONS OF CARGO AND  
 MAIL BY TYPE OF OPERATION, BY TYPE OF SERVICE, BY CARRIER GROUP, AND BY AIR CARRIER**

12 MONTHS ENDED DECEMBER 31, 1980

Line No.	Carrier Group Air Carrier Type of Operation Type of Service	Aircraft departures			Enplaned Passenger	Enplaned revenue tons					
		Total performed	Scheduled	Scheduled completed		Freight	Express	U.S. Mail			
		1	2	3		4	5	6	7	8	
<b>REGIONAL CARRIERS</b>											
1	AIR MIDWEST										
2	DOMESTIC-----	SCHEDULED	47640	52959	47202	221469	756.93	19.25	104.86		
3		NONSCHEDULED	1	1	1	13					
4		ALL SERVICES	47641	52959	47202	221462	756.93	19.25	104.86		
5	AIR NEW ENGLAND										
6	DOMESTIC-----	SCHEDULED	41787	43113	41139	433077	360.67		579.46		
7		NONSCHEDULED	214	1	2322	2322					
8		ALL SERVICES	41995	43113	41139	433399	360.67		579.46		
9	COCHISE										
10	DOMESTIC-----	SCHEDULED	21329	24469	19488	104462	171.89				
11		NONSCHEDULED	1	1	2047	2047					
12		ALL SERVICES	21330	24469	19488	107309	171.89				
13	SKYWEST										
14	DOMESTIC-----	SCHEDULED	16514	16907	16347	69692	170.90		5.80		
15		NONSCHEDULED	1	1	1	1					
16		ALL SERVICES	16514	16907	16347	69692	170.90		5.80		
17	TOTAL, REGIONAL CARRIERS										
18	BURSTEL	SCHEDULED	12720	137508	124176	828700	1460.59	19.25	690.12		
19		NONSCHEDULED	1	1	9182	9182					
20		ALL SERVICES	127488	137508	124176	833682	1460.59	19.25	690.12		
21	ALL-CARGO CARRIERS										
22	AINLIFT										
23	DOMESTIC-----	SCHEDULED	1447	1436	1258		18549.42		2.73		
24		NONSCHEDULED	60	60	60		1830.21		2.73		
25		ALL SERVICES	1507	1436	1258		20370.63		2.73		
26	INTERNATIONAL										
27	SCHEDULED	1433	1862	1361		29988.86		90.14			
28	NONSCHEDULED	139	1862	1361	235	2595.47		90.14			
29	ALL SERVICES	1772	1862	1361	235	32564.33		90.14			
30	TOTAL -----	SCHEDULED	3080	3298	2619	235	48516.28		92.87		
31		NONSCHEDULED	199	3298	2619	235	4625.66		92.87		
32		ALL SERVICES	3275	3298	2619	235	52943.96		92.87		
33	FLYING TIGER										
34	DOMESTIC-----	SCHEDULED	18133	18326	16893		514353.11	4069.33	13690.17	3275.83	
35		NONSCHEDULED	51	18326	16893		1532.42	4069.33	13690.17	3275.83	
36		ALL SERVICES	18184	18326	16893		515853.53	4069.33	13690.17	3275.83	
37	INTERNATIONAL										
38	SCHEDULED	3732	3824	3025		170022.21	2.78	4446.14	6983.00		
39	NONSCHEDULED	131	3824	3025	2967	4974.05	2.78	4446.14	6983.00		
40	ALL SERVICES	3869	3824	3025	2967	176495.26	2.78	4446.14	6983.00		
41	TOTAL -----	SCHEDULED	22065	22150	19918	2967	684375.32	4072.11	17936.31	10238.83	
42		NONSCHEDULED	180	22150	19918	2967	8505.47	4072.11	17936.31	10238.83	
43		ALL SERVICES	22253	22150	19918	2967	692480.79	4072.11	17936.31	10238.83	
44	SEABOURN										
45	DOMESTIC-----	SCHEDULED	1730	1730	1730		33012.71	9410.16	.72		
46		NONSCHEDULED	1	1	1		31216.63				
47		ALL SERVICES	21421	1730	1730		569277.07	13479.49	13493.62	3275.83	
48	INTERNATIONAL										
49	SCHEDULED	2666	3067	2656		66206.10		4418.98	6663.07		
50	NONSCHEDULED	131	3067	2656		5152.73		4418.98	6663.07		
51	ALL SERVICES	2591	3067	2656		69358.03		4418.98	6663.07		
52	TOTAL -----	SCHEDULED	4190	4797	4186		97218.81	9410.16	4419.70	6663.07	
53		NONSCHEDULED	131	4797	4186		5152.73	9410.16	4419.70	6663.07	
54		ALL SERVICES	4321	4797	4186		102371.54	9410.16	4419.70	6663.07	
55	TOTAL, ALL-CARGO CARRIERS										
56	DOMESTIC-----	SCHEDULED	21510	21492	19881		565915.26	13479.49	13493.62	3275.83	
57		NONSCHEDULED	111	21492	19881		31216.63				
58		ALL SERVICES	21621	21492	19881		569277.07	13479.49	13493.62	3275.83	
59	INTERNATIONAL										
60	SCHEDULED	7825	8753	6842		264197.17	2.78	8955.26	13646.07		
61	NONSCHEDULED	407	8753	6842	3202	147121.25	2.78	8955.26	13646.07		
62	ALL SERVICES	8232	8753	6842	3202	278916.42	2.78	8955.26	13646.07		
63	TOTAL -----	SCHEDULED	29335	30245	26723	102	830112.41	13482.27	22448.88	16921.90	
64		NONSCHEDULED	510	30245	26723	102	18083.80	13482.27	22448.88	16921.90	
65		ALL SERVICES	29853	30245	26723	102	848196.29	13482.27	22448.88	16921.90	
66	ALL SERVICES										
67	TRANSAMERICA										
68	INTERNATIONAL	SCHEDULED	384	461	332	65282	183.42		90.00	24.00	
69		ALL SERVICES	384	461	332	65282	183.42		90.00	24.00	
70	INTERNATIONAL	SCHEDULED	384	461	332	65282	183.42		90.00	24.00	
71		ALL SERVICES	384	461	332	65282	183.42		90.00	24.00	
72	AIR FLORIDA										
73	INTERNATIONAL	SCHEDULED	4332	4437	4161	229809	473951.00	94.00	60808.00		
74		NONSCHEDULED	1000	4437	4161	114281	473951.00	94.00	60808.00		
75		ALL SERVICES	5332	4437	4161	344786	473951.00	94.00	60808.00		
76	INTERNATIONAL	SCHEDULED	4332	4437	4161	229809	473951.00	94.00	60808.00		
77		NONSCHEDULED	1000	4437	4161	114281	473951.00	94.00	60808.00		
78		ALL SERVICES	5332	4437	4161	344786	473951.00	94.00	60808.00		
79	OVER-ALL TOTAL, ALL CARRIERS										
80	DOMESTIC-----	SCHEDULED	5065885	5158029	4996855	271378589	2569868.86	71239.48	1197960.77	188559.94	1124.63
81		NONSCHEDULED	23202	5158029	4996855	1407839	19884.20	36.91	6.13		
82		ALL SERVICES	5109691	5158029	4996855	272786428	2589753.04	71272.39	1197966.90	188559.94	1124.63
83	INTERNATIONAL	SCHEDULED	220280	221017	214534	23742933	1295162.06	825.30	142189.58	38508.07	14769.19
84		NONSCHEDULED	3424	221017	214534	24074482	13179211.10	825.30	142189.58	38508.07	14769.19
85		ALL SERVICES	223807	221017	214534	24074482	13179211.10	825.30	142189.58	38508.07	14769.19
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**Table 4.7 - continued**  
**SUMMARY OF AIRCRAFT DEPARTURES, INPLANE REVENUE PASSENGERS, AND INPLANE REVENUE TONS OF CARGO AND  
 MAIL BY TYPE OF OPERATION, BY TYPE OF SERVICE, BY CARRIER GROUP, AND BY AIR CARRIER**

12 MONTHS ENDED DECEMBER 31, 1980

Line No.	Carrier Group Air Charter Type of Operation Type of Service	Aircraft departures			Inplane passengers	Inplane revenue tons					Foreign mail		
		Total performed	Unloaded	Scheduled completed		Freight	U.S. Mail		Priority	Nonpriority			
							6	7	8	9			
1	2	3	4	5	6	7	8	9	10	11	12		
1	TOTAL-----SCHEDULED	5306272	5379046	5211389	295121924	3865030.88	72060.88	1340130.35	227064.01	15693.82			
2	NONSCHEDULED	26626			1739386	42633.36	36.91	6.13					
3	ALL SERVICES	5332898	5379046	5211389	296860910	3907664.22	12097.77	1340130.48	227064.01	15693.82			
4													
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**Table 4.8**  
**SUMMARY OF AIRCRAFT DEPARTURES, ENPLANED REVENUE PASSENGERS, AND ENPLANED REVENUE TONS OF CARGO AND  
 MAIL BY TYPE OF OPERATION, BY TYPE OF SERVICE, AND BY STATE AND COUNTRY**

12 MONTHS ENDED DECEMBER 31, 1980

L I N E No.	State or Country Type of Operation Type of Service	Aircraft departures			Enplaned passenger	Enplaned revenue tons					
		Total performed	Scheduled	Scheduled completed		Freight	Express	U.S. Mail		Priority mail	
								Priority	Nonpriority		
1	NO. U. S. STATES.....	1	2	3	4	5	6	7	8	9	
2	ALASKA.....										
3	DOMESTIC--SCHEDULED	49626	50204	49220	1622092	4282.24	221.74	4057.23	25.67		
4	NONSCHEDULED	49626	50204	49220	1622092	4282.24	221.74	4057.23	25.67		
5	ALL SERVICES	49626	50204	49220	1622092	4282.24	221.74	4057.23	25.67		
6	ARKANSAS.....										
7	DOMESTIC--SCHEDULED	122038	105459	89334	1817761	108762.79	800.63	30431.20	12395.79		
8	NONSCHEDULED	2155	2155	10496	10496	801.98	36.91	6.13			
9	ALL SERVICES	124193	105459	89334	1028203	107366.73	837.54	30437.33	12395.79		
10	INTERNATIONAL--SCHEDULED	846	784	745	13363	39937.79					
11	NONSCHEDULED	89	89	745	14369	1855.58					
12	ALL SERVICES	845	784	745	14369	41833.37					
13	TOTAL-----	122082	106243	90379	1821126	146880.54	800.63	32703.77	13490.66	22.25	
14	NONSCHEDULED	2238	2238	11430	26577.36	36.91	6.13				
15	ALL SERVICES	125090	106243	90379	1822594	191378.10	837.54	32709.90	13490.66	22.25	
16	ARIZONA.....										
17	DOMESTIC--SCHEDULED	99446	102658	95939	4321631	16947.76	562.72	8490.93	2197.69		
18	NONSCHEDULED	61	61	3361	3361						
19	ALL SERVICES	99529	102658	95939	4324992	16947.76	562.72	8490.93	2197.69		
20	ARKANSAS.....										
21	DOMESTIC--SCHEDULED	21379	22065	21156	767106	2199.94	93.57	2130.40	22.49		
22	NONSCHEDULED	210	210	426							
23	ALL SERVICES	21389	22065	21156	767106	2199.94	93.57	2130.40	22.49		
24	CALIFORNIA.....										
25	DOMESTIC--SCHEDULED	535470	550407	526640	3316757	495964.56	14658.07	98652.60	30714.87	23.11	
26	NONSCHEDULED	2744	2744	98866	98866	16046.05					
27	ALL SERVICES	537814	550407	526640	3264421	512008.61	14858.07	98652.60	30714.87	23.11	
28	INTERNATIONAL--SCHEDULED	5780	5799	5711	893034	17223.91	14.19	3465.55	590.86	48.46	
29	NONSCHEDULED	57	57	497	391.51						
30	ALL SERVICES	5757	5799	5711	893034	17223.91	14.19	3465.55	590.86	48.46	
31	TOTAL-----	54,477	596206	532151	36057609	513108.47	14872.26	102118.23	31305.73	71.57	
32	NONSCHEDULED	2,41	2,41	97363	16435.56						
33	ALL SERVICES	543611	596206	532151	36195152	529264.03	14872.26	102118.23	31305.73	71.57	
34	COLORADO.....										
35	DOMESTIC--SCHEDULED	181926	184797	180543	10266907	55266.06	1128.16	28827.59	3183.33		
36	NONSCHEDULED	435	435	15360	15360						
37	ALL SERVICES	181961	184797	180543	1027255	55266.06	1128.16	28827.59	3183.33		
38	CONNECTICUT.....										
39	DOMESTIC--SCHEDULED	28973	29289	28837	1404318	11627.02	320.36	6896.94	1277.66	.01	
40	NONSCHEDULED	910	910	14072	14072	2.60					
41	ALL SERVICES	29883	29289	28837	1411390	11629.62	320.36	6896.94	1277.66	.01	
42	DELAWARE.....										
43	DOMESTIC--SCHEDULED	765	1099	765	2231	47					
44	DIST. OF COLUMBIA.....										
45	DOMESTIC--SCHEDULED	117075	116960	115045	7598516	32697.01	656.38	44251.04	19731.22	.94	
46	NONSCHEDULED	358	358	9746	9746	2.23					
47	ALL SERVICES	118333	116960	115045	7602627	32697.24	656.38	44251.04	19731.22	.94	
48	INTERNATIONAL--SCHEDULED	851	842	831	144992	1939.01					
49	NONSCHEDULED	35	35	2799	2799						
50	ALL SERVICES	886	842	831	147791	1939.01					
51	TOTAL-----	118026	117811	115876	7743508	34636.02	656.38	46799.19	19775.31	.94	
52	NONSCHEDULED	393	393	12356	12356	2.23					
53	ALL SERVICES	119219	117811	115876	7756053	34636.25	656.38	46799.19	19775.31	.94	
54	FLORIDA.....										
55	DOMESTIC--SCHEDULED	3463980	346615	343157	20279633	128308.31	7576.96	243113.70	3391.31	53.70	
56	NONSCHEDULED	2122	2122	12707	12707						
57	ALL SERVICES	347520	346615	343157	2029140	128308.31	7576.96	243113.70	3391.31	53.70	
58	INTERNATIONAL--SCHEDULED	18007	19977	18459	2122330	554718.27	300.54	69039.19	858.52	161.47	
59	NONSCHEDULED	795	795	187208	187208	1654.06					
60	ALL SERVICES	19702	19977	18459	2129538	558372.31	303.54	69039.19	858.52	161.47	
61	TOTAL-----	366305	367592	361616	22001763	665066.58	7877.50	312152.85	4249.03	215.17	
62	NONSCHEDULED	2917	2917	164915	164915	1654.06					
63	ALL SERVICES	367227	367592	361616	2201678	666720.62	7877.50	312152.85	4249.03	215.17	
64	GEORGIA.....										
65	DOMESTIC--SCHEDULED	230758	282802	79659	20389325	144933.04	4991.74	93718.49	111.71	.47	
66	NONSCHEDULED	268	268	7952	7952	105.02					
67	ALL SERVICES	281074	282802	79659	20397277	145038.06	4991.74	93718.49	111.71	.47	
68	INTERNATIONAL--SCHEDULED	2701	2700	2756	416775	7329.83	151.56	2116.98	14.28		
69	NONSCHEDULED	276	276	3	3						
70	ALL SERVICES	2787	2700	2756	416778	7329.83	151.56	2116.98	14.28		
71	TOTAL-----	203535	205600	202413	2006100	152292.07	9143.30	95835.47	125.99	.47	
72	NONSCHEDULED	274	274	7955	7955	105.02					
73	ALL SERVICES	203813	205600	202413	20014053	152337.89	9143.30	95835.47	125.99	.47	
74	HAWAII.....										
75	DOMESTIC--SCHEDULED	89359	89207	79578	8443791	82171.59	272.09	10393.79	5789.94	732.78	
76	NONSCHEDULED	462	462	41001	41001	32.15					
77	ALL SERVICES	89621	89207	79578	8448792	82203.74	272.09	10393.79	5789.94	732.78	
78	INTERNATIONAL--SCHEDULED	2842	2916	2810	530298	14030.90					
79	TOTAL-----	92261	92123	82397	8974069	96202.49	272.09	17617.39	6396.77	739.12	
80	NONSCHEDULED	262	262	41001	41001	32.15					
81	ALL SERVICES	92463	92123	82397	9015390	96236.64	272.09	17617.39	6396.77	739.12	
82	IDAHO.....										
83	DOMESTIC--SCHEDULED	23358	23546	22689	650267	1300.72	99.78	1606.60	7.06		
84	NONSCHEDULED	23326	23546	22689	651172	1300.72	99.78	1606.60	7.06		
85	ALL SERVICES	23384	23546	22689	651172	1300.72	99.78	1606.60	7.06		

**Table 4.8 - continued**  
**SUMMARY OF AIRCRAFT DEPARTURES, EXPLAINED REVENUE PASSENGERS, AND EXPLAINED REVENUE TONS OF CARGO AND  
 MAIL BY TYPE OF OPERATION, BY TYPE OF SERVICE, AND BY STATE AND COUNTY**  
 12 MONTHS ENDED DECEMBER 31, 1980

Line No.	State or County Type of Operation Type of Service	Aircraft departure			Explained passenger	Explained revenue tons				
		Total performed	Scheduled	Scheduled completed		Freight	Express	U.S. Mail		Foreign mail
		6	7	8				Priority	Nonpriority	
1	IDAHO.....									
2										
3	ILLINOIS.....									
4	DOMESTIC--									
5	SCHEDULED	314530	321276	313256	19718693	31473.84	11499.01	78407.69	27009.84	3.16
6	NONSCHEDULED	1451			134765	542.97				
7	ALL SERVICES	315989	321276	313256	19853450	34216.31	11499.01	78407.69	27009.84	3.16
8	INTERNATIONAL--									
9	SCHEDULED	1965	1971	1964	263563	20061.13				
10	NONSCHEDULED	67			9760		6.08	1501.72	57.41	
11	ALL SERVICES	2032	1971	1964	273323	20061.13		1501.72	57.41	
12	TOTAL-----	316503	323247	315200	19902250	363736.47	11505.09	78099.41	27147.23	3.16
13					196523	542.97				
14					166523					
15					20126781	363277.44	11505.09	78099.41	27147.23	3.16
16										
17	INDIANA.....									
18	DOMESTIC--									
19	SCHEDULED	50708	59916	58468	2131069	9158.76	668.18	8867.61	1029.11	
20	NONSCHEDULED	61			3307					
21	ALL SERVICES	58849	59916	58468	2134378	9158.76	668.18	8867.61	1029.11	
22	IOWA.....									
23	DOMESTIC--									
24	SCHEDULED	43313	45212	44462	1037309	3004.18	146.01	5934.02	30.35	
25	NONSCHEDULED	349			18231					
26	ALL SERVICES	43662	45212	43062	1055540	3004.18	146.01	5934.02	30.35	
27	KANSAS.....									
28	DOMESTIC--									
29	SCHEDULED	36425	39436	36259	703059	3496.87	37.47	2984.27	9.08	
30	NONSCHEDULED	1								
31	ALL SERVICES	36426	39436	36259	703059	3496.87	37.47	2984.27	9.08	
32	KENTUCKY.....									
33	DOMESTIC--									
34	SCHEDULED	32790	33102	32671	1317984	5596.92	235.09	6731.89	1.56	
35	NONSCHEDULED	55			2835					
36	ALL SERVICES	32845	33102	32491	1320819	5596.92	235.09	6731.89	1.56	
37	LOUISIANA.....									
38	DOMESTIC--									
39	SCHEDULED	76806	77721	76483	3978167	11906.24	199.93	7985.44	46.62	
40	NONSCHEDULED	160			8773					
41	ALL SERVICES	76966	77721	76483	3986940	11906.24	199.93	7985.44	46.62	
42	INTERNATIONAL--									
43	SCHEDULED	1191	1193	1186	110820	1458.36	92.73	176.90		
44	TOTAL-----	77997	78914	77669	4088987	13364.58	232.66	8162.34	46.62	
45					4097760					
46										
47	MAINE.....									
48	DOMESTIC--									
49	SCHEDULED	13739	14120	13700	420539	2065.04	20.64	415.96		
50	NONSCHEDULED	5			83					
51	ALL SERVICES	13744	14120	13700	420622	2065.04	20.64	415.96		
52	INTERNATIONAL--									
53	SCHEDULED	32	32	32	6	4.00				
54	NONSCHEDULED	11								
55	ALL SERVICES	43	32	32	6	4.00				
56	TOTAL-----	13771	14152	13732	420535	2069.04	20.64	415.96		
57					83					
58					420628	2069.04	20.64	415.96		
59										
60	MARYLAND.....									
61	DOMESTIC--									
62	SCHEDULED	34224	35581	34045	1561299	11149.94	407.35	7265.79	2270.49	
63	NONSCHEDULED	419			16092	.01				
64	ALL SERVICES	34643	35581	34045	1577391	11149.93	407.35	7265.79	2270.49	
65	INTERNATIONAL--									
66	SCHEDULED	766	759	759	75103	616.49	2.78	113.98	.39	
67	TOTAL-----	34890	36340	34804	1636602	11766.63	410.13	7379.77	2270.48	
68					16092	.01				
69					1652494	11766.64	410.13	7379.77	2270.48	
70										
71	MASSACHUSETTS.....									
72	DOMESTIC--									
73	SCHEDULED	100935	107644	98899	6402298	71892.01	1383.16	21009.32	6724.89	3.57
74	NONSCHEDULED	379			43703	5.86				
75	ALL SERVICES	101514	100644	98899	6446001	71897.47	1383.16	21009.32	6724.89	3.57
76	INTERNATIONAL--									
77	SCHEDULED	2720	2717	2663	503859	18950.08	16.69	2398.90	268.55	
78	NONSCHEDULED	33			107	1880.08				
79	ALL SERVICES	2753	2717	2663	503964	20130.17	16.69	2398.90	268.55	
80	TOTAL-----	103655	103361	101562	4906157	90862.10	1401.85	23368.22	6993.44	3.57
81					43810	1183.76				
82					6949967	92027.84	1401.85	23368.22	6993.44	3.57
83										
84	MICHIGAN.....									
85	DOMESTIC--									
86	SCHEDULED	148519	150859	147461	6368089	44896.63	797.00	23651.25	4046.77	
87	NONSCHEDULED	576			61513	20.70				
88	ALL SERVICES	149093	150859	147461	6429502	44917.33	797.00	23651.25	4046.77	
89	INTERNATIONAL--									
90	SCHEDULED	100592	102446	100028	4680264	41232.98	588.74	20731.89	3099.54	54.62
91	NONSCHEDULED	504			40242					
92	ALL SERVICES	101096	102446	100028	4720500	41232.98	588.74	20731.89	3099.54	54.62
93	INTERNATIONAL--									
94	SCHEDULED	169	172	169	28662	1098.35		26.46	.02	
95	NONSCHEDULED	6			69					
96	ALL SERVICES	175	172	169	28731	1098.35		26.46	.02	
97	TOTAL-----	100741	102616	100197	4708928	42331.33	588.74	20758.35	3099.54	54.62
98					40411					
99					4749239	42331.33	588.74	20758.35	3099.54	54.62
100										
101										
102										
103	MISSISSIPPI.....									
104	DOMESTIC--									
105	SCHEDULED	23409	24046	23281	586096	2286.31	11.32	1958.00		
106	NONSCHEDULED	4			180					
107	ALL SERVICES	23413	24046	23281	586274	2286.31	11.32	1958.00		
108	MISSOURI.....									
109	DOMESTIC--									
110	SCHEDULED	172847	177393	171964	8175869	31336.47	638.84	37094.24	2962.61	
111	NONSCHEDULED	785			23864					
112	ALL SERVICES	173632	177090	171964	8199533	31336.47	638.84	37094.24	2962.61	

**Table 4.8 - continued**  
**SUMMARY OF AIRCRAFT DEPARTURES, EXPENDED REVENUE PASSENGERS, AND EXPENDED REVENUE TONS OF CARGO AND  
 MAIL BY TYPE OF OPERATION, BY TYPE OF SERVICE, AND BY STATE AND COUNTRY**  
**12 MONTHS ENDED DECEMBER 31, 1980**

Line No.	State or Country Type of Operation Type of Service	Aircraft departures			Expended passenger	Expended revenue tons				
		Total performed	Scheduled	Scheduled completed		Freight	Express	U.S. Mail		Foreign mail
		6	7	8				Priority	Nonpriority	
1	MISSOURI-----	1	2	3	4	5	6	7	8	10
2	MONTANA-----									
3	DOMESTIC-----	35387	36970	35228	769809	1740.59	27.58	3212.91	12.76	
4	SCHEDULED	35387	36970	35228	769937	1740.59	27.58	3212.91	12.76	
5	NONSCHEDULED	75			4038					
6	ALL SERVICES	35387	36970	35228	1129660	3170.84	161.83	7324.27	125.74	
7	NEBRASKA-----									
8	DOMESTIC-----	35127	36139	34807	1129620	3170.84	161.83	7324.27	125.74	
9	SCHEDULED	35127	36139	34807	5666393	4803.41	172.49	4531.41	62.13	
10	NONSCHEDULED	75			345924					
11	ALL SERVICES	35127	36139	34807	5812317	4803.41	172.49	4531.41	62.13	
12	NEVADA-----									
13	DOMESTIC-----	85252	85760	83281	5666393	4803.41	172.49	4531.41	62.13	
14	SCHEDULED	85252	85760	83281	345924					
15	NONSCHEDULED	2088			5812317					
16	ALL SERVICES	87340	85760	83281						
17	NEW HAMPSHIRE-----									
18	DOMESTIC-----	5863	6136	5830	53317	104.01	.68	89.19		
19	SCHEDULED	5863	6136	5830	53317	104.01	.68	89.19		
20	NONSCHEDULED	3			53317					
21	ALL SERVICES	5866	6136	5830	53337	104.01	.68	89.19		
22	NEW JERSEY-----									
23	DOMESTIC-----	54013	55035	53803	1956693	28075.66	1581.57	14871.99	7655.55	.55
24	SCHEDULED	54013	55035	53803	23234	.21				
25	NONSCHEDULED	710			3979927	28075.67	1581.57	14871.99	7655.55	.55
26	ALL SERVICES	54723	55035	53803						
27	INTERNATIONAL---									
28	SCHEDULED	2155	2127	2121	227405	1278.32	16.55	398.82	6.09	
29	NONSCHEDULED	2156	2127	2121	227405	1278.32	16.55	398.82	6.09	
30	ALL SERVICES	2156	2127	2121						
31	TOTAL-----									
32	SCHEDULED	56148	57162	55924	4184090	29354.98	1598.12	15270.81	7661.64	.55
33	NONSCHEDULED	711			4207332	.21				
34	ALL SERVICES	56879	57162	55924	29354.19	1598.12	15270.81	7661.64	.55	
35	NEW MEXICO-----									
36	DOMESTIC-----	37782	39521	37653	1206412	2539.91	23.93	2893.36	269.48	
37	SCHEDULED	37782	39521	37653	260					
38	NONSCHEDULED	7			1206472	2539.91	23.93	2893.36	269.48	
39	ALL SERVICES	37789	39521	37653						
40	NEW YORK-----									
41	DOMESTIC-----	286625	288164	281122	18634906	276422.14	4755.45	92788.42	25595.15	122.70
42	SCHEDULED	286625	288164	281122	75811	2132.28				
43	NONSCHEDULED	1261			18710717	276554.42	4755.45	92788.42	25595.15	122.70
44	ALL SERVICES	27668	288164	281122						
45	INTERNATIONAL---									
46	SCHEDULED	14665	19066	18282	2945138	139777.90	8817	891.69	1112.77	25901.47
47	NONSCHEDULED	583			3031955	148879.59	113.77			8112.36
48	ALL SERVICES	15268	19066	18282						16.92
49	TOTAL-----									
50	SCHEDULED	105110	307230	299404	21580044	414200.06	4869.22	118689.89	33807.51	139.62
51	NONSCHEDULED	1994			162628	11033.97				
52	ALL SERVICES	107054	307230	299404	21742672	425234.01	4869.22	118689.89	33807.51	139.62
53	NORTH CAROLINA-----									
54	DOMESTIC-----	96325	98615	95746	3547141	19346.63	1167.75	14623.49	192.84	
55	SCHEDULED	96325	98615	95746	11209					
56	NONSCHEDULED	520			3558350	19346.63	1167.75	14623.49	192.84	
57	ALL SERVICES	96845	98615	95746						
58	NORTH DAKOTA-----									
59	DOMESTIC-----	25264	25966	25165	527529	1172.98	9.79	1388.66	5.59	
60	SCHEDULED	25264	25966	25165	2303					
61	NONSCHEDULED	34			529832	1172.98	9.79	1388.66	5.59	
62	ALL SERVICES	25258	25966	25165						
63	OHIO-----									
64	DOMESTIC-----	145000	146156	144521	6947234	47567.05	2363.46	75556.37	2785.97	
65	SCHEDULED	145000	146156	144521	15362	98.66				
66	NONSCHEDULED	412			6957590	47665.69	2363.46	75556.37	2785.97	
67	ALL SERVICES	145412	146156	144521						
68	INTERNATIONAL---									
69	SCHEDULED	85	90	85	7793	.27	.73	10.35	.04	
70	TOTAL-----									
71	SCHEDULED	145085	146246	144606	6950027	47575.32	2364.19	75566.72	2786.01	
72	NONSCHEDULED	612			6965389	47675.76	2364.19	75566.72	2786.01	
73	ALL SERVICES	145497	146246	144606						
74	OKLAHOMA-----									
75	DOMESTIC-----	44600	45561	44650	2151407	7656.96	133.36	9591.05	1008.36	
76	SCHEDULED	44600	45561	44650	6593					
77	NONSCHEDULED	113			2158000	7656.96	133.36	9591.05	1008.36	
78	ALL SERVICES	44713	45561	44650						
79	OREGON-----									
80	DOMESTIC-----	46282	47514	45344	2163593	23230.97	381.44	6871.38	1464.63	
81	SCHEDULED	46282	47514	45344	4556					
82	NONSCHEDULED	77			2168149	23230.97	381.44	6871.38	1464.63	
83	ALL SERVICES	4635	47514	45344						
84	PENNSYLVANIA-----									
85	DOMESTIC-----	175163	180294	174603	10133881	141018.41	1754.54	36414.05	12819.56	
86	SCHEDULED	175163	180294	174603	40049					
87	NONSCHEDULED	835			10173950	141018.41	1754.54	36414.05	12819.56	
88	ALL SERVICES	175558	180294	174603						
89	INTERNATIONAL---									
90	SCHEDULED	895	905	889	106139	3194.37	4.92	349.53	353.61	
91	NONSCHEDULED	3			106210	3194.37	4.92	349.53	353.61	
92	ALL SERVICES	897	905	889						
93	TOTAL-----									
94	SCHEDULED	176057	181199	175492	10240020	144212.78	1759.46	36763.58	13173.17	
95	NONSCHEDULED	838			40120					
96	ALL SERVICES	176895	181199	175492	10280140	144212.78	1759.46	36763.58	13173.17	
97	RHODE ISLAND-----									
98	DOMESTIC-----	9929	9603	9487	458987	1184.39	35.29	1601.60	6.87	
99	SCHEDULED	9929	9603	9487	329					
100	NONSCHEDULED	10			459316	1184.39	35.29	1601.60	6.87	
101	ALL SERVICES	9939	9603	9487						
102	SOUTH CAROLINA-----									
103	DOMESTIC-----	27015	27193	26786	1287857	3059.57	471.63	3772.48	12.39	
104	SCHEDULED	27015	27193	26786	439					
105	NONSCHEDULED	17			1288296	3059.57	471.63	3772.48	12.39	
106	ALL SERVICES	27032	27193	26786						
107	1									
108	11									
109	12									

**Table 4.8 - continued**  
**SUMMARY OF AIRCRAFT DEPARTURES, EXPENDED REVENUE PASSENGERS, AND EXPENDED REVENUE TONS OF CARGO AND  
 MAIL BY TYPE OF OPERATION, BY TYPE OF SERVICE, AND BY STATE AND COUNTY**

12 MONTHS ENDED DECEMBER 31, 1980

Line No.	State or Country Type of Operation Type of Service	Aircraft departures			Expended passengers	Freight	Express	Expended revenue tons			Foreign mail
		Total performed	Scheduled	Scheduled completed				Priority	Nonpriority		
		1	2	3	4	5	6	7	8	9	10
1	SOUTH CAROLINA.....										
2	INTERNATIONAL--SCHEDULED	2			240	.05					
3	TOTAL-----SCHEDULED	27017	27193	26786	1288105	3059.62	471.63	3772.48	12.39		
4	NON SCHEDULED	17			439						
5	ALL SERVICES	27034	27193	26786	1288544	3059.62	471.63	3772.48	12.39		
6	SOUTH DAKOTA.....										
7	DOMESTIC----SCHEDULED	29831	30524	29624	470292	1421.43	28.18	1351.66	4.48		
8	NON SCHEDULED	21			321						
9	ALL SERVICES	29852	30524	29624	470293	1421.43	28.18	1351.66	4.48		
10	TENN. SEE.....										
11	DOMESTIC----SCHEDULED	108049	109059	107628	4168597	20598.09	808.94	18044.11	536.88		
12	NON SCHEDULED	164			3915						
13	ALL SERVICES	108233	109059	107628	4174672	20598.09	808.94	18044.11	536.88		
14	TEXAS.....										
15	DOMESTIC----SCHEDULED	397291	402332	395959	24627405	139869.43	2930.32	67881.87	4309.45	58.56	
16	NON SCHEDULED	1075			50988	22.47					
17	ALL SERVICES	398366	402332	395959	24678393	139891.90	2930.32	67881.87	4309.45	58.56	
18	INTERNATIONAL--SCHEDULED	5656	5615	5581	619660	13356.22		1022.42	.33	13.03	
19	NON SCHEDULED	76			5161	102.43		1022.42	.33	13.03	
20	ALL SERVICES	5720	5615	5581	624621	13438.65		1022.42	.33	13.03	
21	TOTAL-----SCHEDULED	402965	407967	401540	29247065	153223.65	2930.32	68904.29	4309.78	71.59	
22	NON SCHEDULED	1149			56149	124.90		68904.29	4309.78	71.59	
23	ALL SERVICES	404094	407947	401540	29303214	153350.55	2930.32	68904.29	4309.78	71.59	
24	UTAH.....										
25	DOMESTIC----SCHEDULED	4989	50894	49386	2016025	9306.80	245.54	7197.63	375.88		
26	NON SCHEDULED	67			4910						
27	ALL SERVICES	49959	50894	49386	2020935	9306.80	245.54	7197.63	375.88		
28	VERMONT.....										
29	DOMESTIC----SCHEDULED	8592	8773	8530	207144	761.19		1.56	113.24		
30	NON SCHEDULED	6			76						
31	ALL SERVICES	8598	8773	8530	207220	761.19		1.56	113.24		
32	VIRGINIA.....										
33	DOMESTIC----SCHEDULED	61660	64482	61404	2095802	4102.76	112.60	1602.61	13.71		
34	NON SCHEDULED	142			5920						
35	ALL SERVICES	61802	64482	61404	2101722	4102.76	112.60	1602.61	13.71		
36	WASHINGTON.....										
37	DOMESTIC----SCHEDULED	103655	106719	101354	5108064	109919.40	1342.47	22871.66	4790.00	70.66	
38	NON SCHEDULED	290			15345	56.05					
39	ALL SERVICES	103745	106719	101354	5123431	109975.45	1342.47	22871.66	4790.00	70.66	
40	INTERNATIONAL--SCHEDULED	953	980	933	172553	8163.21		2188.02	628.05	99.76	
41	NON SCHEDULED	47			172553	2277.24		2188.02	628.05	99.76	
42	ALL SERVICES	1000	980	933	172553	13460.45		2188.02	628.05	99.76	
43	TOTAL-----SCHEDULED	104409	107699	102287	5280639	118082.61	1342.47	25059.08	5418.05	170.62	
44	NON SCHEDULED	337			15345	2333.29		1342.47	25059.08	5418.05	
45	ALL SERVICES	104745	107699	102287	5295984	120415.90	1342.47	25059.08	5418.05	170.62	
46	WEST VIRGINIA.....										
47	DOMESTIC----SCHEDULED	18612	19205	18502	422294	28651.95	686.59	1044.94			
48	NON SCHEDULED	71			1354						
49	ALL SERVICES	18683	19205	18502	423650	28651.95	686.59	1044.94			
50	WISCONSIN.....										
51	DOMESTIC----SCHEDULED	84016	85691	83217	2603049	33149		201.34	9682.33	101.95	
52	NON SCHEDULED	370			2636218						
53	ALL SERVICES	84386	85691	83217	2636218	10249.64	201.34	9682.33	101.95		
54	WYOMING.....										
55	DOMESTIC----SCHEDULED	16152	16803	16063	297494	924.97		15.11	468.04	.03	
56	NON SCHEDULED	4			93						
57	ALL SERVICES	16156	16803	16063	297587	924.97		15.11	468.04	.03	
58	TOTAL FOR 40 U. S. STATES.....	5039769	5111739	4951450	248293703	2390868.27	71028.30	1196797.44	188405.00	1124.63	
59	DOMESTIC----SCHEDULED	522330	5111739	4951450	1531649	19865.02		36.91	6.13		
60	NON SCHEDULED	502099	5111739	4951450	269585972	2570733.29	71065.29				
61	ALL SERVICES	502099	5111739	4951450	269585972	2570733.29	71065.29	1196803.57	188405.00	1124.63	
62	INTERNATIONAL--SCHEDULED	61270	67743	65963	9178761	845144.65		682.54	120794.57	12636.50	
63	NON SCHEDULED	1827			193650	16402.57					
64	ALL SERVICES	69105	67743	65963	9372419	801547.22		682.54	120794.57	12636.50	
65	TOTAL-----SCHEDULED	5107047	5179982	5017413	277432464	3396012.92	71710.92	1317592.01	201041.50	1492.86	
66	NON SCHEDULED	26157			4525527	36267.59		36.91	6.13		
67	ALL SERVICES	5131264	5179982	5017413	278957991	3432280.51	71747.83	1317598.14	201041.50	1492.86	
68	OTHER U. S. AIRFARES.....										
69	AMERICAN SAMOA.....										
70	INTERNATIONAL--SCHEDULED	446	448	443	26212	461.33			63.14		
71	CAROLINE ISLANDS.....										
72	INTERNATIONAL--SCHEDULED	1083	1103	1059	30506	326.28			101.86		
73	GUAM ISLAND.....										
74	INTERNATIONAL--SCHEDULED	2039	2070	2007	132630	2792.18			1366.84	489.21	.06
75	JOHNSON ISLAND.....										
76	INTERNATIONAL--SCHEDULED	171	174	170	223	1.67			2.70		
77	MARIANA ISLANDS.....										
78	INTERNATIONAL--SCHEDULED	1143	1172	1122	66138	248.93			56.50		
79	MARSHALL ISLANDS.....										
80	INTERNATIONAL--SCHEDULED	494	490	489	8552	97.65			73.93		
81	PUERTO RICO.....										
82	DOMESTIC----SCHEDULED	369	371	361		9357.77		12.13	36.96		
83	NON SCHEDULED	370	371	361		9346.80		9372.57	12.13	36.96	
84	ALL SERVICES	370	371	361		9357.77		12.13	36.96		

**Table 4.8 - continued**  
**SUMMARY OF AIRCRAFT DEPARTURES, EXPENDED REVENUE PASSENGERS, AND EXPENDED REVENUE TONS OF CARGO AND  
 MAIL BY TYPE OF OPERATION, BY TYPE OF SERVICE, AND BY STATE AND COUNTRY**

12 MONTHS ENDED DECEMBER 31, 1980

Line No.	State or Country Type of Operation Type of Service	Aircraft departures			Expended Passengers	Expended revenue tons				
		Total performed	Scheduled	Unscheduled completed		Freight	Express	U.S. Mail		
								Priority	Nonpriority	
		1	2	3	4	5	6	7	8	
1	PUERTO RICO-----								10	
2	INTERNATIONAL--SCHEDULED	13294	13294	13045	1833430	43181.08	140.06	1513.48	2009.16	
3	DOMESTIC--NON SCHEDULED	76			5642	891.92				
4	ALL SERVICES	13370	13296	13045	1839280	44073.00	140.06	1513.48	2009.16	
5	TOTAL-----	13663	13667	13386	1833630	52536.05	152.19	1550.44	2009.16	
6	INTERNATIONAL--NON SCHEDULED	77			5642	906.72				
7	ALL SERVICES	13740	13667	13386	1839280	53645.57	152.19	1550.44	2009.16	
8	VIRGIN ISLANDS, U.S.-----									
9	DOMESTIC--SCHEDULED	10	10	10	494					
10	INTERNATIONAL--SCHEDULED	6518	5944	5889	326866	433.25		276.03	2.05	
11	TOTAL-----	6528	5958	5899	327320	433.25		276.03	2.05	
12	TOTAL FOR OTHER U. S. AREAS----									
13	DOMESTIC--SCHEDULED	379	385	351	454	9357.77	12.13	36.96		
14	NON SCHEDULED	1				16.40				
15	ALL SERVICES	380	385	351	454	9372.57	12.13	36.96		
16	INTERNATIONAL--SCHEDULED	25188	24697	24224	244765	47742.37	140.06	3455.36	2500.42	
17	NON SCHEDULED	76			5642	891.92				
18	ALL SERVICES	25264	24697	24224	2450407	48634.29	140.06	3455.36	2500.42	
19	TOTAL-----	25947	25002	24575	2445219	57100.14	152.19	3492.32	2500.42	
20	NON SCHEDULED	77			5642	906.72				
21	ALL SERVICES	25644	25002	24575	2450861	58006.86	152.19	3492.32	2500.42	
22	FOREIGN COUNTRIES-----									
23	ARGENTINA-----									
24	INTERNATIONAL--SCHEDULED	1079	1102	1027	116204	3141.09		27.77	.97	
25	NON SCHEDULED									
26	ALL SERVICES									
27	AUSTRALIA-----									
28	INTERNATIONAL--SCHEDULED	973	1007	966	133031	6293.09		63.81	14.17	
29	NON SCHEDULED	1				84.82				
30	ALL SERVICES	974	1007	966	133031	6377.91		63.81	14.17	
31	AUSTRIA-----									
32	INTERNATIONAL--SCHEDULED	246	249	246	12536	14.93		5.65		
33	BAHAMAS-----									
34	DOMESTIC--SCHEDULED	850	839	824	39965			1.00		
35	NON SCHEDULED	418			38334					
36	ALL SERVICES	1268	839	824	78209			1.00		
37	INTERNATIONAL--SCHEDULED	5052	4992	4941	547666	763.22		3.90	4.33	
38	NON SCHEDULED	395			40959					
39	ALL SERVICES	5447	4992	4941	588625	763.22		3.90	4.33	
40	TOTAL-----	5962	5831	5765	587621	763.22		4.90	4.33	
41	NON SCHEDULED	813			79295					
42	ALL SERVICES	6715	5831	5765	666714	763.22		4.90	4.33	
43	BAHAMIAN-----									
44	INTERNATIONAL--SCHEDULED	122	119	118	5496	53.40		.68	17.13	
45	NON SCHEDULED	1								
46	ALL SERVICES	123	119	118	5496	53.40		.68	17.13	
47	BARBADOS-----									
48	INTERNATIONAL--SCHEDULED	1308	1302	1272	83500	248.86		36.25		
49	NON SCHEDULED	4			586					
50	ALL SERVICES	1312	1302	1272	84084	248.86		36.25		
51	BELGIUM-----									
52	DOMESTIC--SCHEDULED	2	2	2	539					
53	INTERNATIONAL--SCHEDULED	702	747	656	27422	16676.70		117.73	501.39	
54	NON SCHEDULED	9			365	193.11				
55	ALL SERVICES	711	747	656	27787	16676.70		117.73	501.39	
56	TOTAL-----	704	749	658	27961	16676.70		117.73	501.39	
57	NON SCHEDULED	9			365	193.11				
58	ALL SERVICES	713	749	658	28326	16676.70		117.73	501.39	
59	BERMUDA-----									
60	INTERNATIONAL--SCHEDULED	3395	3353	3337	457002	373.15		145.24	22.65	
61	NON SCHEDULED	9			956					
62	ALL SERVICES	3404	3353	3337	458858	373.15		145.24	22.65	
63	BOLIVIA-----									
64	INTERNATIONAL--SCHEDULED	461	482	461	18043	97.61		11.05	17.89	
65	NON SCHEDULED									
66	ALL SERVICES									
67	BRAZIL-----									
68	INTERNATIONAL--SCHEDULED	2870	2931	2757	245399	12642.93		323.00	.31	
69	NON SCHEDULED	9				40.06				
70	ALL SERVICES	2879	2931	2757	245399	12422.97		323.00	.31	
71	BRITISH WEST INDIES-----									
72	DOMESTIC--SCHEDULED	472	475	466	29995	23.63		33.20		
73	INTERNATIONAL--SCHEDULED	1169	1169	1160	50724	250.16		15.66		
74	NON SCHEDULED									
75	ALL SERVICES	1641	1169	1160	80719	279.70		48.86		
76	CANADA-----									
77	DOMESTIC--SCHEDULED	38942	38850	38092	2705612	9561.05	176.70	879.34	150.94	
78	NON SCHEDULED	217			17934	4.38				
79	ALL SERVICES	38799	38850	38092	2723547	9571.23	176.70	879.34	150.94	
80	CHILE-----									
81	INTERNATIONAL--SCHEDULED	825	843	822	52747	762.00		25.23	.49	
82	NON SCHEDULED	1			138					
83	ALL SERVICES	826	843	822	52085	762.00		25.23	.49	
84	CHINA-----									
85	INTERNATIONAL--SCHEDULED	1	1	1						
86	NON SCHEDULED									
87	ALL SERVICES									
88	COLOMBIA-----									
89	DOMESTIC--SCHEDULED									
90	INTERNATIONAL--SCHEDULED									
91	NON SCHEDULED									
92	ALL SERVICES									
93	EGYPT-----									
94	DOMESTIC--SCHEDULED									
95	INTERNATIONAL--SCHEDULED									
96	NON SCHEDULED									
97	ALL SERVICES									
98	EGYPT-----									
99	DOMESTIC--SCHEDULED									
100	INTERNATIONAL--SCHEDULED									
101	NON SCHEDULED									
102	ALL SERVICES									
103	EGYPT-----									
104	DOMESTIC--SCHEDULED									
105	INTERNATIONAL--SCHEDULED									
106	NON SCHEDULED									
107	ALL SERVICES									
108	EGYPT-----									
109	DOMESTIC--SCHEDULED									
110	INTERNATIONAL--SCHEDULED									
111	NON SCHEDULED									
112	ALL SERVICES									

**Table 4.8 - continued**  
**SUMMARY OF AIRCRAFT DEPARTURES, ENPLANED REVENUE PASSENGERS, AND ENPLANED REVENUE TONS OF CARGO AND  
 MAIL BY TYPE OF OPERATION, BY TYPE OF SERVICE, AND BY STATE AND COUNTRY**  
 12 MONTHS ENDED DECEMBER 31, 1980

Line No.	State or Country Type of Operation Type of Service	Aircraft departures			Enplaned passenger	Enplaned revenue tons					
		Total performed	Scheduled	Scheduled completed		Freight	Express	U.S. Mail		Foreign mail	
								Priority	Nonpriority		
1	2	3	4	5	6	7	8	9	10	11	
1	COLOMBIA.....										
2	INTERNATIONAL---SCHEDULED	2162	2209	2097	113909	5505.06					
3	NON SCHEDULED	11			571	175.43					
4	ALL SERVICES	2173	2209	2097	114480	5680.49					
5											
6	COSTA RICA.....										
7	DOMESTIC----SCHEDULED	1	1	1	24040						
8	INTERNATIONAL---SCHEDULED	506	610	583	46822	392.71					
9											
10	TOTAL-----SCHEDULED	587	611	584	70842	392.71					
11											
12	CUBA.....										
13	DOMESTIC----SCHEDULED	1			100	.09					
14	INTERNATIONAL---SCHEDULED	2			96						
15	NON SCHEDULED	46			2854						
16	ALL SERVICES	48			2950						
17											
18	TOTAL-----SCHEDULED	3			196	.09					
19	NON SCHEDULED	46			2854						
20	ALL SERVICES	49			3050	.09					
21											
22	DENMARK.....										
23	INTERNATIONAL---SCHEDULED	436	477	435	29314	540.16					
24											
25	DOMINICAN REPUBLIC.....										
26	DOMESTIC----SCHEDULED	12	12	11	369						
27	INTERNATIONAL---SCHEDULED	2108	2085	2005	251314	7746.77					
28	NON SCHEDULED	30			4400						
29	ALL SERVICES	2138	2085	2005	255714	7746.77					
30											
31	TOTAL-----SCHEDULED	2120	2097	2016	251683	7746.77					
32	NON SCHEDULED	30			4400						
33	ALL SERVICES	2150	2097	2016	256083	7746.77					
34											
35	ECUADOR.....										
36	INTERNATIONAL---SCHEDULED	1707	1719	1703	88594	530.47					
37	NON SCHEDULED	2			49						
38	ALL SERVICES	1709	1719	1703	88683	530.47					
39											
40	ARAB REPUBLIC OF EGYPT.....										
41	INTERNATIONAL---SCHEDULED	601	603	600	72225	710.29					
42											
43	FIL SALVADOR.....										
44	INTERNATIONAL---SCHEDULED	233	234	228	10480	64.15					
45											
46	FIJI.....										
47	INTERNATIONAL---SCHEDULED	469	463	439	29919	885.71					
48											
49	FRANCE.....										
50	INTERNATIONAL---SCHEDULED	2582	2656	2542	309199	10473.83					
51	NON SCHEDULED	152			7633	150					
52	ALL SERVICES	2734	2656	2542	316792	10474.33					
53											
54	FRENCH ANTILLES.....										
55	INTERNATIONAL---SCHEDULED	1119	1117	1092	42687	31.51					
56											
57	GERMANY.....										
58	INTERNATIONAL---SCHEDULED	31216	30729	29901	2715874	42881.93					
59	NON SCHEDULED	665			41816	5300.96					
60	ALL SERVICES	31881	30729	29901	2757890	47102.89					
61											
62	GHANA.....										
63	INTERNATIONAL---SCHEDULED	51	52	51	3896	436.15					
64											
65	GREECE.....										
66	INTERNATIONAL---SCHEDULED	1573	1588	1568	162918	465.68					
67											
68	GUATEMALA.....										
69	INTERNATIONAL---SCHEDULED	1854	1879	1849	146212	5885.06					
70											
71	GUYANA.....										
72	INTERNATIONAL---SCHEDULED	238	239	237	27660	119.09					
73	NON SCHEDULED	4			637						
74	ALL SERVICES	242	239	237	28297	119.09					
75											
76	HAITI.....										
77	DOMESTIC----SCHEDULED										
78	INTERNATIONAL---SCHEDULED	1647	1716	1639	124567	3727.96					
79	NON SCHEDULED	5			166						
80	ALL SERVICES	1652	1716	1639	124753	3727.96					
81											
82	HONDURAS.....										
83	DOMESTIC----SCHEDULED	132	131	131	3974						
84	INTERNATIONAL---SCHEDULED	412	430	408	16009						
85											
86	TOTAL-----SCHEDULED	544	561	539	19983						
87											
88	HONG KONG.....										
89	INTERNATIONAL---SCHEDULED	2409	2469	2309	294726	32775.53					
90											
91	INDIA.....										
92	INTERNATIONAL---SCHEDULED	773	780	767	132276	9066.53					
93											
94	IRELAND.....										
95	INTERNATIONAL---SCHEDULED	458	467	430	48396	39.61					
96	NON SCHEDULED	7			36.86						
97	ALL SERVICES	465	467	430	48396	76.45					
98											
99											
100											
101											
102											
103											
104											
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107											
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112											

**Table 4.8 - continued**  
**SUMMARY OF AIRCRAFT DEPARTURES, DECLARED REVENUE PASSENGERS, AND DECLARED REVENUE TONS OF CARGO AND  
 MAIL BY TYPE OF OPERATION, BY TYPE OF SERVICE, AND BY STATE AND COUNTRY**  
 12 MONTHS ENDED DECEMBER 31, 1980

Line No.	State or Country, Type of Operation, Type of Service	Aircraft departures			Declared passenger ton-miles	Declared revenue tons			U.S. Mail			Foreign mail	
		Total performed	Scheduled	Unscheduled completed		Passenger	Freight	Express	Priority	Nonpriority	Priority	Nonpriority	
		1	2	3		4	5	6	7	8	9	10	
1	ISRAEL-----												
2	INTERNATIONAL---SCHEDULED	846	849	844	89502	621.83			51.34	27.11	4.98		
3	DOMESTIC-----												
4	INTERNATIONAL---NON SCHEDULED												
5	ITALY-----	2920	2953	2875	352042	10609.00			779.53	359.22	100.96		
6	INTERNATIONAL---ALL SERVICES	2938	2953	2875	352960	10609.00			779.53	359.22	100.96		
7	IVORY COAST-----												
8	INTERNATIONAL---SCHEDULED	102	105	101	4871	75.82			.03		2.92		
9	JAMAICA-----												
10	INTERNATIONAL---SCHEDULED	30	29	29	1013								
11	DOMESTIC-----												
12	INTERNATIONAL---NON SCHEDULED	13	29	29	1081								
13	ALL SERVICES	43	29	29	2096								
14	INTERNATIONAL---ALL SERVICES	1769	1769	1637	102681	665.18			1.68				
15	INTERNATIONAL---NON SCHEDULED	22	1777	1637	2149	665.18			1.68				
16	INTERNATIONAL---ALL SERVICES	1777	1769	1637	104830	665.18			1.68				
17	TOTAL-----	1775	1798	1666	103694	665.18			1.68				
18	INTERNATIONAL---NON SCHEDULED	41	1798	1666	3230								
19	INTERNATIONAL---ALL SERVICES	1820	1798	1666	106924	665.18			1.68				
20	JAPAN-----												
21	INTERNATIONAL---SCHEDULED	8820	9044	8920	1042965	91765.95	2.78		5090.37	8236.72	880.69		
22	DOMESTIC-----	5	5	5	218.43								
23	NON SCHEDULED	8823	9044	8920	1047965	91984.38	2.78		5090.37	8236.72	880.69		
24	ALL SERVICES	9017	9044	8920	336277	92.23							
25	KENYA-----												
26	INTERNATIONAL---SCHEDULED	101	105	101	9613	376.84			22.28		17.97		
27	LIBERIA-----												
28	INTERNATIONAL---SCHEDULED	310	315	307	14650	709.38			26.22		41.13		
29	MALAYSIA-----												
30	INTERNATIONAL---SCHEDULED	33	38	4	178.84				1.30				
31	MEXICO-----												
32	DOMESTIC---	9694	9561	9493	317696	52.23			1.62				
33	NON SCHEDULED	223	223	223	10621				1.62				
34	ALL SERVICES	5917	5961	5493	336277	52.23			1.62				
35	INTERNATIONAL---NON SCHEDULED	14595	14516	14443	1147390	7436.08			.15		.17		
36	INTERNATIONAL---ALL SERVICES	39	14534	14516	1152665	7436.08			.15		.17		
37	TOTAL-----	20289	20077	19936	1465046	7490.31			1.77		.17		
38	NON SCHEDULED	262	20551	20077	23876	1488922	7490.31		1.77		.17		
39	ALL SERVICES	20551	20077	19936	7490.31								
40	NETHERLANDS-----												
41	DOMESTIC---SCHEDULED	5	5	5	1178								
42	INTERNATIONAL---SCHEDULED	518	620	490	45611	4824.73			21.76	29.97			
43	TOTAL-----	523	625	495	46789	4824.73			21.76	29.97			
44	NETHERLANDS ANTILLES-----												
45	INTERNATIONAL---SCHEDULED	2404	2362	2350	163100	491.40			36.37		6.02		
46	NON SCHEDULED	2	2	2	337				36.37		6.02		
47	ALL SERVICES	2408	2362	2350	163445	491.40			36.37		6.02		
48	NEW ZEALAND-----												
49	INTERNATIONAL---SCHEDULED	859	854	842	77581	8371.67			32.62	29.60	61.98		
50	NON SCHEDULED	1	860	854	842	77581	8472.75		32.62	29.60	61.98		
51	NIGERIA-----												
52	INTERNATIONAL---SCHEDULED	204	210	204	18752	352.85			23.92				
53	NORWAY-----												
54	INTERNATIONAL---SCHEDULED	87	91	87	7120	177.12			2.97	1.02			
55	PAKISTAN-----												
56	INTERNATIONAL---SCHEDULED	210	210	210	9503	96.31			.05	3.79			
57	PANAMA-----												
58	INTERNATIONAL---SCHEDULED	2399	2317	2302	156127	1386.62			200.80	244.28	86.41		
59	NON SCHEDULED	19	2376	2317	2102	157059	1386.62		200.80	244.28	86.41		
60	ALL SERVICES	2376	2317	2302	313216	1386.62							
61	PARAGUAY-----												
62	INTERNATIONAL---SCHEDULED	197	198	195	4962	52.55			10.60	.79	6.93		
63	PERU-----												
64	INTERNATIONAL---SCHEDULED	1303	1308	1293	91470	1101.87			114.98	7.31	46.01		
65	PHILIPPINES-----												
66	INTERNATIONAL---SCHEDULED	434	467	432	126791	3230.41			701.13	1897.15	13.69		
67	POLAND-----												
68	INTERNATIONAL---SCHEDULED	276	280	273	15457	36.23			100.77				
69	PORTUGAL-----												
70	INTERNATIONAL---SCHEDULED	555	574	544	36490	171.09			23.97	5.30	2.23		
71	NON SCHEDULED	1	556	574	544	36581	171.09		23.97	5.30	2.23		
72	ALL SERVICES	556	574	544	73071	171.09							
73	ROMANIA-----												
74	INTERNATIONAL---SCHEDULED	80	83	75	1430	37.65							
75	SAUDI ARABIA-----												
76	INTERNATIONAL---SCHEDULED	355	354	350	24241	63.04			44.83	.30	6.18		
77	SENEGAL-----												
78	INTERNATIONAL---SCHEDULED	210	212	207	4828	46.81			.07	.05	10.92		
79													
80													
81													
82													
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85													
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**Table 4.8 - continued**  
**SUMMARY OF AIRCRAFT DEPARTURES, EXPLAINED REVENUE PASSENGERS, AND EXPLAINED REVENUE TONS OF CARGO AND  
 MAIL BY TYPE OF OPERATION, BY TYPE OF SERVICE, AND BY STATE AND COUNTRY**  
**12 MONTHS ENDED DECEMBER 31, 1980**

Line No.	State or Country Type of Operation Type of Service	Aircraft departure			Explained passengers	Explained revenue tons				
		Total performed	Subsidiary	Scheduled completed		Freight	Express	U.S. Mail		Foreign mail
		1	2	3				Priority	Nonpriority	
1	SINGAPORE-----									
2	INTERNATIONAL--SCHEDULED	509	535	446	44156	2354.99		44.41	5.42	24.78
3	SOUTH KOREA-----									
4	INTERNATIONAL--SCHEDULED	1175	1270	1160	110881	13440.46		644.97	1833.44	9.41
5	SPAIN-----									
6	INTERNATIONAL--SCHEDULED	1302	1324	1290	113498	574.09		222.23	346.34	
7	NONSCHEDULED	1		123						
8	ALL SERVICES	1303	1324	1290	113621	574.09		222.23	346.34	
9	SWEDEN-----									
10	INTERNATIONAL--SCHEDULED	205	229	205	20514	630.78		8.05	1.60	
11	NONSCHEDULED	1		1						
12	ALL SERVICES	206	228	212	33574	7757.96		17.60	30.02	17.41
13	TAIWAN-----									
14	INTERNATIONAL--SCHEDULED	1233	1257	1105	107944	34342.50		96.82	91.93	981.32
15	SWITZERLAND-----									
16	INTERNATIONAL--SCHEDULED	537	520	512	25850	7757.96		17.60	30.02	17.41
17	NONSCHEDULED	49		7724						
18	ALL SERVICES	606	528	512	33574	7757.96		17.60	30.02	17.41
19	TAIWAN-----									
20	INTERNATIONAL--SCHEDULED	402	414	401	37897	732.77		51.57	124.04	.02
21	TRINIDAD & TOBAGO-----									
22	INTERNATIONAL--SCHEDULED	1107	1110	1097	46128	497.05		1.86		5.73
23	NONSCHEDULED	17		3055						
24	ALL SERVICES	1124	1110	1097	49333	497.05		1.86		5.73
25	TURKEY-----									
26	INTERNATIONAL--SCHEDULED	561	546	526	26268	330.00		78.61	20.62	4.11
27	NONSCHEDULED	59		6004						
28	ALL SERVICES	620	546	526	32872	330.00		78.61	20.62	4.11
29	EMIRATES-----									
30	INTERNATIONAL--SCHEDULED	70	76	69		29.69		.07		
31	UNITED KINGDOM-----									
32	INTERNATIONAL--SCHEDULED	5020	8206	7896	1297708	38725.25		3523.34	950.88	735.91
33	NONSCHEDULED	77		2237		2946.60				
34	ALL SERVICES	8105	8206	7896	1299945	39023.83		3523.34	950.88	735.91
35	URUGUAY-----									
36	INTERNATIONAL--SCHEDULED	88	91	83	12964	287.68			10.31	18.76
37	VENEZUELA-----									
38	INTERNATIONAL--SCHEDULED	2279	2327	2174	295914	6105.55		20.17	.50	19.50
39	NONSCHEDULED	15		674		4.86				
40	ALL SERVICES	2294	2327	2174	296588	6110.39		20.17	.50	19.50
41	YUGOSLAVIA-----									
42	INTERNATIONAL--SCHEDULED	91	100	90	2159	21.61				
43	NONSCHEDULED	1		110						
44	ALL SERVICES	92	100	90	2269	21.61				
45	TOTAL FOR FOREIGN COUNTRIES-----									
46	DOMESTIC-----									
47	SCHEDULED	45741	45905	45054	3124432	9642.00	196.97	1126.37	150.94	
48	NONSCHEDULED	671		75970		4.38				
49	ALL SERVICES	46412	45905	45054	3200402	9647.18	196.97	1126.37	150.94	
50	INTERNATIONAL--SCHEDULED	127017	128577	126347	12119609	402275.02	2.78	17939.65	23371.19	14400.90
51	NONSCHEDULED	521		132247		3434.65				
52	ALL SERVICES	129430	128577	126347	12291656	407727.67	2.78	17939.65	23371.19	14400.90
53	TOTAL-----									
54	SCHEDULED	173658	174482	169401	15243461	411917.82	197.75	19066.02	23522.09	14400.90
55	NONSCHEDULED	2392		208217		3459.03				
56	ALL SERVICES	176050	174482	169401	15452050	417376.85	197.75	19066.02	23522.09	14400.90
57	OVER-ALL TOTAL FOR ALL STATES, AREAS, AND COUNTRIES-----									
58	DOMESTIC-----									
59	SCHEDULED	5085889	5158029	4996859	271378589	2549868.84	71239.48	1197960.77	108955.94	1124.63
60	NONSCHEDULED	23202		1407835		19884.20		36.91	6.13	
61	ALL SERVICES	5109091	5158029	4996859	272766620	2589753.04	71272.39	1197966.90	108955.94	1124.63
62	INTERNATIONAL--SCHEDULED	220383	221017	214934	23742935	1295162.04	825.38	142109.38	30508.07	16769.19
63	NONSCHEDULED	3426		331547		22745.10				
64	ALL SERVICES	223807	221017	214934	24074402	1317911.10	825.38	142109.38	30508.07	16769.19
65	TOTAL-----									
66	SCHEDULED	9306272	5279046	5211309	295121952	3065030.88	72060.86	1340150.35	227064.01	18093.82
67	NONSCHEDULED	26626		1739380		42693.36		36.91	6.13	
68	ALL SERVICES	9332898	5379046	5211309	296860910	3907664.22	72097.77	1340156.48	227064.01	18093.82
69										
70										
71										
72										
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**Table 4.9**  
**AIRCRAFT DEPARTURES, UNPLANNED REVENUE PASSENGERS, AND UNPLANNED REVENUE TONS OF CARGO AND MAIL IN TOTAL  
 OPERATIONS, ALL SERVICES AT LARGEST AIR TRAFFIC HUBS**  
**12 MONTHS ENDED DECEMBER 31, 1980**

Line No.	Operating (Airport Name) Percent of Departures	Aircraft departures			Unplanned passenger	Unplanned revenue tons					
		Total performed	Scheduled	Scheduled completed		Freight	Express	U.S. Mail		Foreign mail	
		8	9	10		6	7	8	9		
1	ATLANTA, GEORGIA										
2	WILLIAM R. HARTSFIELD INT'L 7.10	266031	260626	263513	19994113	150421.98	9105.80	95182.36	124.80	.47	
3	BOSTON, MASSACHUSETTS										
4	ELIJAH W. BRIDGEMAN 2.43	91810	90861	89580	6844951	91947.70	1401.85	23277.53	6993.44	3.57	
5	CHICAGO, ILLINOIS										
6	ORDOWAY'S	0.06	4043	4096	4031	189579	16.40	.70	.34		
7	JOHNSON INTERNATIONAL	6.83	284331	287510	281961	19220275	362711.71	11484.93	75356.95	27123.87	3.16
8	KIRKLAND AIRPORT										
9	COMMUNITY TOTAL	6.88	288374	291606	285992	19417854	362728.11	11485.63	75357.29	27123.87	3.16
10	CLEVELAND, OHIO										
11	FRIMKE LAKEFRONT	0.01	2618	2459	2410	50767					
12	HOPKINS INTERNATIONAL	1.04	55741	56119	55436	2938167	26738.64	1819.34	10673.98	639.21	
13	KIRKLAND AIRPORT										
14	COMMUNITY TOTAL	1.05	56159	56578	57046	2389234	26738.64	1819.34	10673.98	639.21	
15	DALLAS-FORT WORTH, TEXAS										
16	EL DORADO AIRPORT	0.83	31481	32136	31641	2342187	2.50				
17	(DALLAS-FT. WORTH REGIONAL)	3.70	16706	168150	166167	10433026	41292.97	1314.07	44375.16	2207.11	23.58
18	KIRKLAND AIRPORT										
19	COMMUNITY TOTAL	4.53	198685	200286	197808	12779213	91295.67	1314.07	44375.16	2207.11	23.58
20	DENVER, COLORADO										
21	ESTAPLETON INTERNATIONAL	3.41	158110	160228	157103	9615785	53774.67	1096.22	20618.86	3102.26	
22	KIRKLAND AIRPORT										
23	DETROIT & ANN ARBOR, MICHIGAN										
24	(DETROIT CITY)	0.00	1192	1178	1146	25510					
25	DETROIT METROPOLITAN WAYNE CTY	1.78	88177	88757	87305	5023216	42215.61	709.39	21894.70	4046.74	
26	KIRKLAND AIRPORT										
27	COMMUNITY TOTAL	1.78	89629	89935	88451	5050735	42215.61	709.39	21894.70	4046.74	
28	HONOLULU, OAHU, HAWAII										
29	HONOLULU INTERNATIONAL	2.60	46327	47358	42955	5654546	82892.66	269.67	15773.57	5347.23	739.12
30	KIRKLAND AIRPORT										
31	HUNTSVILLE, ALABAMA										
32	(HUNTSVILLE INTERCONTINENTAL)	1.77	78987	79779	78217	4998642	43656.22	745.09	14621.29	2035.86	48.01
33	WILLIAM P. HOBAYI	0.66	24001	24362	23744	1807985	405.70	41.49	14.29		
34	KIRKLAND AIRPORT										
35	COMMUNITY TOTAL	2.41	102988	104141	101961	6806627	46061.92	786.58	14635.54	2035.86	48.01
36	LAS VEGAS, NEVADA										
37	INC CARRAN INT'L	1.64	65857	66016	62166	4429185	3328.72	84.89	2739.62	61.36	
38	KIRKLAND AIRPORT										
39	LOS ANGELES/RUMBNR/LNG-BCH-CAL										
40	PHILLYWOOD-BIRNRANK	0.33	15057	15168	14443	942352	11058.80	38.30	128.41	.04	
41	LONG BEACH	0.02	834	811	794	62593	25.67				
42	LOS ANGELES INTERNATIONAL	5.03	187314	190261	184104	14157205	318965.05	10371.05	49069.50	14589.54	56.97
43	ORANGE COUNTY	0.41	23398	24585	22900	1179568	968.34	215.59	.55	.01	
44	KIRKLAND AIRPORT										
45	COMMUNITY TOTAL	5.79	226603	230805	222241	16361813	331017.66	10625.02	49198.54	14589.54	56.97
46	MIAAMI/FT LAUDERDALE/FLORIDA										
47	(FT. LAUDERDALE-WLYWOOD INT'L)	1.04	43041	42624	41893	2900768	8755.24	398.86	6994.72	38.04	.04
48	MIAMI INTERNATIONAL	2.89	103179	102564	100502	8136235	429237.88	1666.04	153738.67	3953.22	215.03
49	KIRKLAND AIRPORT										
50	COMMUNITY TOTAL	3.92	146220	145168	142395	11037003	637993.12	1864.92	160733.39	3591.26	215.07
51	MINNEAPOLIS-ST. PAUL, MINNESOTA										
52	(MINNEAPOLIS-ST. PAUL INT'L)	1.55	77823	78456	76956	4384463	41110.43	574.52	20504.83	1099.56	94.62
53	NEWARK, NEW JERSEY										
54	ENFWARK	1.43	56827	57110	55873	4206011	29354.39	1598.12	13270.81	7661.64	.55
55	KIRKLAND AIRPORT										
56	NEW ORLEANS, LOUISIANA										
57	(INTERNATIONAL/NOISANT FIELD)	1.10	50435	50933	50103	3107183	10536.02	202.24	4666.48	46.62	
58	KIRKLAND AIRPORT										
59	NEW YORK, NEW YORK										
60	(JOHN F. KENNEDY INT'L)	6.22	193061	191087	187263	17520433	407026.38	4198.60	107846.29	31607.49	139.62
61	KIRKLAND AIRPORT										
62	ORLANDO, FLORIDA										
63	(MCCOY AFB)	1.11	56282	56891	55792	3124566	19672.30	394.76	3652.29	145.91	.02
64	KIRKLAND AIRPORT										

**Table 4.9 - continued**  
**AIRCRAFT DEPARTURES, INFLATED REVENUE PASSENGERS, AND INFLATED REVENUE TONS OF CARGO AND MAIL IN TOTAL OPERATIONS, ALL SERVICES AT LARGE AIR TRAFFIC MUS**

12 MONTHS ENDED DECEMBER 31, 1960

Line No.	Community (Airport Name) Percent of No. movements	Aircraft departures			Inflated passenger	Inflated revenue tons			Priority U.S. Mail			Priority mail
		Total performed	Scheduled	Scheduled completed		Freight	Express	Priority	Nonpriority			
		8	9	10		6	7	8	9	10		
1	PHILADELPHIA, PA/CAMDEN, NJ											
2	(INT'L)	1.44	44349	44043	43644	4058167	40936.70	1108.38	19979.36	10452.33		
3												
4	PHOENIX, ARIZONA											
5	(PHOENIX SKY HARBOR INT'L)	1.20	66792	67093	64750	3380121	13982.11	452.55	6840.64	2146.69		
6												
7	PITTSBURGH, PA/WHEELING W VA											
8	(GREATER PITTSBURGH)	1.91	95909	96266	95347	5381659	101743.86	614.44	16181.82	2715.63		
9												
10	ST. LOUIS, MISSOURI											
11	(LAMBERT-ST LOUIS MUNI)	1.89	100674	102637	99871	5319480	19613.95	439.55	21815.42	2647.49		
12												
13	SAN FRANCISCO/OAKLAND, CAL.											
14	(OAKLAND METROPOLITAN INT'L)	0.32	15473	15595	14959	928084	1452.25	20.77	364.92			
15	(SAN FRANCISCO INT'L)	3.36	119003	120203	116647	9402284	177982.81	3562.66	39817.31	16672.51	14.60	
16												
17	COMMUNITY TOTAL	3.66	134476	135798	131606	10330368	179435.06	3583.43	40182.23	16672.51	14.60	
18												
19	SEATTLE/TACOMA, WASHINGTON											
20	(BOEING FIELD INT'L)	0.00	11	6	6	457	.05	.10	.14			
21	(SEATTLE-TACOMA INTERNATIONAL)	1.54	65430	66490	64095	4392439	117533.32	1301.61	22517.80	5394.16	170.62	
22												
23	COMMUNITY TOTAL	1.54	65441	66498	64091	4352896	117533.37	1301.71	22517.94	5394.16	170.62	
24												
25	TAMPAST, PTSRG/CLWTRLLKND, FLA											
26	(TAMPA INTERNATIONAL)	1.27	65730	66274	65293	3600730	15417.96	1200.27	46131.31	235.51		
27												
28	WASHINGTON, DIST. OF COL.											
29	(DULLES INTERNATIONAL)	0.39	15774	15762	15557	1107966	6997.76	119.81	9551.42	11800.71		
30	(WASHINGTON NATIONAL)	2.36	103445	102049	100319	6648087	27638.49	536.57	37247.77	7974.80	.54	
31												
32	COMMUNITY TOTAL	2.75	119219	117811	115876	7756053	36838.25	656.38	46799.19	19775.51	.54	
33												
34	OVER-ALL TOTAL, LARGE MUS	70.06	2887239	2905923	2840474	197679376	2951422.92	56888.33	916829.15	172759.78	1470.52	
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**Table 4.10**  
AIRCRAFT DEPARTURES, INPLANE REVENUE PASSENGERS, AND INPLANE REVENUE TONS OF CARGO AND MAIL IN TOTAL  
OPERATIONS, ALL SERVICES AT MEDIUM AIR TRAFFIC HUBS

12 MONTHS ENDED DECEMBER 31, 1980

Line No.	Community (Airport Name) Percent of Employment	Aircraft departures			Inplane Passenger	Inplane revenue tons					
		Total performed	Scheduled	Scheduled completed		Freight		Express	U.S. Mail		
		1	2	3		4	5	6	7	8	
1	ALBUQUERQUE, NEW MEXICO										
2	ALBUQUERQUE SUMPT/KIRTLND AFB										
3	0.40	25486	25986	25392	1127700	2329.24	21.22	2677.54	269.48		
4											
5	ANCHORAGE, ALASKA										
6	ANCHORAGE INTERNATIONAL										
7	0.31	18073	16628	15987	886877	134477.31	800.32	10213.16	10674.18	22.25	
8	EINHENDÖRF AFB										
9	0.00										
10											
11	COMMUNITY TOTAL	0.31	18076	16630	15989	887008	134477.31	800.32	10213.27	10674.18	
12										22.25	
13	AUSTIN, TEXAS										
14	CORPUS CHRISTI MUNI										
15	0.31	16326	16494	16276	887905	1165.61	66.14	1662.71	471		
16											
17	BALTIMORE, MARYLAND										
18	BALTIMORE/WASH INTL										
19	0.58	35609	36340	36804	1652494	11766.64	410.13	7379.77	2270.88		
20											
21	BIRMINGHAM, ALABAMA										
22	BIRMINGHAM MUNI										
23	0.25	18525	18555	18347	705297	2102.23	134.30	3215.20	23.77		
24											
25	BUFFALO-NIAGARA FALLS, NEW YORK										
26	GREATER BUFFALO INTERNATIONAL										
27	0.54	32123	32372	31882	1540313	8409.27	359.49	4677.17	1929.88		
28											
29	CHARLOTTE, NORTH CAROLINA										
30	DURGLES MUNI										
31	0.52	32274	32955	32103	1400787	11481.94	453.21	7503.83	19.17		
32											
33	CINCINNATI, OHIO										
34	KRAFAT CINCINNATI										
35	0.49	26990	29102	28845	1391638	12172.64	194.53	5245.99	1145.00		
36											
37	COLUMBUS, OHIO										
38	PORT COLUMBUS INTERNATIONAL										
39	0.43	23934	23907	23710	1219950	4233.57	113.66	4396.73	795.47		
40											
41	DAYTON, OHIO										
42	JAMES M COX DAYTON MUNI										
43	0.31	19939	20379	19853	889035	3683.75	160.67	2825.07	9.87		
44											
45	EL PASO, TEXAS										
46	EL PASO INTERNATIONAL										
47	0.33	17749	17809	17687	940278	6246.03	130.74	1915.89	5.34		
48											
49	GREENSBORO/HIGH PT/MINSTN,N.C.										
50	GREENSBORO-HIGH PT-MINSTN REG.										
51	0.24	18098	18600	17983	696327	2629.76	358.73	3087.85	19.54		
52											
53	KRISTEN-REYNOLDS	0.01	3468	3153	3089	35059	156.80	.11	6.82		
54											
55	COMMUNITY TOTAL	0.25	21566	21753	21072	731386	2786.56	358.84	3094.67	19.54	
56											
57	HARTFORD, CONN/SPGFLD & WESTFIELD, MASS										
58	WINDLEY INTL										
59	0.49	26617	26451	26134	1402135	11421.95	320.36	4896.94	1277.66	.01	
60											
61	INDIANAPOLIS, INDIANA										
62	INDIANAPOLIS MUNI/WEIR-COOK/	0.57	29832	30164	29627	1466569	7443.86	372.49	8132.79	1011.22	
63											
64	JACKSONVILLE, FLORIDA										
65	JACKSONVILLE INTERNATIONAL										
66	0.31	17297	17410	17192	872979	2062.21	2026.67	44077.00	8.74		
67											
68	KAHULUI, MAUI, HAWAII										
69	KAHULUI										
70	0.48	18921	19311	16568	1372592	1614.62		562.33	359.14		
71											
72	KANSAS CITY, MISSOURI										
73	INTERNATIONAL										
74	0.93	57221	57587	56628	2420100	11044.23	187.20	15211.48	314.42		
75											
76	KANSAS CITY MUNI	0.03	3521	3594	3440	16654	29.89	7.62	.02		
77											
78	0.00										
79											
80	COMMUNITY TOTAL	0.93	60742	61181	60068	2436754	11074.12	194.82	15211.50	314.42	
81											
82	KILLEEN, TEXAS										
83	0.51	10043	9746	8716	888916	692.97		232.31	181.29		
84											
85	KYNSVILLE, KENTUCKY										
86	STANFORD FIELD	0.73	24951	25095	24834	993355	4532.59	167.86	5662.19	1.55	
87											
88	MEMPHIS, TENNESSEE										
89	MEMPHIS INTERNATIONAL										
90	0.76	55840	56326	55538	2148730	12159.75	441.60	10826.74	170.89		
91											
92	MILWAUKEE, WISCONSIN										
93	GENERAL MITCHELL FIELD	0.57	40854	41246	40159	1623310	6363.74	176.57	8194.40	101.70	
94											
95	NASHVILLE, TENNESSEE										
96	NETRIPON ITAMI	0.39	28315	28472	28164	1122084	4941.67	216.52	3877.62	363.97	
97											
98	NEWARK/V.A RCH/PTSMH/CHESPEK+VA										
99	NEWARK REGIONAL	0.31	20517	20717	20362	951175	1347.61	78.35	428.21	12.43	
100											
101	OKEahoma CITY, OKLAHOMA										
102	SWILL ROGERS WORLD	0.78	20544	20731	20400	1076613	2937.10	34.36	5318.31	167.16	
103											
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**Table 4.10 - continued**  
**AIRCRAFT DEPARTURES, ENPLANED REVENUE PASSENGERS, AND ENPLANED REVENUE TONS OF CARGO AND MAIL IN TOTAL  
 OPERATIONS, ALL SERVICES AT MEDIUM AIR TRAFFIC HUBS**

12 MONTHS ENDED DECEMBER 31, 1980

Line No.	Community (Airport Name) Percent of Enplanements	Aircraft departures			Enplaned passenger	Enplaned revenue tons					
		Total performed	Scheduled	Scheduled completed		Freight	Express	U.S. Mail		Foreign mail	
		1	2	3		4	5	6	7		
1	OMAHA, NEBRASKA (EPPLEY AIRFIELD)										
2	0.30	18151	18163	17866	848117	2680.43	72.47	6833.66	125.74		
3											
4	ONTARIO/SAN BERNARD/RIVERVERSE, CA (ONTARIO INTERNATIONAL)										
5	0.34	23606	23995	22822	982363	1770.23	52.76	51.89	19.26		
6											
7	UNIVERSITY HONOLULU 0.00	25	44	25	27	-	-	-	-		
8											
9	COMMUNITY TOTAL 0.34	23631	24039	22847	982396	1770.23	52.76	51.89	19.26		
10											
11	PORTLAND, OREGON (PORTLAND INTERNATIONAL)										
12	0.64	34787	35703	34476	1804395	22671.54	297.25	5866.25	1466.46		
13											
14	RALEIGH/DURHAM, NORTH CAROLINA (RALEIGH-DURHAM)										
15	0.30	20243	20650	20044	866007	3644.61	330.02	3341.24	154.13		
16											
17	RENO, NEVADA (RENO INT'L)										
18	0.41	20157	20352	19797	1164839	1438.14	43.65	1772.29	476		
19											
20	RUTHERFORD, NEW YORK (ROCHESTER-MONROE COUNTY)										
21	0.30	19161	19328	19078	870480	2345.69	106.45	3028.24	221.65		
22											
23	SACRAMENTO, CALIFORNIA (SACRAMENTO METROPOLITAN)										
24	0.38	19036	19405	18561	1095186	1051.16	118.09	4551.86	1.09		
25											
26	SALT LAKE CITY, UTAH (SALT LAKE CITY INT'L)										
27	0.70	42455	43091	41887	1996706	9183.36	244.88	7179.02	375.88		
28											
29	SAN ANTONIO, TEXAS (SAN ANTONIO INTERNATIONAL)										
30	0.54	24953	25034	24755	1933658	5230.04	202.58	4610.39	60.69		
31											
32	SAN DIEGO, CALIFORNIA (SAN DIEGO INT'L-LINDBERGH FLD)										
33	0.90	38059	38481	37269	2536337	10348.37	213.78	5945.91	20.12		
34											
35	SAN JOSE, CALIFORNIA (SAN JOSE MUNI)										
36	0.49	27486	28155	26978	1391058	4247.04	171.92	1335.38	2.45		
37											
38	SAN JUAN, PUERTO RICO (PUERTO RICO INTERNATIONAL)										
39	0.65	13740	13667	13386	1839283	5345.57	152.19	1550.44	2009.16		
40											
41	SPokane, Washington (SPokane International)										
42	0.20	18074	19431	18513	747189	2922.40	39.12	1958.11	23.48		
43											
44	SYRACUSE, NEW YORK (CLARENCE E. HANCOCK)										
45	0.28	19211	19389	19078	794264	6171.76	196.06	1728.54	46.76		
46											
47	TUCSON, ARIZONA (TUCSON INT'L)										
48	0.31	19914	20265	19163	875801	2898.17	110.17	1650.29	51.00		
49											
50	OKLAHOMA CITY, OKLAHOMA (OKLAHOMA CITY INT'L)										
51	0.36	19496	19768	19384	1029951	4335.49	97.41	4240.89	841.20		
52											
53	WEST PALM BEACH/PALM BEACH, FLA (PALM BEACH INTERNATIONAL)										
54	0.45	24607	24688	24395	1282960	2318.75	90.62	1277.97	8.77		
55											
56	OVER-ALL TOTAL, MEDIUM HUBS	18.15	1048726	1050438	1031238	5166427	403744.27	10580.47	229346.73	26560.14	22.26
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**Table 4.11**  
**AIRCRAFT DEPARTURES, ENPLANED REVENUE PASSENGERS, AND ENPLANED REVENUE TONS OF CARGO AND MAIL IN TOTAL  
 OPERATIONS, ALL SERVICES AT SMALL AIR TRAFFIC HUBS**

12 MONTHS ENDED DECEMBER 31, 1980

Line No.	Community (Airport Name) (Percent of Enplanements)	Aircraft departures			Enplaned passenger	Enplaned revenue tons				Foreign mail
		Total performed	Scheduled	Scheduled completed		Freight	Express	US Mail		
		1	2	3	4	5	6	7	8	9
1	ANTHON/CANTON, OHIO									
2	CARRON/CANTON	3.05	3866	3879	3826	143366	278.66	28.53	25726.50	
3										
4	ALBANY, NEW YORK									
5	(SARATOGA COUNTY)	0.23	14455	14484	14412	659135	918.35	31.58	1401.94	1.73
6										
7	ALLENTOWN/BELLMONT/EASTON, PA									
8	(ALLENTOWN-BELLMONT-EASTON)	0.09	6335	6283	6308	273839	400.26	14.86	219.00	4.56
9										
10	AMARILLO/DYERSON, TEXAS									
11	(AMARILLO AIR TERMINAL)	0.12	7625	7747	7598	355805	358.13	4.23	679.87	.01
12										
13	ASHEVILLE, NORTH CAROLINA									
14	(ASHEVILLE-MPKE)	0.05	6154	6293	6117	165085	365.45	24.51	342.32	
15										
16	AUGUSTA, GEORGIA									
17	(AUGUSTA FIELD)	0.06	3452	3463	3433	181925	563.28	15.24	193.59	
18										
19	BANGOR, MAINE									
20	(BANGOR INTERNATIONAL)	0.05	2579	2585	2566	144677	433.17	6.64	86.46	
21										
22	BATON ROUGE, LOUISIANA									
23	(BATON ROUGE)	0.09	6585	6675	6530	273479	379.12	16.18	133.90	
24										
25	BILLINGS, MONTANA									
26	(BILLINGS FIELD)	0.11	11362	11721	11337	329779	686.15	10.44	1292.71	6.46
27										
28	BISMARCK/MANDAN, NORTH DAKOTA									
29	(BISMARCK-MNDT)	0.06	7753	7973	7717	175261	336.31	3.16	315.05	1.61
30										
31	BODIE STATION, IDAHO									
32	(BODIE STN)	0.15	13134	13252	12794	463885	941.65	75.23	1499.24	7.04
33										
34	BROOKVILLE/ASHTON/WHITE CITY, KEN									
35	(BROOKVILLE)	0.07	7983	8129	7934	211283	995.31	66.33	378.29	.01
36										
37	BROOKVILLE/ZIRKELSON/WHITE CITY									
38	(BROOKVILLE INDUSTRIAL AIRPORT)	0.10	3404	3458	3396	283767				
39										
40	BROOKVILLE, WYOMING									
41	(BROOKVILLE FIELD)	0.06	1300	1328	1297	85920	237.01	1.07	7.94	
42										
43	BROOKVILLE, WYOMING									
44	(BROOKVILLE FIELD)	0.05	7621	7778	7548	202651	758.07	1.56	113.22	
45										
46	BROOKVILLE/ZIRKELSON/WHITE CITY, KEN									
47	(BROOKVILLE)	0.13	4712	4784	4643	369687	237.01	1.07	7.94	
48										
49	BROOKVILLE, WYOMING									
50	(BROOKVILLE FIELD)	0.07	8281	8532	8238	242559	828.92	53.37	552.13	.51
51										
52	CHARLESTON, SOUTH CAROLINA									
53	(CHARLESTON AIRPORT)	0.15	8245	8285	8201	432189	804.83	61.13	801.97	10.10
54										
55	CHARLESTON/WHITEHORN, VIRGINIA									
56	(CHARLESTON)	0.07	6563	6680	6524	220217	590.58	30.96	386.84	
57										
58	CHATTANOOGA, TENNESSEE									
59	(CHATTANOOGA FIELD)	0.01	5571	5594	5538	252245	656.98	29.08	1155.91	
60										
61	CHICAGO, ILLINOIS									
62	(CHICAGO O'HARE AIRPORT)	0.07	1851	1926	1865	147196	340.53		128.60	1.06
63										
64	CHICAGO SPRINGS, COLORADO									
65	(CHICAGO SPRINGS FIELD)	0.10	6643	6778	6502	276119	860.31	9.28	27.39	.99
66										
67	CHICHESTER, SOUTH CAROLINA									
68	(CHICHESTER METROPOLITAN)	0.14	8286	8290	8189	416684	1331.32	117.13	1669.19	1.74
69										
70	CORPUS CHRISTI, TEXAS									
71	(CORPUS CHRISTI INTERNATIONAL)	0.13	5514	5602	5494	369931	476.53	16.12	86.46	.06
72										
73	DAYTONA BEACH, FLORIDA									
74	(DAYTONA BEACH REGIONAL)	0.13	7475	7605	7535	177924	560.85	35.37	.85	.30
75										
76	DES MOINES, IOWA									
77	(DES MOINES AIRPORT)	0.21	14067	14352	13765	596312	1504.85	45.59	5127.50	29.26
78										
79	DIJON, FRANCE									
80	(DIJON FIELD)	0.08	6615	6651	6219	212376	367.04	21.08	647.05	
81										
82	EVANSVILLE, INDIANA									
83	(EVANSVILLE DRESS REGIONAL)	0.07	6072	6092	6047	210779	856.57	43.51	149.96	13.89
84										
85	FAIRBANKS, ALASKA									
86	(FAIRBANKS INTERNATIONAL)	0.07	7517	7168	6364	206536	1707.84	.11	2259.86	1502.21
87										

**Table 4.11 - continued**

12 MONTHS ENDED DECEMBER 31, 1998

**Table 4.11 - continued**  
**AIRCRAFT DEPARTURES, ENPLANED REVENUE PASSENGERS, AND ENPLANED REVENUE TONS OF CARGO AND MAIL IN TOTAL  
 OPERATIONS, ALL SERVICES AT SMALL AIR TRAFFIC HUBS**

12 MONTHS ENDED DECEMBER 31, 1990

L I B E R	Community (Airport Name) Percent of Enplanements	Aircraft departures			Enplaned passenger miles	Enplaned revenue tons					
		Total performed	Scheduled	Unscheduled and supplemental		Freight	Baggage	U.S. Mail		Priority tonnage	
								No.	1		
No.		2	3	4	5	6	7	8	9	10	
1	MONTGOMERY, ALABAMA (DANIELLY FIELD)										
2	0.07										
3		4622	4633	4581	202350	445.00	23.95	309.01			
4											
5	PENSACOLA, FLORIDA (PENSACOLA REGIONAL)										
6	0.08										
7		4705	4750	4676	247834	360.55	144.65	2226.70	3.09	.08	
8											
9	PEORIA, ILLINOIS (GRANGER FIELDS)										
10	0.36										
11		7981	8494	7895	193833	669.16	.06	390.42	.03		
12											
13	PORTLAND, MAINE (PORTLAND INTERNATIONAL AIRPORT)										
14	0.08										
15		4897	4958	4884	231352	1113.56	20.00	326.72			
16											
17	PROVIDENCE, RHODE ISLAND (THEODORE FRANCIS GREEN STATE)										
18	0.16										
19		9539	9603	9487	459316	1184.39	35.29	1601.40	6.87		
20											
21	RAPID CITY, SOUTH DAKOTA (RAPID CITY REGIONAL)										
22	0.05										
23		5400	5661	5384	163451	272.45	13.18	259.05	1.62		
24											
25	RICHMOND, VIRGINIA (RICHARD F BYRD FLYING FIELD)										
26	0.22										
27		18407	20315	18290	619775	1260.53	20.21	916.80	1.20		
28											
29	ROANOKE, VIRGINIA (ROANOKE MUNI)										
30	0.13										
31		13486	13718	13430	382167	1144.07	5.47	207.41			
32											
33	ROCHESTER, MINNESOTA (ROCHESTER MUNI)										
34	0.05										
35		5324	5561	5280	152128	209.87	.70	34.31			
36											
37	SAGEHORN/RAY CITY/HOLAND+MICH. (ETKE CITY)										
38	0.06										
39		5711	5809	5670	191130	255.91	10.25	149.30			
40											
41	SALINAS/MONTEREY, CALIFORNIA (PENINSUL A)										
42	0.07										
43		7694	8056	7667	207938	220.05	20.30	84.61	.35		
44											
45	SANTA BARBARA, CALIFORNIA (SANTA BARBARA)										
46	0.07										
47		13931	14478	13536	218921	105.32	29.45	3.22	.11		
48											
49	SAVANNAH, GEORGIA (SAVANNAH MUNI)										
50	0.13										
51		5628	5636	5607	370649	492.24	11.36	171.93			
52											
53	SCRANTON/WILKES-BARRE, PENNS. (WILKES-BARRE SCRANTON)										
54	0.05										
55		3169	3403	3154	151498	168.16	1.71	47.77	.05		
56											
57	SHREVEPORT, LOUISIANA (GREATER SHREVEPORT MUNI)										
58	0.14										
59		11176	11221	11161	420224	1576.65	29.59	1239.35			
60											
61	KIMMIX FALLS, SOUTH DAKOTA (JOP FOST FIELD)										
62	0.08										
63		11007	11296	10870	233851	809.05	13.17	1022.77	2.73		
64											
65	SOUTH BEND, INDIANA (ST JOSEPH COUNTY)										
66	0.05										
67		6353	6632	6277	159349	332.51	21.95	138.52			
68											
69	TALLAHASSEE, FLORIDA (TALLAHASSEE MUNI)										
70	0.10										
71		7401	7473	7351	303719	2176.79	619.66	43304.61	231.40		
72											
73	TULFD, OHIO (TULFD EXPRESS)										
74	0.09										
75		8605	8686	8549	274162	910.03	32.89	26672.66	.46		
76											
77	WICHITA, KANSAS (WICHITA MUNI)										
78	0.19										
79		16524	17061	16441	560407	2920.33	25.78	2946.24	9.00		
80											
81	OVER-ALL TOTAL: SMALL HUBS	7.94									
82		598559	608738	588536	23393324	70688.62	3106.87	145112.08	3003.54	.14	
83											
84											
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110											
111											
112											

COMMUTERS

The commuter air carrier data were obtained from Commuter Air Carrier submissions of CAB Form 298-C, Schedule T-1, "Report of Revenue Traffic by On-Line Origin and Destination," published in the COMMUTER AIR CARRIER TRAFFIC STATISTICS by the Civil Aeronautics Board (CAB).

Data in this section of Chapter IV include passenger miles flown, tons of mail and cargo carried, annual counts of passenger markets and the number of commuters that carry passengers, and passenger destinations by state of origin. A market is service between two cities.

Commuter carriers reporting activities performed in scheduled service to CAB are not necessarily the same carriers reporting multiengine aircraft data to FAA as indicated in the tables in Chapter V of this publication.

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TABLE 4.12

COMMUTER AIR CARRIERS  
AS OF DECEMBER 31, 1980

AAA - Air Enterprises	Bankair Inc.
AAA - Action Air Carrier	Bar Harbor Airways
Aero Virgin Island Corp.	Bard-Air Corp.
Aeromech Inc.	Bellair
Aerotransit Inc.	Bennington Aviation
Air Atlantic Airlines	Beyer Aviation
Air Bahia	Big Horn Airways
Air Cargo America	Birchwood Air Service
Air Cargo Enterprises	Blackhawk Airways
Air Carolina	Boise Air Service
Air Central Inc.	Brennan and Hargraves
Air Chico	Britt Airlines
Air Express Inc.	Britt Airways
Air Hawaii	Burlington Airways
Air Hawni	Business Aircraft Corp.
Air Illinois	C and M Airlines
Air Miami Inc.	Cape Smythe Air Service
Air Nebraska	Capitol Airlines
Air Nevada	Cardinal Air Virginia
Air North	Caribbean Air Services
Air North Inc.	Cascade Airways
Air Oregon	Catalina Airlines
Air Polynesia Inc.	Catskill Airways
Air Tours	Century Airlines
Air List Commuter	Century Airlines (California)
Airpac	Chalk's Int'l Airline
Airways of New Mexico	Chandler Flyer
Alamo Commuter Airlines	Channel Flying
Alaska Aeronautical Ind.	Chaparral Airlines
Alaska Central Airways	Charlie Hammond's Flying Serv.
All Seasons Air Pacific	Chautauqua Airlines
American Inter-Island	Christman Air System
Amistac Airlines	Clinton Aero Corp.
Andy's Flying Service	Coastal Air Ltd. Southeastern
Antilles Air Boats	Coker Aviation
Aspa Air Inc.	Coleman Air Transport
Aztec Air East	Colgan Airways Corp.
Atlantic Southeast Airlines	Colorado Airlines
Atlantis Airlines	Comair Inc.
Aviation Services	Command Airways

TABLE 4.12 (Continued)

COMMUTER AIR CARRIERS  
AS OF DECEMBER 31, 1980

Commuter Airlines	Golden Carriage Air
Cook Inlet Aviation	Great Plains Airlines
Coral Air Inc.	Green Bay Airways
Corporate Air	Green Hills Aviation
Cosmopolitan Commuter Airline	Green Mountain Airlines
Crawford Aviation	Grognet Flying Service
Crown Airways	Gromer Aviation
Crown Aviation	Gull Air Inc.
Cumberland Airlines	Gunnel Aviation
Decatur Aviation	Harbor Airlines
Desert Airlines	Havasu Airlines
Desert Pacific Airlines	Hawking Inc.
DHL Airlines	Henson Aviation
Dickman Aviation Services	Heussler Air Service
Dorado Wings	Holiday Airlines
Downeast Airlines	Hyannis Aviation
Eagle Aviation	IDFC Industries
Eagle Commuter Airlines	Indo-Pacific International
East Hampton Aire	Inland Empire Airlines
Eastern Caribbean Airways	Island Airlines
Eastern Carolina Aviation	Island Airlines Hawaii
EDE Aire	Jamaire Inc.
EJA/Newport	Jer-Don Air
Emmet County Aviation	L.A.B. Flying Service
Empire Aero Services	Lake State Airways
Empire Airlines	Landlake Aviation
Erie Airways	Las Vegas Airlines
Executive Aviation	Lawrence Aviation
Far West Airlines	Magnum Airlines
Fayetteville Flying Service	Mall Airways
Federal Armored Service	Marco Island Airways
Flamenco Airways	Marshall's Air
Florida and Air South Airlines	Maxair Inc.
Florida Commuter Airlines	Mesaba Airlines
Ford-Aire	Metro Airlines
Freedom Air	Metroplex Airlines
Freedom Airlines	Mid South Commuter
French-Bowen Inc.	Midstate Airlines
Galion Commuter Service	Midway Aviation
Gem Staff Airlines	Montauk Caribbean and
General Aviation	Ocean Reef
Go Flying Inc.	Mountair Home Air Service

TABLE 4.12 (Continued)

COMMUTER AIR CARRIERS  
AS OF DECEMBER 31, 1980

Mountain West Airlines	Roederer Aviation Inc.
Nevada Airlines	Ross Aviation
New England Airlines	Royal American Airways
New Haven Airways	Royal Hawaiian Airways
Nor East Commuter Airlines	Royale Airlines
Northaire	Royale-Air Ltd.
Northern Eagle Aviation	S.S. Airways
Ocean Airways	Saber Aviation
Ocean Reef Airways	Samoan Airlines
Offshore Logistics	San Juan Airlines
Omaha Aviation	Scenic Airlines
Omak Aviation Airlines	Schlick Air Service
Orion Air	Scott Air
P.S. Air Freight	Sea Airmotive
Pacific Island Airways and Island Air	Sedalia, Marshall, Roonville Stage Line
Pearson Aircraft	Semo Aviation
Pee Dee Air Express	Shasta Air
Peninsula Airlines	Shavano Air
Peninsula Airways	Sierra Express
Pennsylvania Commuter Airlines	Silver State Airlines
Perkiomen Airways Ltd.	Simmons Aviation
Permian Airways	Skycraft
Phillips Airlines	Skycraft Inc.
Phoenix Airlines	Skyline Airlines
Pilgrim Aviation and Airlines	Skyway Aviation of Texas
Pioneer Airways	Skywest Aviation
Pocono Airlines	Soonair Lines
Polar Airways	South Central Air Transport
Ponderosa Airlines	South Coast Airways
Precision Valley Aviation	South East Alaska Airlines
Princeton Aviation	South Pacific Island Airways
Princeville Airways	Southern Jersey Airways
Providence Air Charter	Southern Seaplane
Provincetown-Boston Airlines	Springfield Air Service
Puerto Rico International Airlines	Stahmannfarms Inc.
Ransome Airlines	Star Aviation Corp.
Realwest Airlines	Sterling Air Service
Red Carpet Airlines	Suburban Airlines
Richardson Aviation	Sun Aire Lines
Rio Airways	Sun International Airways
Riverside Air Service	Sun West Airlines
Rocky Mountain Airways	Sunbird Airlines

TABLE 4.12 (Continued)

COMMUTER AIR CARRIERS  
AS OF DECEMBER 31, 1980

Sunbird Inc.	Tropics International
Swift Aire Lines	Tuolumne Air Service
Tamara Ranches	Tyff Airlines
Tejas Airlines	U.S. Aviation
Tennessee Airways	Universal Airways
Terre Haute Commuter	Valdez Airlines
Thorson Aviation	Vale International Airlines
Trans Catalina Airlines	VEF Neal Aviation
Trans Commuter Airline	Vieques Air Link
Trans Island Airways	Virgin Air Inc.
Trans Micronesian Airways	Walker's Cay Airlines
Trans Mo Airlines	Westair Commuter Airlines
Trans National Airlines of Hawaii	Western Charter Inc.
Trans Sierra Airlines	Western Star Airlines
Trans Western Airlines of Utah	Wheeler Flying Service
Trans-California Airlines	Will's Air
Transstate Aviation	Wings West Airways
Tri-State Flite Service	Wings West Inc.
40 Mile Air	

Source: "Commuter Air Carrier Traffic Statistics," 12/31/80, Civil Aeronautics Board

TABLE 4.13  
COMMUTER AIR CARRIER REPORTING TO CAB  
SCHEDULED PASSENGER TRAFFIC, DECEMBER 31, 1971 - 1980

YEAR	O&D PASSENGERS (000)	PASSENGER MILES (000)	CARGO (LBS) (000)	MAIL (LBS) (000)	AIRPORTS SERVED	PASSENGER MARKETS	TOTAL MARKETS	COMMUTER CARRYING PASSENGERS	COMMUTER CARRYING CARGO	COMMUTER CARRYING MAIL	CARRIERS REPORTING
1971	4,698	473,242	51,203	100,683	*	1,249	*	130	*	*	160
1972	5,262	528,144	74,573	126,177	643	1,304	*	143	*	*	184
1973	5,688	575,810	92,963	147,796	684	1,244	1,751	159	167	78	21b
1974	6,842	708,709	138,279	156,293	736	1,351	1,971	158	165	81	213
1975	6,666	698,473	169,203	164,682	747	1,388	2,027	165	175	90	235
1976	7,305	770,784	216,811	108,597	781	1,412	2,090	174	183	102	252
1977	8,505	946,179	271,242	71,395	764	1,594	2,258	179	171	77	242
1978	10,074	1,116,931	401,638	40,122	819	1,676	2,393	208	189	59	258
1979	11,054	1,324,267	182,613	13,341	824	2,105	2,450	227	174	49	257
1980	10,865	1,300,404	190,279	1,6101	816	2,087	2,502	240	193	66	286

\* NO FIGURES AVAILABLE.

SOURCE: "COMMUTER AIR CARRIER TRAFFIC STATISTICS," 12/31/80, CIVIL AERONAUTICS BOARD

NOTE: "MARKETS" MEANS SERVICE BETWEEN TWO POINTS.

TABLE 4.14  
PASSENGERS DESTINATION BY STATE OF ORIGIN  
FOR CALENDAR YEAR 1980

STATE OF ORIGIN	50 STATES AND U.C.			INTERNATIONAL		
	PASSENGERS	PASSENGER - MILES (MIL.)	NO. OF MARKETS	PASSENGERS	PASSENGER - MILES (MIL.)	NO. OF MARKETS
ALABAMA	13,343	1.6	15	--	--	--
ALASKA	231,093	22.0	133	--	--	1
ARIZONA	289,209	49.8	64	11	--	--
ARKANSAS	239,409	47.5	66	--	--	16
CALIFORNIA	645,885	92.2	167	7,329	2.0	--
COLORADO	333,358	47.1	53	--	--	5
CONNECTICUT	317,095	41.9	64	1,782	4.5	--
DELAWARE	--	--	--	--	--	--
DISTRICT OF COLUMBIA	675,965	84.6	52	--	--	--
FLORIDA	328,110	38.1	67	77,786	11.6	11
GEORGIA	--	--	--	--	--	--
DISTRICT OF COLUMBIA	675,965	84.6	52	--	--	--
FLORIDA	328,110	38.1	67	77,786	11.6	11
GEORGIA	108,516	17.8	27	--	--	--
HAWAII	252,255	20.7	63	--	--	--
IDAHO	94,250	18.2	50	--	--	--
ILLINOIS	594,520	85.1	85	--	--	--
INDIANA	252,591	34.6	19	--	--	--
IOWA	3,227	.6	18	--	--	--
KANSAS	74,654	5.8	11	--	--	--
KENTUCKY	45,413	6.9	11	--	--	--
LOUISIANA	188,836	31.3	46	--	--	--
MAINE	172,806	36.0	58	1,146	2	10
MARYLAND	319,329	28.4	36	--	--	--
MASSACHUSETTS	588,765	71.2	65	4,884	1.4	2
MICHIGAN	136,959	23.6	31	--	--	--
MINNESOTA	14,175	2.1	16	--	--	--
MISSISSIPPI	38,807	5.5	10	--	--	--
MISSOURI	251,641	30.0	82	--	--	--
MONTANA	124	*	3	--	--	--
NEBRASKA	32,984	6.8	33	--	--	--
NEVADA	272,689	47.1	27	--	--	--
NEW HAMPSHIRE	107,229	9.6	25	2	*	1
NEW JERSEY	443,444	48.9	75	11	--	7
NEW YORK	1,177,786	158.4	230	2,216	.4	--
NORTH CAROLINA	167,721	22.4	86	--	--	--
NORTH DAKOTA	2,872	.5	18	--	--	--
OHIO	270,773	32.6	34	--	--	--
OKLAHOMA	79,972	13.1	34	--	--	--
OREGON	211,200	38.6	100	--	--	--
PENNSYLVANIA	1,940,792	194.7	109	--	--	--
RHODE ISLAND	123,924	14.3	16	--	--	--
SOUTH CAROLINA	42,944	5.6	45	--	--	--
SOUTH DAKOTA	598	*	9	--	--	--
TENNESSEE	168,781	31.2	60	--	--	--
TEXAS	1,072,260	40.2	139	877	*	2
UTAH	52,574	9.2	29	--	--	--
VERMONT	37,244	5.6	26	--	--	--
VIRGINIA	198,592	32.0	66	--	--	--
WASHINGTON	351,156	45.5	137	572	*	1
WEST VIRGINIA	137,386	14.9	22	--	--	--
WISCONSIN	39,191	7.6	26	--	--	--
WYOMING	63,135	16.0	15	--	--	--
TOTAL U.S.	9,224,194	1,167.2	1,932	96,616	--	--
TOTAL U.S. TERRITORIES	--	--	--	2,216,831	162.5	104
TOTAL FOREIGN	--	--	--	542,353	47.0	90
TOTAL - ALL	9,224,194	1,167.2	N/A	2,655,800	229.6	N/A

\* FIGURE ROUNDED TO LESS THAN 1 MILLION

NOTE: "MARKETS" MEANS SERVICE BETWEEN TWO POINTS.

SOURCE: "COMMUTER AIR CARRIER TRAFFIC STATISTICS," 12/31/80, CIVIL AERONAUTICS BOARD

TABLE 4.15  
DOMESTIC INTERCITY PASSENGER-MILES BY MODE OF TRAVEL AND CLASS OF SERVICE: 1971 THROUGH 1980  
(IN MILLIONS)

Mode and Class	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980
TOTAL	1,207,341	1,277,070	1,323,770	1,232,924	1,285,379	1,363,218	1,433,920	1,518,125	1,529,721	1,494,783
TOTAL COMMON CARRIER	136,341	148,070	157,770	161,924	162,379	176,218	188,020	213,625	241,821	231,383
SCHEDULED AIR CARRIER <sup>1</sup>	106,438	118,138	126,317	128,425	131,728	145,271	156,610	182,669	208,856	200,047
REGULAR SERVICE COACH SERVICE	19,370	21,956	25,564	24,502	23,622	24,400	25,441	29,665	41,853	37,447
96,182	102,753	103,823	108,106	120,871	131,169	153,004	167,003	167,003	162,600	
CLASS I LINE-HAUL RAILWAYS <sup>2</sup>	4,403	4,332	5,053	5,799	5,251	5,847	5,710	5,556	6,365	4,436
FIRST-CLASS SERVICE COACH SERVICE	516	520	583	613	502	570	524	467	489	419
3,887	3,812	4,470	5,186	4,749	5,277	5,186	5,089	5,089	5,876	4,017
MOTOR CARRIERS <sup>3</sup> CLASS I, II, III	25,500	25,600	26,400	27,700	25,400	25,106	25,700	25,400	26,600	26,900
PRIVATE AUTOMOBILES	1,071,000	1,129,000	1,166,000	1,071,000	1,123,000	1,187,000	1,245,900	1,304,500	1,287,900	1,263,400
PERCENT AIR TO TOTAL	8.8	9.3	9.5	10.4	10.3	10.6	10.9	12.0	13.7	13.4
PERCENT AIR TO TOTAL COMMON CARRIER	78.1	79.8	80.1	79.3	81.1	82.4	83.3	85.5	86.4	86.5
PERCENT TOTAL RAIL TO AIR	4.1	3.7	4.0	4.5	4.0	4.0	3.6	3.0	3.0	2.2
PERCENT FIRST-CLASS RAIL TO TOTAL AIR	0.5	0.4	0.5	0.5	0.4	0.4	0.3	0.3	0.2	0.2

1 SCHEDULED OPERATIONS OF DOMESTIC TRUNK AND LOCAL SERVICE CARRIERS.

2 INCLUDES PULLMAN COMPANY AND EXCLUDES COMMUTATION.

3 EXCLUDES INTRASTATE AND OTHER LOCAL MOVEMENTS.

SOURCE: INTERSTATE COMMERCE COMMISSION, BUREAU OF ECONOMICS; BUREAU OF ACCOUNTS AND STATISTICS, CAB; AND TRANSPORTATION FACTS AND TRENDS, JULY 1980.

## V. U.S. CIVIL AIR CARRIER FLEET

U.S. air carrier fleet data shown in this chapter were developed from monthly Aircraft/Engine Utilization Reports submitted by air carrier operators. The aircraft population shown in this chapter is not an inventory of the aircraft owned by the air carriers but represents the aircraft actually used by the air carrier fleet during December 1980.

The air carrier fleet size shown for 1979 is significantly larger than that for 1978. This increase is partly due to the deregulation of the airlines under the Airline Deregulation Act of 1978 and the associated entry of new carriers. The increase is also due to revised FAA reporting requirements. Beginning in 1979 multi engine aircraft in scheduled passenger and cargo service of the commuter air taxis must be reported as being in air carrier service. The first year these aircraft were counted as air carrier aircraft was 1979. A new class of air carrier was also created in 1979--the all cargo air service operators (Section 418). In the past these operators were classified as air taxi and aircraft used in the service were counted in the air taxi group.

TABLE 5.1

COMPOSITION OF U.S. AIR CARRIER FLEET BY TYPE OF AIRCRAFT:  
DECEMBER 1971 through 1980

Year	Total	Fixed-wing Aircraft					Rotary-Wing Aircraft		
		Total Fixed- Wing	Turbine			Piston	Total Rotary- Wing	Turbine	Piston
			Total	Turbojet	Turboprop				
1971	2,642	2,628	2,482	2,132	350	146	14	11	3
1972	2,583	2,569	2,436	2,118	318	133	14	11	3
1973	2,599	2,586	2,449	2,145	304	137	13	10	3
1974	2,472	2,462	2,344	2,078	266	118	10	10	---
1975	2,495	2,488	2,374	2,114	260	114	7	7	---
1976	2,492	2,487	2,384	2,139	245	103	5	4	1
1977	2,473	2,470	2,402	2,168	234	68	3	3	---
1978	2,545	2,542	2,477	2,237	240	65	3	3	---
1979	3,609	3,608	3,053	2,486	566	556	1	1	---
1980	3,805	3,803	3,208	2,526	682	595	2	2	---

Note: Includes only those aircraft used during the last quarter. 1971-1978 does not include aircraft operated by air taxi operators who hold authority to operate aircraft over 12,500 pounds, turbojet aircraft under blanket authority, or aircraft operated by air travel clubs.

Beginning in 1979 data also includes large aircraft operated by air taxis, air travel clubs, and all cargo air service operators, and multi-engine aircraft in passenger operations of commuters.

TABLE 5.2  
TOTAL AIRCRAFT IN OPERATION BY THE U.S. AIR CARRIER FLEET BY TYPE  
OF CARRIER AND BY TYPE OF AIRCRAFT: DECEMBER 1979 and 1980

Type of Aircraft	All Air Carriers	1979	1980	Certified Route Air Carriers	1979	1980	Supplemental Air Carriers	1979	1980	Commercial Operators	1979	1980	Air Taxi Operators	1979	1980	Computer Operators	1979	1980	All Cargo Operators	1979	1980	Air Travel Clubs	1979	1978
Total Aircraft	3,609	3,805	2,466	2,505	70	148	118	24	352	135	495	835	93	146	15	15	12							
Fixed wing--total	3,608	3,803	2,466	2,505	70	148	118	24	351	133	495	835	93	146	15	15	12							
Turbine-powered--total	3,053	3,208	2,460	2,499	63	132	71	15	192	66	178	384	74	100	15	15	12							
Turbojet--total	2,486	2,526	2,308	2,336	39	59	15	8	52	29	—	—	9	60	76	12	9							
4-engine	511	436	455	373	26	40	14	8	2	—	—	—	4	8	7	6	4							
3-engine	1,256	1,347	1,232	1,311	9	12	—	—	—	—	—	—	—	15	24	—	—	—						
2-engine	719	743	621	652	4	7	1	—	—	50	29	—	5	37	45	6	5							
Turboprop--total	566	682	152	163	24	73	56	7	140	37	177	375	14	24	3	3	3							
4-engine	80	92	9	13	23	55	31	4	—	—	—	—	5	8	9	9	3							
2-engine	486	590	143	150	1	18	25	3	140	37	172	367	5	15	—	—	—							
1-engine	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—							
Piston-powered--total	556	595	6	6	2	16	47	9	159	67	318	451	19	46	—	—	—							
4-engine	59	73	4	6	3	16	39	3	6	4	4	24	3	20	—	—	—							
3-engine	1	—	—	—	—	—	—	—	—	—	—	—	1	—	—	—	—							
2-engine	496	522	2	—	4	—	—	—	—	—	—	—	—	—	—	—	—							
1-engine	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—							
Rotary-wing--total	1	2	—	—	—	—	—	—	—	—	—	—	1	2	—	—	—							
Turbine-powered	1	2	—	—	—	—	—	—	—	—	—	—	1	2	—	—	—							

TABLE 5.3  
COMPOSITION OF U.S. AIR CARRIER FLEET BY MANUFACTURER  
AND MODEL: 1979 and 1980

Type of Aircraft Number of Engines and Model	1980	1979	Type of Aircraft Number of Engines and Model	1980	1979
Total Aircraft	<u>3,805</u>	<u>3,609</u>	Hamburger-Flugzenbau HFB320	---	4
Fixed-wing--total	<u>3,803</u>	<u>3,608</u>	Israel Aircraft 1123	---	1
Turbine-powered--total	<u>3,208</u>	<u>3,052</u>	Israel Aircraft 1124	1	1
4-engine--total	<u>528</u>	<u>591</u>	Learjet LR23	2	5
Turbojet--total	<u>436</u>	<u>511</u>	Learjet LR24	3	3
Boeing B707	146	175	Learjet LR25	7	6
Boeing B720	3	7	Learjet LR35	3	4
Boeing B747	144	131	Rockwell		
Convair CV22	1	---	International NA265	2	2
Douglas DC8	142	188	Sud Aviation SE210	5	6
Lockheed L1329	---	1	Sud Aviation SN601	3	---
SN Concorde	---	9	Turboprop--total	<u>590</u>	<u>486</u>
Turboprop--total	<u>92</u>	<u>80</u>	Beech BE90	2	3
Lockheed L188	52	52	Beech BE99	87	5
Lockheed L382	20	20	Beech BE200	1	4
Canadair CL44	2	---	Cessna C212	2	---
DeHavilland DHC 7	18	8	Cessna C441	1	---
3-engine--total	<u>1,347</u>	<u>1,256</u>	Convair CV340/440	3	---
Turbojet--total	<u>1,347</u>	<u>1,256</u>	Convair CV580/640	99	105
Boeing B727	1,092	1,029	Convair CV600	17	15
Douglas DC10	153	140	DeHavilland DHC6	107	78
Lockheed L1011	102	87	DeHavilland DHC104	---	2
2-engine--total	<u>1,333</u>	<u>1,205</u>	Embraer EM110	34	4
Turbojet--total	<u>743</u>	<u>719</u>	Fairchild F27	6	3
Airbus A300	19	12	Fairchild FH227	8	22
Boeing B737	220	206	Fokker F27	4	---
British Aircraft BA111	27	28	GAF Nomad N22	9	---
Convair CV30	5	6	Grumman G159	16	15
Dassault MD20	42	44	Handley-Page HP137	15	13
Douglas DC9	394	381	Handley-Page SAHP137	---	3
Fokker F28	5	---	Hawker-Siddeley HS748	2	1
Grumman G1159	5	6	Nihon YS11	22	18
			Nomad N24	---	1
			Nord ND262	18	20
			Nord STC262	4	4
			Short SC7	2	---
			Short SD330	---	21
			Short SD3	34	---
			Swearingen SA26	---	1
			Swearingen SA226	100	65

TABLE 5.3 (Continued)  
COMPOSITION OF U.S. AIR CARRIER FLEET BY MANUFACTURER  
AND MODEL: 1979 and 1980

Type of Aircraft Number of Engines and Model	1980	1979	Type of Aircraft Number of Engines and Model	1980	1979
Piston-powered--total	<u>595</u>	<u>556</u>	Cessna C421	1	---
4-engine--total	<u>73</u>	<u>59</u>	Cessna C500	5	4
Douglas DC4	5	4	Cessna C404	20	17
Douglas DC6	41	46	Cessna C411	1	1
Lockheed L1049	---	1	Cessna C414	1	2
Canadair C44	---	1	Convair CV240	4	3
DeHavilland DHC114	27	7	Convair CV 340/440	23	22
2-engine--total	<u>522</u>	<u>497</u>	Curtiss-Wright C46	13	12
Aero Commander AC500	3	1	DeHavilland DHC4	1	1
Aero Commander AC680	3	2	Dornier DO28	1	1
Beech BE18	13	26	Douglas DC3	68	90
Beech BE55	2	3	Fairchild C82	2	2
Beech BE58	3	---	Grumman G21	6	1
Beech BE65	1	2	Grumman G73	4	---
Beech BE80	2	1	Martin M404	14	20
Beech BE95	1	1	Piper PA23	26	20
Beech STC-18	5	---	Piper PA30	2	2
Britten-Norman BN2A	31	11	Piper PA31	126	122
Britten-Norman BN28	---	1	Piper PA34	12	10
Cessna C310	7	11	Piper PA44	1	1
Cessna C337	---	2	Piper PA600	1	4
Cessna C340	2	2	Rotary-wing--total	2	1
Cessna C401	2	---	Turbine-powered--total	2	1
Cessna C402	115	93	Kawasaki KV107	2	1

TABLE 5.4  
TOTAL FLIGHT TIME BY TYPE OF AIRCRAFT IN THE U.S. AIR  
CARRIER FLEET: 1979 and 1980

Type of Aircraft Number of Engines and Model	Hours		Type of Aircraft Number of Engines and Model	Hours	
	1979	1980		1979	1980
Total Aircraft	<u>7,551,821</u>	<u>8,225,476</u>	Hamburger-Flugzeuge HF320	2,363	1,310
Total Fixed-wing	<u>7,549,598</u>	<u>8,225,106</u>	Israel Aircraft IL1123	318	39
Turbine-powered--total	<u>7,325,224</u>	<u>7,740,667</u>	Israel Aircraft IL1124	155	209
4-engine--total	<u>1,649,600</u>	<u>1,380,627</u>	Learjet LR23	631	1,658
Turbojet--total	<u>1,503,771</u>	<u>1,221,940</u>	Learjet LR24	1,173	1,160
Boeing B707	539,189	359,112	Learjet LR25	3,905	4,041
Boeing B720	18,310	1,124	Learjet LR35	4,031	1,700
Boeing B747	482,550	529,314	Learjet LR36	63	---
Convair CV22	91	71	Rockwell International NA265	1,179	589
Douglas DC8	462,053	331,417	Sud Aviation SE210	4,959	5,966
Lockheed L1329	589	487	Sud Aviation SN 601	---	1,600
SN Concorde	989	415	Turboprop--total	<u>512,096</u>	<u>949,448</u>
Turboprop--total	<u>145,829</u>	<u>158,687</u>	Beech BE200	2,100	886
Canadair CL44	---	2,155	Beech BE90	459	537
DeHavilland DHC7	8,905	31,472	Beech BE99	45,309	171,475
Lockheed L188	81,280	69,217	Beech BE 100	---	255
Lockheed L382	55,644	55,843	Cessna C212	675	637
3-engine--total	<u>3,519,847</u>	<u>3,693,218</u>	Cessna C441	---	107
Turbojet--total	<u>3,519,847</u>	<u>3,693,218</u>	Convair CV580	140,759	137,907
Boeing B727	2,870,352	2,949,274	Convair CV600	16,348	20,529
Douglas DC10	377,434	441,576	Convair CV640	12,744	11,450
Lockheed L1011	272,061	302,368	DeHavilland DHC6	59,679	167,282
2-engine--total	<u>2,155,777</u>	<u>2,666,822</u>	DeHavilland DHC104	130	1,268
Turbojet--total	<u>1,643,681</u>	<u>1,717,374</u>	Embraer EMB110	614	36,468
Airbus A300	23,843	43,703	Fairchild F27	5,177	3,441
Boeing B737	470,075	522,556	Fairchild F227	31,926	17,134
British Aircraft BA111	75,807	65,194	Fokker F27	---	5,196
Cessna C500	680	3,773	GAF Nomad N22	---	5,546
Convair CV30	2,092	1,437	Grumman G159	12,294	14,273
Dassault MD20	47,796	33,823	Hawker-Siddeley HS748	2,087	2,564
DeHavilland DH125	198	---	Handley-Page HP137	6,179	25,982
Douglas DC9	1,001,148	1,023,200	Handley-Page SAHP137	2,962	---
Fokker F28	---	2,642	Nihon YS11	43,798	37,280
Grumman G1159	3,265	2,774	Nomad N24	51	---
			Nord ND262	41,134	35,724
			Nord STC262	9,510	9,133
			Short SC7	---	489
			Short SD330	27,671	---
			Short SD3	---	66,606

TABLE 5.4 (Continued)  
TOTAL FLIGHT TIME BY TYPE OF AIRCRAFT IN THE U.S. AIR  
CARRIER FLEET: 1979 and 1980

Type of Aircraft Number of Engines and Model	Hours		Type of Aircraft Number of Engines and Model	Hours	
	1979	1980		1979	1980
Swearingen SA226	50,436	177,240	Dornier DO28	16	400
Swearingen SWSA26	54	39	Douglas DC8	69,964	32,749
Piston-Powered--Total	<u>224,374</u>	<u>484,439</u>	Fairchild C82	1,957	2,127
4-engine--total	<u>45,472</u>	<u>70,295</u>	Grumman G21	154	3,474
Canadair C44	465	---	Grumman G44	---	---
DeHavilland DHC114	---	39,110	Grumman G73	---	3,662
Douglas DC4	5,934	3,150	Martin M404	12,659	7,604
Douglas DC6	31,006	28,035	Piper PA23	1,073	9,996
Lockheed L1049	8,067	---	Piper PA30	22	281
2-engine-total	<u>178,548</u>	<u>415,670</u>	Piper PA31	25,751	120,618
Aero Commander AC680	166	892	Piper PA34	1,157	8,569
Aero Commander AC500	104	1,503	Piper PA44	25	938
Beech BE18	3,222	7,521	Piper PA600AS	2,223	7,596
Beech BE55	416	961	Rotary-wing-total	<u>2,223</u>	<u>370</u>
Beech BE58	99	827	Turbine-powered--total	<u>2,223</u>	<u>370</u>
Beech BE65	286	1,160	Bell Helicopter HB205A	542	---
Beech BE76	---	123	Bell Helicopter HB212	87	---
Beech BE80	455	3,002	Kawasaki KV107	392	370
Beech BE95	32	57	Sikorsky S61	1,202	---
Beech STC18	---	2,769	* 1979 includes 6,729,921 hours for Certificated Route Air Carriers; 170,624 hours for Supple- mental Carriers; 130,113 hours for Commercial Carriers; 263,559 hours for Air Taxi, and 153,725 hours for commuters; 5,007 hours for Air Travel Club and 98,868 for All Cargo Carriers.		
Boeing B95	---	48	1980 includes 6,746,818 hours for Certified Route Air Carriers; 237,829 hours for supplemental Carriers; 18,228 hours for Commercial Carriers; 92,015 hours for Air Taxi; 989,800 hours for Commuters; 4,155 hours for Air Travel Clubs and 136,631 hours for all Cargo Carriers.		
Britten-Norman BN2A	2,380	21,239			
Britten-Norman BN28	100	1,407			
Cessna C310	1,157	2,857			
Cessna C337	38	129			
Cessna C340	244	499			
Cessna C401	165	630			
Cessna C402	23,818	120,892			
Cessna C404	2,877	22,260			
Cessna C411	51	470			
Cessna C414	94	655			
Cessna C421	---	573			
Cessna C500	680	3,773			
Convair CV240	2,067	3,633			
Convair CV340/440	16,784	13,744			
Curtiss-Wright CW46	8,708	4,673			
DeHavilland DHC4	529	91			
DeHavilland DHC104	109	1,268			

TABLE 5.5

TOTAL AIRCRAFT IN CERTIFICATED ROUTE AIR CARRIER OPERATIONS  
BY CARRIER AND BY ENGINE TYPE: DECEMBER 1950

Air Carrier Group and Carrier	Total all Carriers	Turbojet				Turboprop			Piston		
		Total Turbojet	4-engine	3-engine	2-engine	Total Turboprop	4-engine	2-engine	Total Piston	4-engine	2-engine
Total	2,505	2,336	373	1,311	652	163	13	150	6	6	—
Trunk Carriers--total	1,645	1,645	281	1,171	193	—	—	—	—	—	—
American	271	271	78	193	—	—	—	—	—	—	—
Braniff	110	110	17	93	—	—	—	—	—	—	—
Continental	70	70	—	70	—	—	—	—	—	—	—
Delta	217	217	19	157	41	—	—	—	—	—	—
Eastern	272	272	—	178	94	—	—	—	—	—	—
Northwest	117	117	29	88	—	—	—	—	—	—	—
Trans World	194	194	77	117	—	—	—	—	—	—	—
United	322	322	61	219	42	—	—	—	—	—	—
Western	72	72	—	56	16	—	—	—	—	—	—
Local Service											
Carriers--total	642	482	—	53	429	157	10	147	3	3	—
Air California	16	16	—	—	16	—	—	—	—	—	—
Air Florida	26	26	—	1	25	—	—	—	—	—	—
Air Illinois	8	—	—	—	—	8	—	8	—	—	—
Air Midwest, Inc.	15	—	—	—	—	15	—	15	—	—	—
Air New England	16	—	—	—	—	16	—	16	—	—	—
Air Wisconsin	18	—	—	—	—	18	5	13	—	—	—
Altair	14	3	—	—	3	11	—	11	—	—	—
Aspen	10	—	—	—	—	10	—	10	—	—	—
Frontier	62	42	—	—	42	20	—	20	—	—	—
Golden Gate	21	—	—	—	—	21	5	16	—	—	—
Midway	8	8	—	—	8	—	—	—	—	—	—
Ozark	39	39	—	—	39	—	—	—	—	—	—
Pacific Southwest	24	24	—	23	1	—	—	—	—	—	—
Piedmont	48	42	—	6	36	6	—	6	—	—	—
Republic	153	133	—	10	123	20	—	20	—	—	—
Royal American	1	—	—	—	—	1	—	1	—	—	—
Southwest	23	23	—	—	23	—	—	—	—	—	—
Swift Aire	10	—	—	—	—	7	—	7	3	3	—
Texas International	33	33	—	—	33	—	—	—	—	—	—
U.S. Air, Inc.	53	93	—	13	80	—	—	—	—	—	—
Wright	4	—	—	—	—	4	—	4	—	—	—
Alaska-Hawaii											
Carriers--total	33	27	—	—	27	6	3	3	—	—	—
Aloha	8	8	—	—	8	—	—	—	—	—	—
Hawaiian	9	9	—	—	9	—	—	—	—	—	—
Reeve Aleutian	6	—	—	—	—	6	3	3	—	—	—
Wien Air Alaska	10	10	—	—	10	—	—	—	—	—	—
International and Territorial Passenger/ Cargo--total	135	135	48	87	—	—	—	—	—	—	—
Alaska	10	10	—	10	—	—	—	—	—	—	—
Pan Am World	125	125	48	77	—	—	—	—	—	—	—
Scheduled Air Cargo Carriers--total	50	47	44	—	3	—	—	—	3	3	—
Airlift Interna- tional	8	8	8	—	—	—	—	—	—	—	—
Flying Tiger Line	36	36	36	—	3	—	—	—	3	3	—
Jetway Inc.	6	3	—	—	—	—	—	—	—	—	—

TABLE 1.6

AIRCRAFT IN OPERATION BY CERTIFICATED ROUTE AIR CARRIERS, BY MANUFACTURER AND MODEL  
DECEMBER 31, 1971 through 1980\*

Aircraft Make and Model	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980
Total	2,389	2,361	2,361	2,244	2,267	2,271	2,234	2,348	2,466	2,505
Turbojet--4-engine--										
total	847	768	712	594	561	533	500	465	455	373
Boeing 707	359	337	315	281	264	240	244	198	170	135
Boeing 720	106	56	44	30	23	18	15	10	2	—
Boeing 747	104	105	109	108	97	104	107	115	130	141
Concorde	—	—	—	—	—	—	—	—	9	—
Convair 880	41	41	37	—	—	—	—	—	—	—
Douglas DC8	236	227	207	180	177	171	154	142	144	97
Lockheed L1019	1	1	—	—	—	—	—	—	—	—
Turbojet--3-engine--										
total	651	738	844	893	961	992	1,035	1,140	1,232	1,311
Boeing 727	638	662	710	724	765	793	836	931	1,014	1,070
Douglas DC10	13	59	86	103	121	122	122	127	131	139
Lockheed L1011	—	17	48	66	76	77	77	82	87	102
Turbojet--2-engine--										
total	530	522	500	501	500	518	529	579	621	652
Airbus A300	—	—	—	—	—	—	2	6	12	19
BAC111	58	58	31	36	30	31	31	30	28	27
Boeing 737	133	134	134	136	133	138	141	173	201	214
Dassault MD20	5	1	—	—	—	—	—	—	—	—
Douglas DC9	334	329	335	329	337	349	355	370	376	306
Fokker F28	3	—	—	—	—	—	—	—	—	3
Learjet LR 23	—	—	—	—	—	—	—	—	2	2
Learjet LR24	—	—	—	—	—	—	—	—	1	1
Learjet LR25	—	—	—	—	—	—	—	—	1	—
Turboprop--4-engine--										
total	28	22	20	17	16	21	6	9	9	13
DeHavilland DHC7	—	—	—	—	—	—	—	—	3	10
Lockheed L188	24	19	19	17	16	21	6	9	6	3
Lockheed L382	4	3	1	—	—	—	—	—	—	—
Turboprop--2-engine--										
total	258	236	218	184	177	159	150	146	143	130
Beach BE99	5	1	—	—	3	3	—	—	—	5
Convair CV580/640	115	110	105	89	69	69	68	60	59	55
Convair 600	22	25	24	16	19	12	8	8	4	5
DeHavilland DHC6	8	13	9	8	21	18	14	13	16	14
Fairchild FH227	48	32	31	33	29	27	22	23	21	6
Fairchild FH27	34	29	24	15	10	7	4	5	1	3
Hawker-Siddeley HS7	—	—	—	—	—	—	—	—	—	2
Handley Page HP 137	—	—	—	—	—	—	—	—	—	2
Mihon YS11	21	22	23	21	23	23	23	19	12	9
Nord ND262	—	—	—	—	—	—	5	9	—	10
Pilatus PC6A, 6B	3	—	—	—	—	—	—	—	—	—
Short SC7	2	2	2	2	3	—	—	—	—	—
Short SHD30	—	—	—	—	—	—	—	—	—	—
Sweatringen SA226	—	—	—	—	—	—	6	8	29	39
Piston--4-engine--total	4	3	3	1	1	2	—	—	4	6
Canadair CL44	1	—	—	—	—	—	—	—	—	—
Douglas DC6, 6A, 6B	3	3	3	1	1	2	—	—	4	3
DeHavilland DH114	—	—	—	—	—	—	—	—	—	3
Piston--2-engine--total	46	47	36	32	37	31	11	6	2	—
Piston--1-engine--total	11	13	15	12	7	10	—	2	—	—
Helicopters--total	14	14	13	10	7	5	3	3	—	—

\*Aircraft not used in air carrier operations, such as those used for crew training and general utility purposes and aircraft held for disposal are excluded.

TABLE 5.7  
AIRCRAFT IN OPERATION BY SUPPLEMENTAL CARRIERS, BY  
CARRIER, AND BY ENGINE TYPE: DECEMBER 31, 1980

Name of Carrier	Total Aircraft	Turbojet			Turboprop			Piston		
		Total Turbojet	4-engine	3-engine	Total Turboprop	4-engine	2-engine	Total Piston	4-engine	2-engine
Total	148	59	40	12	73	55	18	16	16	—
Air Berlin, USA	5	5	4	—	1	—	—	—	—	—
Alaska Int'l Air Inc.	5	—	—	—	—	5	5	—	—	—
American Eagle Airline	2	2	2	—	—	—	—	—	—	—
Capitol International Airways	8	8	8	—	—	—	—	—	—	—
Check Air	2	—	—	—	—	2	—	2	—	—
Evergreen Interna-tional Airlines	16	10	5	—	5	6	6	—	—	—
Great American Airways	1	1	—	—	1	—	—	—	—	—
Rich International Airways	7	1	1	—	—	2	—	2	4	4
San Diego Padre Air Travel	1	1	—	1	—	—	—	—	—	—
Trans America Airlines	34	14	11	3	—	20	20	—	—	—
World Airways	9	9	1	8	—	—	—	—	—	—
Zantop Int'l Airlines	58	8	8	—	—	38	24	14	12	12

TABLE 5.8

AIRCRAFT IN OPERATION BY SUPPLEMENTAL CARRIERS,  
BY MANUFACTURER AND MODEL:  
DECEMBER 1979 - 1980

Aircraft Make and Model	1979	1980
Total . . . . .	70	148
Turbojet--total . . . . .	39	59
4-engine . . . . .	26	40
Boeing B707 . . . . .	—	6
Boeing B747 . . . . .	1	3
Douglas DC8 . . . . .	25	31
3-engine . . . . .	9	12
Boeing B727 . . . . .	—	1
Douglas DC10 . . . . .	9	11
2-engine . . . . .	4	7
Boeing B737 . . . . .	4	5
Douglas DC9 . . . . .	—	1
Learjet LR24 . . . . .	—	1
Turboprop--total . . . . .	24	73
4-engine . . . . .	23	55
Lockheed L188 . . . . .	11	38
Lockheed L382 . . . . .	12	17
2-engine . . . . .	1	18
Beech STC18 . . . . .	2	2
Convair CV640 . . . . .	14	14
Curtiss Wright C46 . . . . .	—	2
Fairchild FH227 . . . . .	1	—
Piston--total . . . . .	7	16
4-engine . . . . .	3	16
Douglas DC6 . . . . .	3	16
2-engine . . . . .	4	—
Convair CV240 . . . . .	2	—
Curtiss Wright CW46 . . . . .	2	—

TABLE 5.9  
AIRCRAFT IN OPERATION BY COMMERCIAL OPERATORS, BY CARRIER,  
AND BY ENGINE TYPE: DECEMBER 1980  
(Large Aircraft Only)

Name of Carrier	Turbojet			Turboprop			Piston			
	Total Aircraft	Total Turbojet	4-engine	2-engine	Total Turboprop	4-engine	2-engine	Total Piston	4-engine	2-engine
Total	24	8	8	—	7	4	3	9	3	6
Academy Airlines	4	—	—	—	—	—	—	4	—	4
Aero America, Inc.	1	1	1	—	—	—	—	—	—	—
Air Distribution, Inc.	1	—	—	—	—	—	—	1	1	—
Air Helicopter	2	—	—	—	2	—	2	—	—	—
Air Resorts	1	—	—	—	—	—	—	1	—	1
Bluebell Aviation	1	—	—	—	1	1	—	—	—	—
Central America International, Inc.	1	1	1	—	—	—	—	—	—	—
Challenge Air Transport, Inc.	3	—	—	—	—	—	—	3	2	1
Fairways Corp.	1	—	—	—	—	1	—	—	—	—
Global Int. Airways Corp.	3	3	3	—	—	—	—	—	—	—
Intercontinental Airways	3	3	3	—	—	—	—	—	—	—
Southern Air Transport Inc.	3	—	—	—	3	3	—	—	—	—

TABLE 5.10

AIRCRAFT IN OPERATION BY COMMERCIAL OPERATORS, BY MANUFACTURER  
AND MODEL: DECEMBER 31, 1978, 1979, AND 1980  
(LARGE AIRCRAFT ONLY)

Aircraft Make and Model	1978	1979	1980
Total Aircraft	<u>123</u>	<u>118</u>	<u>24</u>
Turbojet -- total	<u>18</u>	<u>15</u>	<u>8</u>
4-engine	<u>18</u>	<u>14</u>	<u>8</u>
Boeing B707	<u>3</u>	<u>4</u>	<u>3</u>
Boeing B720	<u>4</u>	<u>—</u>	<u>1</u>
Convair CV22	<u>—</u>	<u>—</u>	<u>1</u>
Douglas DC8	<u>10</u>	<u>9</u>	<u>3</u>
Lockheed L1329	<u>1</u>	<u>1</u>	<u>—</u>
2-engine	<u>—</u>	<u>1</u>	<u>—</u>
Boeing 737	<u>—</u>	<u>—</u>	<u>—</u>
Douglas DC9	<u>—</u>	<u>1</u>	<u>—</u>
Turboprop -- total	<u>52</u>	<u>56</u>	<u>7</u>
4-engine	<u>32</u>	<u>31</u>	<u>4</u>
Canadair CL44	<u>—</u>	<u>—</u>	<u>1</u>
Lockheed L188	<u>24</u>	<u>23</u>	<u>—</u>
Lockheed	<u>8</u>	<u>8</u>	<u>3</u>
2-engine	<u>20</u>	<u>25</u>	<u>3</u>
Convair CV580	<u>2</u>	<u>2</u>	<u>2</u>
Convair CV640	<u>14</u>	<u>14</u>	<u>—</u>
DeHavilland DHC6	<u>—</u>	<u>2</u>	<u>—</u>
Fairchild F27	<u>2</u>	<u>2</u>	<u>—</u>
Grumman G159	<u>1</u>	<u>1</u>	<u>—</u>
Handley Page HP137	<u>—</u>	<u>3</u>	<u>—</u>
Hawker Siddley HS748	<u>1</u>	<u>1</u>	<u>—</u>
Piston -- Total	<u>53</u>	<u>47</u>	<u>9</u>
4-engine	<u>39</u>	<u>39</u>	<u>3</u>
Canadair, Ltd. C44-D4	<u>—</u>	<u>1</u>	<u>—</u>
Douglas 4	<u>36</u>	<u>1</u>	<u>1</u>
Douglas 6	<u>—</u>	<u>36</u>	<u>2</u>
Douglas 7	<u>1</u>	<u>—</u>	<u>—</u>
Lockheed 1049	<u>2</u>	<u>1</u>	<u>—</u>
2-engine	<u>14</u>	<u>8</u>	<u>6</u>
Convair CV440	<u>—</u>	<u>—</u>	<u>—</u>
Curtiss-Wright C46	<u>5</u>	<u>4</u>	<u>1</u>
DeHavilland DHC4	<u>2</u>	<u>—</u>	<u>—</u>
Fairchild C82	<u>2</u>	<u>2</u>	<u>—</u>
Martin M404	<u>3</u>	<u>—</u>	<u>—</u>
Douglas 3	<u>2</u>	<u>2</u>	<u>5</u>

TABLE 5-11

TOTAL AIRCRAFT IN OPERATION BY COMMUTER AIR TAXI OPERATORS, BY  
BY CARRIER, AND BY ENGINE TYPE: DECEMBER 1980  
(MULTI-ENGINE AIRCRAFT IN PASSENGER OPERATIONS ONLY)

NAME OF CARRIER	TOTAL ALL AIRCRAFT	TURBOJET		TURBOPROP		PISTON	
		4-ENGINE	2-ENGINE	4-ENGINE	2-ENGINE	4-ENGINE	2-ENGINE
TOTAL	835	4	2	8	362	24	422
AERO MECH, INC.	10	---	---	---	10	---	---
AIR BAHAI	6	---	---	---	---	---	6
AIR CHICO	2	---	---	---	---	---	2
AIR HAWAII	5	---	---	---	---	---	5
AIR HAWAII CORP.	3	---	---	---	---	---	3
AIRLIFT ASSOCIATES	2	---	---	---	---	---	2
AIR MAIMI, INC.	9	---	---	---	---	1	8
AIR NEBRASKA, INC.	2	---	---	---	1	---	1
AIR NEVADA AIRLINES	9	---	---	---	1	---	8
AIR NORTH	6	---	---	---	---	---	6
AIR NORTH, INC.	7	---	---	---	7	---	---
AIR OREGON	10	---	---	---	6	---	4
AIR U.S.	4	---	---	---	3	---	1
AIR VFTORS AIRWAYS, INC.	4	---	---	---	---	---	4
AIR VIRGINIA	4	---	---	---	4	---	---
AKLAND HELICOPTERS	1	---	---	---	---	---	1
ALASKA AERO IND., INC.	5	---	---	---	5	---	---
ALASKA CENTRAL AIRWAYS, INC.	1	---	---	---	1	---	---
ANTILLES AIR BOATS, INC.	6	---	---	---	---	---	6
ARCTIC CIRCLE AIR SVC., INC.	2	---	---	---	1	---	1
ATLANTIC AIRLINES, INC.	9	---	---	---	5	---	6
ATLANTIC SOUTHEAST	2	---	---	---	2	---	---
BANKAIR, INC.	3	---	---	---	---	---	5
BARD AIR CORPORATION	2	---	---	---	---	---	2
BAR HARBOUR AIRLINES	14	---	---	---	14	---	---
BIG SKY AIRLINES	7	---	---	---	4	---	3
BRENNAN & HARGRAVES	2	---	---	---	---	---	2
BRITT AIRLINES	11	---	---	---	11	---	---
BRITT AIRWAYS	2	---	---	---	2	---	---
CAPE SMYTHE AIR SERVICE	3	---	---	---	3	---	---
CAPITOL AIR SERVICE	6	---	---	---	1	---	5
CASCADE AIRWAYS, INC.	15	---	---	---	15	---	---
CATSKILL AIRWAYS	3	---	---	---	---	---	5
CENTURY AIRLINES	6	---	---	---	2	---	4
CHANNEL FLYING, INC.	3	---	---	---	---	---	3
CHAPARRAL AIRLINES	7	---	---	---	4	---	5
CHAUTAUQUA AIRLINES	6	---	---	---	6	---	---
COCHISE AIRLINES, INC.	8	---	---	---	3	---	5
COMMAND AIRWAYS, INC.	5	---	---	---	5	---	---
COMMUTER AIRLINES	16	---	---	---	8	---	8
CORAL AIR, INC.	4	---	---	---	5	---	1
LUMBERLAND AIRLINES	7	---	---	---	1	---	6
DANBERRY AIRWAYS, INC.	5	---	---	---	1	---	4
DESERT PACIFIC	1	---	---	---	---	---	1
DORADO WINGS, INC.	16	---	---	---	3	---	15

TABLE 5.11 (CONTINUED)

TOTAL AIRCRAFT IN OPERATION BY COMMUTER AIR TAXI OPERATORS, BY  
BY CARRIER, AND BY ENGINE TYPE: DECEMBER 1980  
(MULTI-ENGINE AIRCRAFT IN PASSENGER OPERATIONS ONLY)

NAME OF CARRIER	TOTAL ALL AIRCRAFT	TURBOJET		TURBOPROP		PISTON	
		4-ENGINE	2-ENGINE	4-ENGINE	2-ENGINE	4-ENGINE	2-ENGINE
EAGLE AIRLINES	2	—	—	—	—	—	2
EMERALD AIRLINES	1	—	—	—	1	—	—
EMMETT COUNTY AVIATION	1	—	—	—	—	—	1
EMPIRE AIRLINES	10	—	2	—	5	—	3
EVERGREEN HELICOPTER	7	—	—	—	7	—	—
FISCHER BROS. AVIATION	4	—	—	—	2	2	—
FLAMENCO AIRWAYS	3	—	—	—	—	—	5
FLORIDA COMMUTER AIRLINES	2	—	—	—	—	—	2
FRONTIER FLYING SERVICE	3	—	—	—	—	—	5
GO FLYING, INC.	2	—	—	—	—	—	2
GOLDEN WEST AIRLINES	16	—	—	1	15	—	—
GREAT SIERRA AIRLINES	4	—	—	—	—	—	4
GREAT WESTERN AIRLINES	2	—	—	—	2	—	—
GREEN HILLS AVIATION	2	—	—	—	—	—	2
GULF AIR TRANSPORT	5	—	—	—	2	—	5
GULL AIR, INC.	5	—	—	—	—	—	5
HENSON AVIATION	10	—	—	1	9	—	—
HEUSSLER AIR SERVICE CORP.	1	—	—	—	—	—	1
HOLIDAY AIRLINES	1	—	—	—	—	—	1
HYANNIS AVIATION	1	—	—	—	—	—	1
IMPERIAL COMMUTER AIRLINES	8	—	—	—	5	—	3
INLAND EMPIRE AIRLINES	7	—	—	—	4	—	5
ISLAND AVIATION, INC.	2	—	—	—	2	—	—
JAMAIRE, INC.	6	—	—	—	—	—	6
KODIAK WESTERN ALASKA	1	—	—	—	1	—	—
L.A.B. FLYING SERVICE	5	—	—	—	—	—	3
LAS VEGAS AIRLINES	11	—	—	—	—	—	11
MALL AIRWAYS	5	—	—	—	1	—	4
MESABA AVIATION	1	—	—	—	—	—	—
METRO AIRLINES	21	—	—	—	21	—	—
METROPLEX AIRLINES	2	—	—	—	—	—	2
MICHIGAN PENINSULA AIRWAYS	2	2	—	—	—	—	—
MID CONTINENT	2	—	—	—	—	—	2
MID STATE AIRLINES	4	—	—	—	4	—	—
MID SOUTH AIRLINES, INC.	2	—	—	—	2	—	—
MISSISSIPPI VALLEY	12	—	—	—	12	—	—
MONTAUK CARIBBEAN AIRWAYS	3	—	—	—	1	—	2
MOUNTAIN HOME AIR SERVICE	1	—	—	—	—	—	1
MOUNTAIN WEST AIRLINES	5	—	—	—	2	—	1
MUNZ NORTHERN AIRLINES, INC.	9	—	—	—	—	—	9
NEW ENGLAND AIRLINES, INC.	2	—	—	—	—	—	2
NEW HAVEN AIRWAYS	6	—	—	—	2	—	4
NEW YORK AIRLINES	3	—	3	—	—	—	—
NOREAST COMMUTER AIRLINES	2	—	—	—	—	—	2
PENINSULA AIRWAYS, INC.	2	—	—	—	—	—	2
PHILLIPS AIRLINES	6	—	—	—	—	—	6
PILGRIM AIRLINES	9	—	—	—	9	—	—

TABLE 5.11 (CONTINUED)

TOTAL AIRCRAFT IN OPERATION BY COMMUTER AIR TAXI OPERATORS, BY  
BY CARRIER, AND BY ENGINE TYPE: DECEMBER 1980  
(MULTI-ENGINE AIRCRAFT IN PASSENGER OPERATIONS ONLY)

NAME OF CARRIER	TOTAL ALL AIRCRAFT	TURBOJET		TURBOPROP		PISTON	
		4-ENGINE	2-ENGINE	4-ENGINE	2-ENGINE	4-ENGINE	2-ENGINE
PIONEER AIRWAYS	5	---	---	---	5	---	---
POCONO AIRLINES	5	---	---	---	5	---	---
MONTEREY AVIATION & AIRLINE	1	---	---	---	---	1	---
PRECISION AIRLINES	12	---	---	---	4	---	8
PRICEVILLE AIRWAYS	2	---	---	---	2	---	---
PROVIDENCE CHARTER, INC.	3	---	---	---	---	3	---
PROVINCETOWN BOSTON AIR	36	---	---	---	3	---	33
PUERTO RICO INT'L AIRLINES	20	---	---	---	---	20	---
RANSOME AIRLINES	15	---	---	3	12	---	---
RIO AIRWAYS	20	---	---	---	20	---	---
ROCKY MOUNTAIN AIRWAYS	6	---	---	3	3	---	---
ROSS AVIATION, INC.	2	---	---	---	2	---	---
ROYALE AIRLINE, INC.	9	---	---	---	9	---	---
ROYAL HAWAIIAN AIR SERVICE	16	---	---	---	---	16	---
SCENIC AIRMOTIVE, INC.	28	---	---	---	---	28	---
SCOTTSDALE CHARTER, INC.	5	---	---	---	---	5	---
SEA AIRMOTIVE	13	---	---	---	13	---	---
SEMO AVIATION INC.	3	---	---	---	---	1	2
SILVER STATE AIRLINES, INC.	4	---	---	---	2	---	2
SIMMONS AVIATION	3	---	---	---	---	3	---
SIX RIVERS AIR SERVICE	1	---	---	---	---	1	2
SKYWAYS, INC.	12	---	---	---	10	---	2
SKY WEST AVIATION	8	---	---	---	3	---	5
SMB STAGE LINES	10	---	---	---	7	---	5
SOONAIR LINES	3	---	---	---	---	3	5
SOUTH CENTRAL AIR, INC.	3	---	---	---	---	3	5
SOUTHEAST SKYWAYS	2	---	---	---	---	2	2
SOUTHERN NEVADA AIRLINES	5	---	---	---	---	5	---
SOUTH PACIFIC ISLAND AIRWAYS	2	---	---	---	2	---	---
STAHHMANN FARMS	2	---	---	---	---	2	2
SUN AIRLINES	5	---	---	---	5	---	---
SUNBIRD AIRLINES, INC.	10	---	---	---	---	10	---
SUN INTERNATIONAL AIRWAYS	4	---	---	---	---	---	---
SUNLAND AIRLINES	2	2	---	---	---	---	---
SUSQUEHANNA AIRLINES	2	---	---	---	---	2	2
TCA HOLDINGS, INC.	2	---	---	---	---	2	2
TEJAS AIRLINES	2	---	---	---	2	---	---
TENNESSEE AIRWAYS, INC.	5	---	---	---	2	---	3
TERRA HAUTE AIRLINES	2	---	---	---	---	2	2
TRANS CENTRAL AIRLINES	5	---	---	---	2	---	5
TRANS MICRONESIAN AIRWAYS	3	---	---	---	3	---	---
TRANS MISSOURI AIRLINES	2	---	---	---	---	2	2

TABLE 5.11 (CONTINUED)

TOTAL AIRCRAFT IN OPERATION BY COMMUTER AIR TAXI OPERATORS, BY  
BY CARRIER, AND BY ENGINE TYPE: DECEMBER 1980  
(MULTI-ENGINE AIRCRAFT IN PASSENGER OPERATIONS ONLY)

NAME OF CARRIER	TOTAL ALL AIRCRAFT	TURBOJET		TURBOPROP		PISTON	
		4-ENGINE	2-ENGINE	4-ENGINE	2-ENGINE	4-ENGINE	2-ENGINE
TRANS WESTERN AIRLINES OF UTAH	6	---	---	---	---	---	6
UNALAKLEET AIR TAXI	4	---	---	---	---	---	1
VALDEZ AIRLINES	4	---	---	---	---	---	4
VIEQUES AIR LINK	3	---	---	---	---	---	5
VIRGIN AIR, INC.	6	---	---	---	---	---	6
WESTAIR	9	---	---	---	---	---	9
WESTERN CHARTER	1	---	---	---	---	---	1
WESTERN YUKON AIR	1	---	---	---	---	---	1
WHEELER AIRLINES, INC.	3	---	---	---	5	---	---
WILLS AIR	3	---	---	---	---	---	5
WINGS WEST, INC.	6	---	---	---	---	---	6
YOSEMITE AIRLINES, INC.	4	---	---	---	---	---	4
ZANTOP AIRWAYS	7	---	---	---	7	---	---

TABLE 5.12

AIRCRAFT IN OPERATION BY COMMUTER AIR TAXI OPERATORS,  
 BY MANUFACTURER AND MODEL: DECEMBER 1980  
 (MULTI-ENGINE AIRCRAFT IN PASSENGER OPERATIONS ONLY)

Aircraft Make and Model	1979	1980
Total . . . . .	<u>495</u>	<u>835</u>
Turbojet--total . . . . .	---	9
4-engine . . . . .	---	4
Douglas DC8 . . . . .	---	4
2-engine . . . . .	---	5
Fokker F28 . . . . .	---	2
Douglas DC9 . . . . .	---	3
Turboprop--total . . . . .	<u>177</u>	<u>375</u>
4-engine . . . . .	5	8
DeHavilland DH7 . . . . .	5	8
2-engine . . . . .	<u>172</u>	<u>367</u>
Beech BE90 . . . . .	3	2
Beech BE99 . . . . .	50	82
Beech BE200 . . . . .	1	1
Cessna C212 . . . . .	---	2
Cessna C441 . . . . .	---	1
Canvair CV580 . . . . .	?	12
Canvair CV600 . . . . .	2	10
DeHavilland DH6 . . . . .	56	90
DeHavilland DH104 . . . . .	1	---
Embraer EM 110 . . . . .	4	34
Fairchild F27 . . . . .	---	1
Fairchild FH227 . . . . .	---	2
Fokker F27 . . . . .	---	1
GAF Nomad N22 . . . . .	---	9
GAF Nomad N24 . . . . .	1	---
Grumman G159 . . . . .	---	9
Handley-Page HP137 . . . . .	8	8
Nord ND 262 . . . . .	9	8
Nord STC 262 . . . . .	4	4
Short SD3 . . . . .	---	29
Short SC7 . . . . .	---	2
Short SD 330 . . . . .	7	---
Swearingen SA26 . . . . .	1	---
Swearingen SA226. . . . .	23	61
Piston--total . . . . .	<u>318</u>	<u>451</u>
4-engine . . . . .	4	24
DeHavilland DH114 . . . . .	4	24

TABLE 5.13

TOTAL AIRCRAFT IN OPERATION BY AIR TAXI OPERATORS,  
BY CARRIER, AND BY ENGINE TYPE: DECEMBER 1980  
(LARGE AIRCRAFT ONLY)

Name of Carrier	Total all Aircraft	Turbojet		Turboprop	Piston		Helicopter
		4-engine	2-engine		4-engine	2-engine	
Total	135	—	29	37	4	63	2
Aero-Dyne Corp.	4	—	—	—	—	4	—
Aero Transit	4	—	—	—	—	4	—
Aero Virgin Island	4	—	—	—	—	4	—
Air Cargo American	1	—	—	—	—	1	—
Air Vacations Inc.	1	—	—	—	—	1	—
Air Tours, Inc.	3	—	—	—	—	3	—
American Cyanamid Co.	2	—	2	—	—	—	—
American Inter-Island	5	—	—	—	—	5	—
Apollo Airways, Inc.	5	—	—	5	—	—	—
Basler Flight Service	5	—	—	—	1	4	—
Caribbean Air Service	4	—	—	—	—	4	—
Century Airlines	4	—	—	—	—	4	—
Chrysler Corp.	2	—	2	—	—	—	—
Columbia Helicopters	2	—	—	—	—	—	2
Crystal Shamrock	2	—	—	—	—	2	—
DHL Cargo	4	—	—	—	3	1	—
Executive Air Fleet	6	—	6	—	—	—	—
Florida Airlines	2	—	—	—	—	2	—
Florida Airmotive	2	—	—	—	—	2	—
Global Air Enterprises	1	—	1	—	—	—	—
International Air Service	3	—	3	—	—	—	—
Interstate Airlines	9	—	—	9	—	—	—
Jet Executive International	2	—	2	—	—	—	—
Jet Fleet Corp.	1	—	1	—	—	—	—
Jimesair Aviation Service	1	—	—	—	—	1	—
Kahili Airlines and Swift	2	—	—	—	—	2	—
Key Airlines	5	—	—	—	—	5	—
Mannion Air Charter	2	—	—	—	—	2	—
Merk Norman Cosmetics Aviation	1	—	—	—	—	—	—
Orien Air Inc.	2	—	—	2	—	—	—
Pinehurst Airlines	5	—	—	5	—	—	—
Priester Aviation Service	2	—	—	2	—	—	—
Red Carpet Flying Service	3	—	—	—	—	3	—
Rhodes Aviation Inc.	1	—	—	—	—	1	—
Sierra Pacific Airlines	4	—	—	4	—	—	—
Speedbird Acft & Consolidated Airways	2	—	—	2	—	—	—
Southern Flyer	4	—	—	—	—	4	—
Stevens Beechcraft	2	—	2	—	—	—	—
Suburban Airlines Inc.	6	—	—	6	—	—	—
Thunderbird Airways	8	—	8	—	—	—	—
Trans Florida Airlines	1	—	—	—	—	1	—
Tropic Air Limited	1	—	—	—	—	1	—
Viking International	2	—	—	2	—	—	—
Vero Monmouth Airlines	2	—	—	—	—	2	—
Windstar Aviation	1	—	1	—	—	—	—

TABLE 5.14  
AIRCRAFT IN OPERATION BY AIR TAXI OPERATORS BY  
MANUFACTURER AND MODEL: December 1978 through 1980  
(LARGE AIRCRAFT ONLY)

Aircraft Make and Model	1978	1979	1980	Aircraft Make and Model	1978	1979	1980
Total Aircraft	<u>337</u>	<u>352</u>	<u>135</u>	DeHavilland DH6	—	4	3
Fixed-wing--total	<u>337</u>	<u>351</u>	<u>133</u>	DeHavilland DH104	—	1	—
Turbojet--total	<u>96</u>	<u>52</u>	<u>29</u>	Fairchild FH27	—	3	—
4-engine--total	—	—2	—	Grumman G159	7	14	6
Boeing B720	—	—1	—	Handley-Page HP137	—	5	5
Boeing B707	—	—1	—	Nihon YS11	—	6	5
3-engine--total	<u>9</u>	—	—	Nord ND262	20	11	—
Boeing B727	<u>9</u>	—	—	Short SD330	4	13	—
2-engine--total	<u>87</u>	<u>50</u>	<u>29</u>	Short SD3	4	—	5
Cessna C500	—	4	—	Swearingen SA226	—	13	—
Dassault MD20	<u>45</u>	<u>12</u>	<u>10</u>	Piston--total	<u>133</u>	<u>159</u>	<u>67</u>
DeHavilland DH125	1	—	—	4-engine--total	5	6	4
Douglas DC9	1	—	—	Douglas DC4	2	—	1
Grumman G1159	6	6	5	Douglas DC6	2	3	3
Hamburger/Flugzenbau HR320	6	4	—	DeHavilland DH114	—	3	—
Israel Aircraft 1123	1	1	—	2-engine--total	<u>177</u>	<u>153</u>	<u>63</u>
Israel Aircraft 1124	1	1	1	Beech BE18	—	—	1
Learjet LR23	1	3	—	Cessna C402	—	1	—
Learjet LR24	—	2	1	Convair CV240	2	1	1
Learjet LR25	<u>13</u>	<u>5</u>	<u>7</u>	Convair CV340/440	22	15	12
Learjet LR35	8	4	3	Curtiss-Wright CW46	5	6	6
Rockwell Int'l NA265	4	2	2	DeHavilland DH4	1	1	1
Sud Aviation SE210	—	6	—	Douglas DC3	<u>130</u>	<u>77</u>	<u>38</u>
Turboprop--total	<u>58</u>	<u>140</u>	<u>37</u>	Martin M404	16	20	3
4-engine--total	7	—	—	Piper PA23	—	3	—
DeHavilland DHC7	1	—	—	Piper PA31	—	10	—
Lockheed L188	6	—	—	Piper 600AS	—	11	1
2-engine--total	<u>51</u>	<u>140</u>	<u>37</u>	1-engine--total	1	—	—
Beech B99	—	35	—	Cessna C210	1	—	—
Beech B200	—	3	—	Rotary Wing--total	—	1	2
Convair CV580	12	23	11	Turbine--total	—	1	2
Convair CV600	4	9	2	Kawasaki KV107	—	1	2

TABLE 5.15

TOTAL AIRCRAFT IN OPERATION BY ALL CARGO AIR SERVICE OPERATORS,  
BY CARRIER, AND BY ENGINE TYPE: DECEMBER 1980  
(LARGE AIRCRAFT ONLY)

Name of Carrier	Total all Engines	Turbojet			Turboprop			Piston		
		4-engine	3-engine	2-engine	4-engine	2-engine	4-engine	2-engine	4-engine	2-engine
Total	<u>146</u>	<u>7</u>	<u>24</u>	<u>45</u>	<u>9</u>	<u>15</u>	<u>20</u>	<u>26</u>		
Aero Union Corp.	2	—	—	—	—	—	2	—	—	—
Airborn Express Inc.	21	—	—	8	—	8	—	5	—	—
Air Express Int'l Airlines Inc.	1	—	—	—	1	—	—	—	—	—
Airgo	1	—	—	—	—	—	—	1	—	1
Bo-S-Aire Corp.	8	—	—	—	—	—	—	—	—	7
Combs Freight air:	8	—	—	—	—	—	—	—	—	8
Federal Express	61	—	—	24	37	—	—	—	—	—
Fleming Int'l Airways	9	1	—	—	8	—	—	—	3	2
Northern Air Cargo	5	—	—	—	—	—	—	—	5	—
Pacific Alaska Airlines	7	—	—	—	—	—	2	—	—	—
Rosenbaum Aviation	6	6	—	—	—	—	—	—	—	—
Summit Airlines	5	—	—	—	—	—	5	—	—	—
Trans Continental Airlines	12	—	—	—	—	—	—	9	—	3

TABLE 5.16

AIRCRAFT IN OPERATION BY ALL CARGO AIR SERVICE  
 OPERATORS, BY MANUFACTURER AND MODEL:  
 DECEMBER 1979-1980  
 (LARGE AIRCRAFT ONLY)

Aircraft Make and Model	1979	1980
Total . . . . .	<u>93</u>	<u>146</u>
Turbojet--total . . . . .	<u>60</u>	<u>76</u>
4-engine . . . . .	8	<u>7</u>
Douglas DC8 . . . . .	8	<u>7</u>
3-engine . . . . .	<u>15</u>	<u>24</u>
Boeing B727 . . . . .	15	21
Douglas DC10 . . . . .	---	3
2-engine . . . . .	<u>37</u>	<u>45</u>
Boeing B737 . . . . .	5	5
Dassault MD20 . . . . .	32	32
Sud Aviation SE210. . . . .	---	5
Sud Aviation SN601. . . . .	---	3
Turboprop--total . . . . .	<u>14</u>	<u>24</u>
4-engine . . . . .	<u>9</u>	<u>9</u>
Lockheed L188 . . . . .	9	8
Canadair CL44 . . . . .	---	1
2-engine . . . . .	<u>5</u>	<u>15</u>
Convair CV580 . . . . .	5	5
Ninon YS11. . . . .	---	8
Fairchild F27 . . . . .	---	2
Piston--total . . . . .	<u>19</u>	<u>46</u>
4-engine . . . . .	3	<u>20</u>
Douglas DC4 . . . . .	3	3
Douglas DC6 . . . . .	---	17
2-engine . . . . .	<u>16</u>	<u>26</u>
Beech BE18 . . . . .	---	2
Cessna C500 . . . . .	---	5
Convair CV440 . . . . .	7	8
Curtis Wright C46 . . . . .	---	3
Douglas DC 3 . . . . .	9	6
Fairchild C82 . . . . .	---	2

TABLE 5.17

AIRCRAFT IN OPERATION BY AIR TRAVEL CLUBS BY  
CARRIER AND BY ENGINE TYPE:  
DECEMBER 1980

Name of Carrier	Total Aircraft	Turbojet		Turboprop
		4-engine	2-engine	4-engine
Total	12	4	5	3
Atlanta Skylarks	1	1	—	—
Emerald Shillelagh	—	—	—	—
Chowder and Marching Society, Inc.	1	—	—	1
Jet Set Travel Club	1	1	—	—
Nomads	2	—	1	1
Ports of Call Travel Club	7	-2	4	1

TABLE 5.18

AIRCRAFT IN OPERATION BY TRAVEL CLUBS, BY  
 MANUFACTURER AND MODEL:  
 DECEMBER 1979-1980  
 (LARGE AIRCRAFT ONLY)

Aircraft Make and Model	1979	1980
Total . . . . .	<u>15</u>	<u>12</u>
Turbojet--total . . . . .	<u>12</u>	<u>9</u>
4-engine . . . . .	<u>6</u>	<u>4</u>
Boeing B707	--	2
Boeing R720 . . . . .	4	2
Douglas DC8 . . . . .	2	—
2-engine . . . . .	<u>6</u>	<u>5</u>
Convair CV30 . . . . .	6	5
Turboprop--total . . . . .	<u>3</u>	<u>3</u>
4-engine . . . . .	<u>3</u>	<u>3</u>
Lockheed L188 . . . . .	3	3

## VI. U.S. CIVIL CARRIER OPERATING DATA

The air carrier data contained in this chapter were obtained from the following sources published by the Bureau of Accounts and Statistics at the Civil Aeronautics Board:

Financial Data--Air Carrier Financial Statistics, published quarterly.

Traffic Data--Air Carrier Traffic Statistics, published monthly.

Supplemental Carrier Data--Air Carrier Analytic Charts and Supplemental Carrier Statistics, published quarterly.

Starting with the year 1970, data contained herein for domestic operations are compiled on a 50-states basis.

TABLE 6-1  
TRAFFIC DATA, ALL (SCHEDULED AND NONSCHEDULED) SERVICES OF THE CERTIFICATED ROUTE AIR CARRIERS:  
1979 AND 1980

TRAFFIC CATEGORY	Total All Services		Total Domestic Service		Total International/Territorial Service	
	1980	1979(R)	1980	1979(R)	1980	1979(R)
REVENUE PASSENGER-MILES Flown (000)	260,415,949	269,719,032	203,177,154	212,701,145	57,238,795	57,017,887
AVAILABLE SEAT-MILES (000)	439,064,035	425,410,815	349,133,831	337,667,763	89,930,204	87,745,052
REVENUE PASSENGER ENPLANEMENTS (000)	299,746	320,595	274,823	295,238	24,923	25,357
REVENUE TON-MILES Flown (000)*	33,566,302	34,550,921	24,588,642	25,676,129	8,977,674	8,874,792
PASSENGER	26,041,673	26,971,038	20,317,540	21,269,242	5,724,133	5,701,796
FREIGHT	6,123,295	6,298,997	3,264,087	3,410,831	2,859,208	2,800,091
EXPRESS	55,949	56,194	53,929	55,356	2,120	838
U.S. MAIL	1,312,910	1,206,298	941,828	850,546	371,082	355,752
FOREIGN MAIL	23,611	18,387	2,484	2,079	21,127	16,308
REVENUE AIRCRAFT-MILES Flown (000)	2,869,451	2,859,138	2,499,997	2,471,401	369,454	387,737

(R) Revised

\*DETAILS MAY NOT ADD TO TOTAL DUE TO ROUNDING..

TABLE 6.2

REVENUE AIRCRAFT DEPARTURES, MILES AND HOURS FLOWN, AND AVERAGE SPEED IN ALL  
DOMESTIC SERVICES OF THE CERTIFIED ROUTE AIR CARRIERS: 1971 - 1980

YEAR	REVENUE AIRCRAFT DEPARTURES*	REVENUE AIRCRAFT MILES FLOWN (000)	REVENUE AIRCRAFT HOURS FLOWN	AVERAGE AIRBORNE SPEED (MILES PER HOUR)
1971	4,690,869	2,003,878	4,949,458	405
1972	4,737,343	1,999,530	4,944,515	404
1973	4,820,409	2,097,883	5,185,453	405
1974	4,449,633	1,938,041	4,820,918	402
1975	4,456,146	1,947,660	4,826,355	404
1976	4,598,152	2,051,614	5,047,504	406
1977	4,798,591	2,161,952	5,296,101	408
1978	4,874,565	2,249,102	5,449,292	413
1979	5,214,142	2,468,490	6,077,815	406
1980	5,191,932	2,499,997	6,165,345	405

\* REVENUE AIRCRAFT DEPARTURES FIGURES PRIOR TO 1977 DO NOT INCLUDE NONSCHEDULED SERVICES.

TABLE 6.3

REVENUE AIRCRAFT DEPARTURES, MILES AND HOURS FLOWN, AND AVERAGE SPEED IN ALL INTERNATIONAL/TERRITORIAL SERVICE OF THE CERTIFICATED ROUTE AIR CARRIERS: 1971 - 1980

YEAR	REVENUE AIRCRAFT DEPARTURES*	REVENUE AIRCRAFT MILES FLOWN (000)	REVENUE AIRCRAFT HOURS FLOWN	AVERAGE AIRBORNE SPEED (MILES PER HOUR)
1971	308,065	373,980	776,467	482
1972	309,095	376,346	783,581	480
1973	314,168	457,840	947,824	483
1974	276,468	412,830	856,782	482
1975	248,564	377,033	781,003	483
1976	236,067	368,070	762,131	484
1977	323,205	363,088	745,575	487
1978	301,802	359,260	735,334	489
1979	251,708	387,465	787,748	492
1980	237,118	369,454	747,033	495

\* REVENUE AIRCRAFT DEPARTURES FIGURES PRIOR TO 1977 DO NOT INCLUDE NON-SCHEDULED SERVICE.

TABLE 6.4  
TOTAL TON-MILES AVAILABLE IN ALL SERVICES OF THE  
UNITED STATES AIR CARRIERS: 1971 - 1980  
(THOUSANDS OF TON-MILES)

YEAR	TOTAL AVAILABLE TON-MILES	CERTIFIED ROUTE AIR CARRIERS			SUPPLEMENTAL AIR CARRIERS
		TOTAL	DOMESTIC SERVICES	INTERNATIONAL/ TERRITORIAL SERVICES	
1971	49,584,516	47,255,550	33,994,418	13,261,132	2,328,966
1972	50,867,516	48,680,473	34,877,554	13,802,919	2,187,043
1973	53,966,336	51,443,758	37,371,558	14,072,200	2,522,978
1974	51,153,441	48,941,526	35,565,908	13,375,618	2,211,915
1975	51,215,945	49,288,695	36,511,214	12,777,481	1,927,250
1976	53,521,569	51,708,842	38,819,097	12,889,745	1,812,727
1977	56,775,493	54,789,077	41,412,289	13,375,788	1,986,416
1978	58,907,436	56,869,894	43,557,208	13,312,686	2,037,542
1979(R)	64,359,580	62,545,477	47,339,854	15,205,593	1,814,103
1980	66,136,708	64,390,203	48,742,638	15,647,565	1,746,505

(R)REVISED.

TABLE 6.5  
REVENUE TON-MILES FLOWN IN ALL SERVICES BY CERTIFIED ROUTE  
AIR CARRIERS OF THE UNITED STATES: 1971 - 1980  
(THOUSANDS OF TONS)

YEAR	CERTIFIED ROUTE AIR CARRIERS		
	TOTAL*	DOMESTIC OPERATIONS	INTERNATIONAL AND TERRITORIAL OPERATIONS
1971	20,905,968	14,141,786	6,764,182
1972	22,805,371	15,584,558	7,220,813
1973	23,927,657	16,701,015	7,220,642
1974	23,900,208	16,999,202	6,901,006
1975	23,533,743	17,069,474	6,464,269
1976	25,709,152	18,801,891	6,907,261
1977	27,582,374	20,268,464	7,313,910
1978	31,095,184	23,151,995	7,943,189
1979(R)	34,550,392	25,676,130	8,874,792
1980	33,566,303	24,588,632	8,977,671

\*CATEGORIES MAY NOT ADD TO TOTAL DUE TO ROUNDING.

(R)REVISED.

TABLE 6.6

PASSENGER OPERATIONS IN SCHEDULED DOMESTIC SERVICE OF  
CERTIFICATED ROUTE AIR CARRIERS: 1971 - 1980

YEAR	REVENUE PASSENGER ENPLANEMENTS (000)	REVENUE PASSENGER MILES (000)	AVAILABLE SEAT-MILES (000)	REVENUE PASSENGER LOAD FACTOR*	AVERAGE ON-LINE PASSENGER TRIP-LENGTH (MILES)	AVERAGE PASSENGER REVENUE PER PASSENGER-MILES (CENTS)
1971	156,195	106,438,408	221,503,165	48.1	681	6.33
1972	172,452	118,137,978	226,614,145	52.1	685	6.40
1973	183,272	126,317,334	244,699,119	51.6	689	6.63
1974	189,733	129,732,395	233,880,101	55.5	684	7.52
1975	188,746	131,728,492	241,282,125	54.6	698	7.69
1976	206,279	143,271,283	261,247,796	54.8	704	8.16
1977	222,283	156,609,249	280,618,915	55.8	704	8.61
1978	253,957	182,669,238	299,541,841	61.0	719	8.49
1979	292,700(R)	208,890,884(R)	332,796,130(R)	62.8	714	8.93
1980	272,771	200,086,577	345,035,885	58.0	734	11.36

(R)REVISED

\*PERCENT REVENUE PASSENGER-MILES OF AVAILABLE SEAT-MILES.

TABLE 6.7

PASSENGER OPERATIONS IN SCHEDULED INTERNATIONAL AND TERRITORIAL SERVICE OF  
THE CERTIFICATED ROUTE AIR CARRIERS: 1971 - 1980

YEAR	REVENUE PASSENGER ENPLANEMENTS (000)	REVENUE PASSENGER MILES (000)	AVAILABLE SEAT-MILES (000)	REVENUE PASSENGER LOAD FACTOR (PERCENT)*	AVERAGE ON-LINE PASSENGER TRIP-LENGTH (MILES)	AVERAGE PASSENGER REVENUE PER PASSENGER-MILES (CENTS)
1971	17,474	29,219,294	58,320,186	50.1	1,672	5.08
1972	18,897	34,268,298	60,797,069	56.4	1,813	4.98
1973	18,936	35,639,973	65,897,988	54.1	1,882	5.32
1974	17,725	33,186,199	63,125,961	52.6	1,872	6.39
1975	16,316	31,081,668	61,724,118	50.4	1,905	7.17
1976	17,039	33,716,743	61,573,853	54.8	1,979	7.15
1977	18,043	36,609,570	64,946,986	56.4	2,029	7.61
1978	20,759	44,111,944	69,208,878	63.7	2,125	7.49
1979	24,163(R)	53,132,491(R)	83,330,299(R)	63.8	2,199	7.66
1980	23,978	54,093,567	86,130,554	62.8	2,256	8.87

(R)REVISED

\*PERCENT REVENUE PASSENGER-MILES OF AVAILABLE SEAT-MILES.

TABLE 6.8

REVENUE AIRCRAFT-MILES FLOWN IN ALL SERVICES OF CERTIFIED  
 ROUTE AIR CARRIERS: 1971 - 1980  
 (THOUSANDS OF TONS)

YEAR	TOTAL*	DOMESTIC OPERATIONS	INTERNATIONAL/TERRITORIAL OPERATIONS
1971	2,377,858	2,003,878	373,980
1972	2,375,878	1,999,530	376,346
1973	2,448,113	2,057,745	390,369
1974	2,258,188	1,900,584	357,604
1975	2,240,506	1,909,486	331,020
1976	2,319,967	2,001,357	318,610
1977	2,418,645	2,103,798	314,847
1978	2,608,362	2,249,102	359,260
1979(R)	2,859,138	2,471,401	387,737
1980	2,869,451	2,499,997	369,454

\* DETAILS MAY NOT ADD TO TOTAL DUE TO ROUNDING.

(R) REVISED

TABLE 6.9  
U.S. SUPPLEMENTAL AIR CARRIER OPERATIONS: 1977 - 1980

ITEM	1977	1978	*1979(R)	1980
REVENUE AIRCRAFT MILES (000)	62,774	69,946	63,088	56,783
COMMERCIAL	38,306	46,355	42,721	33,022
MILITARY	24,468	23,591	20,367	23,761
REVENUE PASSENGER ORIGINATIONS (000)	2,192	2,951	2,591	1,718
REVENUE PASSENGER MILES (000)	8,199,053	9,999,037	8,956,918	7,235,410
COMMERCIAL	6,647,466	8,297,453	6,912,819	4,878,393
MILITARY	1,551,587	1,701,584	2,044,099	2,357,017
AVAILABLE SEAT-MILES (000)	9,264,160	11,347,569	10,363,568	9,834,132
REVENUE CARGO TON-MILES (000)	384,133	372,650	332,119	341,425
COMMERCIAL	159,242	163,516	184,161	155,728
MILITARY	224,891	209,134	147,958	185,643
AVAILABLE TON-MILES	1,812,727	2,037,542	1,814,103	1,746,505
OPERATING REVENUE (\$000)	417,480	529,654	561,913	787,765
TRANSPORT	398,656	506,388	538,271	770,692
CONTRACT AND CHARTER				
COMMERCIAL	291,181	380,155	366,378	376,502
MILITARY	107,237	123,437	135,934	225,491
OTHER	239	2,796	35,959	140,113
OTHER THAN TRANSPORT	18,827	23,262	23,639	17,070
OPERATING EXPENSES (\$000)	418,086	512,465	559,735	779,145
OPERATING PROFIT OR LOSS (\$000)	(-599)	17,195	2,175	8,619
NUMBER OF OPERATORS	7	8	7	14

(R)REVISED.

\*SCHEDULED OPERATIONS BEGAN MAY 1, 1979

TABLE 6.10  
OPERATING REVENUE OF DOMESTIC PASSENGER/CARGO OPERATORS,  
CERTIFIED ROUTE AIR CARRIERS: 1971 - 1980  
(THOUSANDS OF DOLLARS)

YEAR	TOTAL OPERATING REVENUES*		PASSENGER		U.S. MAIL (INCLUDING SUBSIDY)		EXPRESS AND FREIGHT		EXCESS BAGGAGE		OTHER	
	AMOUNT	PERCENT	AMOUNT	PERCENT	AMOUNT	PERCENT	AMOUNT	PERCENT	AMOUNT	PERCENT	AMOUNT	PERCENT
1971	7,701,402	100.0	6,736,350	87.5	224,283	2.9	485,182	6.3	13,562	0.2	242,027	3.1
1972	8,587,996	100.0	7,564,841	88.1	228,051	2.7	541,346	6.3	12,842	0.1	240,936	2.8
1973	9,604,652	100.0	8,379,396	87.3	257,745	2.7	615,099	6.4	14,289	0.1	338,124	3.5
1974	11,448,289	100.0	9,757,503	85.2	259,419	2.3	672,957	5.9	16,581	0.1	741,829	6.5
1975	11,910,894	100.0	10,113,091	84.9	185,336	1.6	696,135	5.8	18,863	0.2	897,469	7.5
1976	13,789,178	100.0	11,855,266	86.0	214,125	1.6	830,051	6.0	22,014	0.2	867,772	6.3
1977	15,690,236	100.0	13,489,111	86.0	277,518	1.7	960,857	6.1	20,913	0.1	941,837	6.1
1978	17,943,472	100.0	15,508,727	86.4	266,826	1.3	1,093,767	6.1	22,900	0.1	1,051,252	5.8
1979(r)	21,336,853	100.0	18,719,830	87.7	328,542	1.5	1,161,845	5.4	27,681	0.1	1,098,939	5.2
1980	26,012,345	100.0	23,068,236	88.7	458,256	1.7	1,204,460	4.6	32,134	0.1	1,264,810	4.9

(R)REVISED.

\*DETAILS MAY NOT ADD TO TOTAL DUE TO ROUNDING.

TABLE 6.11  
OPERATING EXPENSES OF DOMESTIC PASSENGER/CARGO OPERATORS,  
CERTIFICADED ROUTE AIR CARRIERS: 1971 - 1980  
(THOUSANDS OF DOLLARS)

YEAR	AIRCRAFT OPERATING EXPENSES				DEPRECIATION AND AMORTIZATION FLIGHT EQUIPMENT AND OTHER		GROUND AND INDIRECT EXPENSE		NET OPERATING INCOME OR LOSS AMOUNT
	TOTAL OPERATING EXPENSES*	FLIGHT OPERATIONS	Maintenance Equipment	Flight Equipment	AMOUNT	PERCENT	AMOUNT	PERCENT	
AMOUNT	PERCENT	AMOUNT	PERCENT	AMOUNT	PERCENT	AMOUNT	PERCENT		
1971	7,443,222	100.0	2,235,004	30.0	1,124,526	15.2	749,077	10.1	3,334,614
1972	8,096,695	100.0	2,324,560	28.7	1,239,456	15.3	773,823	9.6	3,758,854
1973	9,116,173	100.0	2,605,723	28.6	1,397,007	15.3	834,607	9.2	4,278,836
1974	10,648,991	100.0	3,297,164	31.0	1,499,920	14.1	865,229	8.1	4,986,680
1975	11,781,406	100.0	3,869,405	32.8	1,595,358	13.6	882,569	7.5	5,434,073
1976	13,231,448	100.0	4,401,280	33.3	1,802,164	13.6	920,144	7.0	6,089,859
1977	15,036,431	100.0	5,229,115	34.8	1,986,460	13.2	959,707	6.4	6,861,149
1978	16,948,581	100.0	5,577,201	32.9	2,122,080	12.5	1,213,125	7.2	8,033,173
1979(R)	21,213,615	100.0	7,867,090	37.1	2,421,163	11.4	1,351,777	6.4	9,573,453
1980	26,014,012	100.0	10,847,647	41.7	2,707,935	10.4	1,529,674	5.9	10,922,199
									-1,666

(R)REVISED.

\*DETAILS MAY NOT ADD TO TOTAL DUE TO ROUNDING.

TABLE 6.12  
OPERATING REVENUE OF INTERNATIONAL/TERRITORIAL PASSENGER/CARGO OPERATORS,  
CERTIFICA TED ROUTE AIR CARRIERS: 1971 - 1980  
(Thousands of Dollars)

YEAR	TOTAL OPERATING REVENUES*		PASSENGER		U.S. MAIL (INCLUDING SUBSIDY)		EXPRESS AND FREIGHT		EXCESS BAGGAGE		OTHER	
	AMOUNT	PERCENT	AMOUNT	PERCENT	AMOUNT	PERCENT	AMOUNT	PERCENT	AMOUNT	PERCENT	AMOUNT	PERCENT
1971	2,080,262	100.0	1,483,973	71.4	90,188	4.3	220,553	10.6	15,672	0.8	269,874	12.9
1972	2,280,300	100.0	1,706,512	74.7	77,378	3.4	242,354	10.6	14,459	0.6	243,599	10.7
1973	2,526,878	100.0	1,894,914	75.0	71,366	2.8	268,055	10.6	15,231	0.6	277,314	11.0
1974	2,921,607	100.0	2,121,651	72.6	83,595	2.9	335,704	11.5	20,965	0.7	359,693	12.3
1975	3,063,399	100.0	2,230,081	72.9	89,793	2.9	355,805	11.6	25,476	0.8	362,245	11.8
1976	3,316,136	100.0	2,410,987	72.9	77,620	2.3	382,053	11.5	27,259	0.8	418,217	12.6
1977	3,774,262	100.0	2,785,706	73.8	79,582	2.1	425,296	11.3	20,797	0.6	462,882	12.3
1978	4,331,776	100.0	3,304,992	76.3	82,457	1.9	444,087	10.3	20,020	0.5	480,221	11.1
1979	5,191,458	100.0	4,071,527	78.4	96,251	1.8	529,840	10.2	22,743	0.4	471,297	9.1
1980	6,364,238	100.0	4,798,800	75.4	138,821	2.2	590,894	9.3	24,825	0.4	810,899	12.7

\*DETAILS MAY NOT ADD TO TOTAL DUE TO ROUNDING.

TABLE 6-13  
OPERATING EXPENSES OF INTERNATIONAL/TERRITORIAL PASSENGER/CARGO OPERATORS,  
CERTIFIED ROUTE AIR CARRIERS: 1971 - 1980  
(THOUSANDS OF DOLLARS)

YEAR	TOTAL OPERATING EXPENSES*		AIRCRAFT OPERATING EXPENSES				GROUND AND INDIRECT EXPENSE		NET OPERATING INCOME OR LOSS AMOUNT	
	AMOUNT	PERCENT	FLIGHT OPERATIONS	Maintenance	Flight Equipment	Depreciation and Amortization Flight Equipment and Other	Percent	Amount	Percent	
1971	2,050,095	100.0	573,008	28.2	269,031	12.7	190,220	9.6	1,017,834	50.0
1972	2,233,879	100.0	595,859	26.7	300,476	13.4	211,908	9.5	1,125,635	50.4
1973	2,458,971	100.0	680,521	27.6	316,597	12.9	213,772	8.8	1,248,081	50.7
1974	2,994,713	100.0	1,037,441	34.6	356,187	12.0	213,966	7.1	1,387,119	46.3
1975	3,059,348	100.0	1,050,250	34.3	363,869	11.9	212,456	7.0	1,432,774	46.8
1976	3,182,236	100.0	1,089,387	34.2	368,190	11.6	192,879	6.1	1,531,780	48.1
1977	3,552,189	100.0	1,170,021	32.9	414,486	11.7	238,009	6.7	1,729,672	48.7
1978	4,007,653	100.0	1,210,641	30.2	457,787	11.4	303,424	7.6	2,035,801	50.8
1979(r)	5,105,027	100.0	1,795,279	35.2	520,805	10.2	327,028	6.4	2,461,915	48.2
1980	6,521,824	100.0	2,668,042	41.0	598,375	9.2	375,104	5.8	2,880,303	44.2
										-157,585

(r)REVISED.

\*DETAILS MAY NOT ADD TO TOTAL DUE TO ROUNDING.

## VII. AIRMEN

Statistics pertaining to airmen, both pilot and nonpilot, were obtained from the official airmen certification records maintained by the Airmen Certification and Medical Certification Branches of the Mike Monroney Aeronautical Center at Oklahoma City, Oklahoma. Active pilots are those pilots who hold a pilot certificate and a valid medical certificate.

TABLE 7.1

ESTIMATED ACTIVE PILOT CERTIFICATES HELD: DECEMBER 31, 1971-1980

Category	1971	1972	1973 <sup>3/</sup>	1974	1975	1976	1977	1978	1979	1980
Pilot--total . . . . .	741,009	750,869	714,607	733,728	728,187	744,246	<sup>r/</sup> 783,932	798,833	814,667	827,071
Student . . . . .	186,428	181,477	181,905	180,795	176,978	188,801	<sup>r/</sup> 203,510	204,874	210,180	199,833
Private . . . . .	312,656	321,413	298,921	305,848	305,863	309,005	327,424	337,644	343,276	357,479
Commercial . . . . .	192,409	196,228	182,444	192,425	189,342	187,801	188,763	185,833	182,097	183,442
Airline transport . . .	35,949	37,714	38,139	41,002	42,592	45,072	50,149	55,881	63,652	69,569
Helicopter (only) . . .	7,992	7,987	5,968	5,647	4,932	4,804	4,819	4,874	5,218	6,030
Glider (only) <sup>1/*</sup> . . .	3,571	4,080	4,288	4,824	5,348	5,789	6,208	6,541	6,796	7,039
Lighter-than-air <sup>1/*</sup> . .	2,004	1,970	2,942	3,187	3,132	2,974	3,059	3,186	3,448	3,679
Nonpilot--total . . . .	307,057	<sup>r/</sup> 315,348	304,747	314,394	323,934	334,681	348,584	362,350	377,213	393,486
Mechanic <sup>1/</sup> . . . . .	193,295	201,700	193,337	198,863	205,436	212,303	220,768	228,743	237,611	250,157
Parachute rigger <sup>1/</sup> . .	6,839	7,287	6,941	7,900	8,327	8,718	8,994	9,200	9,381	9,547
Ground instructor <sup>1/</sup> . .	46,145	48,450	46,827	49,249	51,365	53,464	55,717	57,738	59,680	61,550
Dispatcher <sup>1/</sup> . . . . .	5,480	5,637	5,527	5,576	5,741	5,838	5,972	6,161	6,446	6,799
Control tower operator .	26,450	<sup>r/</sup> 23,353	23,250	23,342	23,956	24,584	25,107	25,388	25,232	25,130
Flight navigator . . . .	3,052	2,957	2,636	2,509	2,321	2,214	2,155	2,092	1,994	1,936
Flight engineer . . . . .	25,796	25,964	26,229	26,955	26,788	27,560	29,871	33,028	36,869	38,367
Flight instructor certificates . . . . .	37,760	37,858	36,795	42,418	44,777	46,236	49,362	52,201	54,398	60,440
Instrument ratings <sup>2/</sup> . . .	179,261	187,909	183,969	199,323	203,954	211,364	226,334	236,312	247,096	260,461

Estimated: Data is based on a 27-month criteria for 1980. Past years are based on a 25-month criteria.

\* Glider and lighter-than-air pilots are not required to have a medical examination; however, the totals above represent pilots who received a medical examination.

<sup>1/</sup> Numbers represent all certificates on record. No medical examination required.

<sup>2/</sup> Special ratings shown on pilot certificates, i.e., do not indicate additional certificates.

<sup>3/</sup> The decrease in the number of airmen resulted from a purging of the airmen certification files. During this process, approximately 26,000 duplicates or faulty records were eliminated.

<sup>r/</sup> Revised.

TABLE 7.2

ESTIMATED WOMEN ACTIVELY ENGAGED IN AVIATION: DECEMBER 31, 1971-1980

Category of Certificates Held	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980
Pilot--total . . . . .	31,216	33,001	34,356	36,943	37,934	41,643	47,294	49,874	51,733	52,902
Student . . . . .	16,417	17,053	18,593	19,298	19,600	22,254	25,705	26,354	26,714	26,006
Private . . . . .	12,332	13,391	13,232	14,465	14,952	15,838	17,702	19,267	20,275	21,554
Commercial . . . . .	2,032	2,196	2,083	2,596	2,733	2,857	3,090	3,306	3,618	3,993
Airline transport . . . . .	8t	101	95	116	137	160	193	270	361	480
Helicopter (only) . . . . .	9	10	7	5	11	17	18	17	27	55
Glider (only) 1/* . . . . .	169	201	216	271	301	352	391	433	461	496
Lighter-than-air 1/*. . . . .	169	49	130	192	200	165	195	227	277	318
Nonpilot--total . . . . .	3,413	3,594	3,074	3,471	3,809	4,252	4,716	5,135	5,600	6,111
Mechanic 1/ . . . . .	322	349	284	315	360	422	505	600	695	890
Parachute rigger 1/ . . . . .	470	483	336	495	504	516	535	544	553	562
Ground instructor 1/ . . . . .	2,081	2,166	1,960	2,139	2,249	2,369	2,525	2,682	2,852	3,015
Dispatcher 1/ . . . . .	39	40	39	42	50	55	65	76	105	141
Control tower operator . . . . .	501	556	453	473	638	874	1,044	1,151	1,250	1,332
Flight engineer . . . . .	0	0	2	7	8	16	42	82	145	171
Flight instructor . . . . .	646	664	618	834	945	1,054	1,238	1,458	1,699	2,079

Estimated: Data is based on a 27-month criteria for 1980. Past years are based on a 25-month criteria.

NOTE: Instrument ratings and Flight navigator not reported.

\* Glider and lighter-than-air pilots are not required to have a medical examination; however, the totals above represent pilots who received a medical examination.

TABLE 7.3

## PILOT CERTIFICATES ISSUED, BY CATEGORY: CALENDAR YEARS 1976-1980

Category of Certificates	1976		1977		1978		1979		1980	
	Original Issuances	Additional Ratings								
Pilot--total . . . . .	204,489	39,112	212,331	44,708	216,107 r/	39,959	214,567	41,331	175,235	38,791
Student <sup>1/</sup> . . . . .	129,280	0	138,816	0	137,032 r/	0	135,956	0	102,301	0
Private . . . . .	55,583	12,618	54,657	15,104	58,064	16,048	54,466	16,466	50,458	16,035
Commercial . . . . .	13,577	22,059	11,121	22,806	11,789	17,501	12,627	17,793	12,452	16,015
Airline transport . . . . .	3,869	3,901	5,697	6,229	6,912	5,921	8,981	6,603	7,116	6,289
Helicopter (only) . . . . .	1,064	276	944	328	1,122	267	1,300	283	1,721	272
Glider (only) . . . . .	848	238	792	220	759	188	642	157	583	151
Lighter-than-air . . . . .	268	20	304	21	429	14	595	29	604	29
Nonpilot--total . . . . .	15,069	7,751	16,066	7,267	16,418	6,679	17,895	7,129	17,280	7,275
Mechanic . . . . .	8,501	3,149	9,121	3,307	8,791	3,269	9,697	3,812	11,640	4,254
Parachute rigger . . . . .	454	76	304	36	235	50	201	45	185	50
Ground instructor . . . . .	2,390	707	2,404	729	2,193	574	2,081	513	1,981	570
Dispatcher . . . . .	106	0	161	0	193	0	292	0	351	0
Control tower operator . . . . .	2,382	3,186	1,645	3,008	1,391	2,540	1,109	2,483	1,179	2,286
Flight navigator . . . . .	2	0	16	0	8	1	2	0	9	0
Flight engineer . . . . .	1,234	133	2,415	187	3,607	245	4,513	276	1,935	115
Flight instructor certificates <sup>2/</sup> . . . . .	6,137	4,718	6,352	6,397	5,930	5,375	6,716	6,072	7,188	6,953
Instrument ratings* . . . . .	0	18,155	0	18,764	0	16,265	0	16,651	0	16,123

<sup>1/</sup> Data represents the number processed each year.<sup>r/</sup> Revised.

Note: Additional ratings are entered on current airmen certificates as follows:

Private, commercial, and airline transport pilot--aircraft category, class, and type instrument rating.

Helicopter pilot--instrument and type ratings.

Flight instructor--ratings for each aircraft category in which the holder is qualified, and for instrument flying instruction.

Mechanic--airframe and powerplant ratings.

Parachute rigger--senior or master rigger ratings.

Ground instructor--ratings for each subject in which the holder is qualified to give instruction.

Air traffic control tower operator--junior/minor ratings for airport where holder may control air traffic.

\* Special ratings shown on pilot certificates represented above; not to be added to total.

<sup>2/</sup> Not included in total.

TABLE 7.4

INSTRUMENT RATINGS ISSUED: 1980, 1979, 1976

Class of Certificates	1980	1979	1976	Percent Change 1979-1980
Total--all groups . . . . .	16,123	16,651	18,155	-3
Private pilots--total . . . . .	<u>10,418</u>	<u>10,311</u>	<u>6,686</u>	+1
Private airplane (only) . . . . .	9,714	9,584	6,135	+1
Private airplane, private glider . . . . .	112	128	92	-12
Private airplane, commercial glider . . . . .	6	6	4	0
Private airplane, private helicopter . . . . .	15	20	12	-25
Private airplane, commercial helicopter . . . . .	208	220	194	-5
Private airplane, private glider, private helicopter . . . . .	1	0	0	0
Private airplane, other . . . . .	362	353	249	+3
Commercial pilots--total . . . . .	<u>4,753</u>	<u>5,602</u>	<u>10,793</u>	-15
Commercial airplane (only) . . . . .	3,821	4,646	9,624	-18
Commercial airplane, private glider . . . . .	45	70	125	-36
Commercial airplane, commercial glider . . . . .	56	98	99	-43
Commercial airplane, private helicopter . . . . .	2	2	1	0
Commercial airplane, commercial helicopter . . . . .	810	753	920	-8
Commercial airplane, private glider, commercial helicopter . . . . .	8	4	6	+100
Commercial airplane, commercial glider, commercial helicopter . . . . .	10	23	12	+57
Commercial airplane, other . . . . .	1	6	6	-83
Rotorcraft pilots--total . . . . .	<u>952</u>	<u>738</u>	<u>676</u>	-29
Commercial helicopter . . . . .	927	710	671	+31
Commercial helicopter, airline transport helicopter . . . . .	22	21	3	+ 5
Commercial helicopter, private glider . . . . .	1	4	1	-25
Commercial helicopter, commercial glider . . . . .	2	3	1	-33
Commercial helicopter, other . . . . .	0	0	0	0

TABLE 7.5

ESTIMATED INSTRUMENT RATINGS HELD, BY CLASS OF CERTIFICATES: DECEMBER 31, 1979 AND 1980

Class of Certificates	1979	1980	Percent Change 1979-1980
Total--all groups . . . . .	247,096	260,461	+ 5
Private pilots--total . . . . .	35,528	39,347	+11
Private airplane (only) . . . . .	32,935	36,529	+11
Private airplane, private glider . . . . .	798	849	+ 6
Private airplane, commercial glider. . . . .	68	68	--
Private airplane, private helicopter . . . . .	225	242	+ 8
Private airplane, private glider, private helicopter . . . . .	8	17	+112
Private airplane, commercial helicopter . . . . .	1,471	1,617	+10
Private airplane, private gyroplane . . . . .	2	2	--
Private airplane, private glider, commercial helicopter . . . . .	14	14	--
Private airplane, commercial glider, commercial helicopter . . . . .	6	8	+33
Private airplane, other . . . . .	1	1	--
Commercial pilots--total . . . . .	144,838	147,741	+ 2
Commercial airplane (only) . . . . .	123,205	125,854	+ 2
Commercial airplane, private glider . . . . .	1,760	1,883	+ 7
Commercial airplane, commercial glider . . . . .	3,342	3,377	+ 1
Commercial airplane, private helicopter . . . . .	129	140	+ 8
Commercial airplane, commercial helicopter . . . . .	15,638	15,734	+ 1
Commercial airplane, private glider, commercial helicopter . . . . .	144	138	- 4
Commercial airplane, commercial glider, commercial helicopter . . . . .	549	549	--
Commercial airplane, commercial gyroplane . . . . .	19	18	- 5
Commercial airplane, commercial helicopter, commercial gyroplane . . . . .	27	22	-19
Commercial airplane, commercial gyroplane, commercial glider. . . . .	1	1	--
Commercial airplane, commercial glider, private helicopter . . . . .	10	11	+10
Commercial airplane, commercial gyroplane, commercial helicopter, commercial glider . . . . .	14	14	--
Airline transport pilots--total. . . . .	63,652	69,569	+ 9
Airline transport airline. . . . .	62,976	68,760	+ 9
Airline transport airplane, airline transport helicopter . . . . .	676	809	+20
Rotorcraft pilots--total . . . . .	3,078	3,804	+24
Commercial helicopter. . . . .	3,032	3,759	+24
Airline transport helicopter . . . . .	30	28	- 7
Rotorcraft other . . . . .	16	17	+ 6

Estimated: Data is based on a 27-month criteria for 1980. Past year is based on a 25-month criteria.

TABLE 7.6

ESTIMATED ACTIVE HELICOPTER PILOTS BY CLASS OF CERTIFICATES:

DECEMBER 31, 1980

Class of Certificates	Number of Certificates Held
Total . . . . .	30 085
Private helicopter . . . . .	374
Private gyroplane, private airplane . . . . .	39
Private helicopter, private airplane . . . . .	960
Private helicopter, private airplane, private glider . . . . .	44
Private airplane, commercial gyroplane, commercial helicopter. . . . .	2
Private airplane, private glider, commercial helicopter. . . . .	23
Private gyroplane . . . . .	5
Private airplane, commercial glider, commercial helicopter . . . . .	10
Commercial helicopter . . . . .	5,440
Commercial helicopter, private airplane . . . . .	2,867
Commercial airplane, commercial helicopter. . . . .	18,253
Commercial airplane, private helicopter. . . . .	190
Commercial airplane, private glider, commercial helicopter . . . . .	156
Commercial airplane, commercial glider, commercial helicopter . . . . .	616
Commercial helicopter, private glider . . . . .	9
Commercial helicopter, commercial glider . . . . .	8
Commercial gyroplane, commercial airplane . . . . .	29
Commercial airplane, commercial gyroplane, commercial glider . . . . .	2
Commercial airplane, commercial gyroplane, commercial helicopter . . . . .	27
Commercial airplane, commercial gyroplane, commercial helicopter, commercial glider. . . . .	15
Commercial helicopter, commercial gyroplane . . . . .	2
Commercial airplane, commercial glider, private helicopter	13
Airline transport helicopter . . . . .	192
Airline transport airplane, airline transport helicopter . . . . .	809

Estimated: Data is based on a 27-month criteria.

TABLE 7.7

## ESTIMATED ACTIVE GLIDER PILOTS BY CLASS OF CERTIFICATES:

DECEMBER 31, 1980

Class of Certificates	Number of Certificates Held
Total . . . . .	19,626
Private glider . . . . .	5,878
Private airplane, private glider . . . . .	4,400
Private airplane, commercial glider . . . . .	638
Private airplane, private glider, private helicopter . . . . .	44
Private airplane, private glider, commercial helicopter . . . . .	23
Private airplane, commercial glider, commerical helicopter . . . . .	10
Private glider, commerical airplane . . . . .	2,287
Private glider, commercial airplane, commerical helicopter . . . . .	156
Private glider, commerical helicopter . . . . .	9
Commercial glider . . . . .	1,161
Commercial airplane, commercial glider . . . . .	4,366
Commercial airplane, commercial glider, private helicopter . . . . .	13
Commercial airplane, commercial glider, commercial helicopter . . . . .	616
Commercial helicopter, commercial glider . . . . .	8
Commercial airplane, commercial gyroplane, commercial glider, commercial helicopter . . . . .	15
Commercial airplane, commercial gyroplane, commercial glider . . . . .	2

Estimated: Data is based on a 27-month criteria.

TABLE 7.8  
ESTIMATED ACTIVE HELICOPTER AND GLIDER PILOTS:  
DECEMBER 31, 1976-80

Calendar Year	Total Helicopter Pilots 1/		Total Glider Pilots 2/	
	Number	Percent Change	Number	Percent Change
1980 . . . . .	30,085	+ 4	19,626	+ 3
1979 . . . . .	28,857	- 1	18,973	+ 2
1978 . . . . .	28,890	+ 1	18,610	+ 4
1977 . . . . .	28,566	+ 3	17,933	+ 6
1976 . . . . .	27,816	- 1	16,866	+ 6

Estimated: Data is based on a 27-month criteria. Past years are based on a 25-month criteria.

1/ Includes pilots with ratings to fly helicopters only.

2/ Includes pilots with ratings to fly gliders only.

TABLE 7.9  
ESTIMATED TOTAL AND INSTRUMENT RATED PILOTS:  
DECEMBER 31, 1976-80

Calendar Year	Total Pilots 1/	Instrument Rated Pilots	
		Number	Percent of Total
1980 . . . . .	627,238	260,461	42
1979 . . . . .	604,487	247,096	41
1978 . . . . .	593,959	236,312	40
1977 . . . . .	580,422	226,334	39
1976 . . . . .	555,625	211,364	38

Estimated: Data is based on a 27-month criteria. Past years are based on a 25-month criteria.

1/ Excludes student pilots.

TABLE 7.10

ESTIMATED ACTIVE PILOT CERTIFICATES HELD, BY CATEGORY AND AGE GROUP OF HOLDER: 1960, 1979, 1976

Age Group	Total Active Pilots	Type of Pilot Certificates									
		Student			Private			Commercial			Airline Transport
		1980	1979	1976	1980	1979	1976	1980	1979	1976	1980
Total . . .	827,071	814,667	744,246	199,833	210,180	168,801	357,479	343,276	309,005	183,442	182,097
14-15 . . .	260	368	408	260	368	408	0	0	0	0	0
16-19 . . .	31,071	33,574	31,063	23,335	25,537	22,881	7,069	7,324	7,503	4,688	4,688
20-24 . . .	94,956	94,928	89,665	44,946	46,260	43,540	35,825	35,731	34,067	12,334	11,227
25-29 . . .	120,234	120,076	115,012	40,503	42,657	38,038	50,423	49,195	42,588	20,627	20,564
30-34 . . .	134,396	133,615	118,760	32,461	33,728	28,537	54,510	51,629	43,711	29,774	32,078
35-39 . . .	115,600	113,478	97,822	21,448	22,858	19,155	48,369	46,046	39,250	31,695	31,949
40-44 . . .	91,898	89,250	85,569	13,716	14,323	13,881	40,393	38,511	26,633	25,353	26,922
45-49 . . .	78,758	79,011	75,761	9,749	10,840	10,759	37,177	37,346	40,338	21,166	20,964
50-54 . . .	66,185	63,685	63,322	7,210	7,448	6,564	37,976	36,250	32,642	13,669	13,297
55-59 . . .	52,785	51,464	42,322	3,734	3,849	3,197	25,662	23,516	18,775	15,783	16,143
60 and over	40,928	35,218	24,542	2,469	2,312	1,841	20,135	17,728	13,498	12,575	10,505
Type of Pilot Certificates											
Flight Instructor <sup>1/</sup>											
Helicopter (Only)		Glider (Only)			Lighter-than-air						
1980	1979	1976	1980	1979	1976	1980	1979	1976	1980	1979	1976
Total . . .	6,030	5,218	4,804	7,039	6,796	5,769	3,679	3,448	2,974	60,440	54,398
14-15 . . .	0	0	0	0	0	0	0	0	0	0	0
16-19 . . .	11	9	9	168	214	276	20	22	15	170	153
20-24 . . .	435	280	297	631	735	1,010	99	83	82	6,227	5,280
25-29 . . .	1,338	1,116	2,033	1,098	1,105	936	270	248	154	9,614	8,357
30-34 . . .	2,321	2,214	1,500	1,263	1,121	1,51	411	317	216	11,246	10,532
35-39 . . .	1,081	890	510	850	791	570	352	373	354	9,581	8,694
40-44 . . .	483	392	243	640	586	459	441	407	550	7,163	6,595
45-49 . . .	206	178	140	563	562	567	511	520	509	5,785	5,276
50-54 . . .	105	94	44	634	611	495	491	479	468	3,872	3,483
55-59 . . .	35	32	17	517	514	448	478	380	398	3,602	3,419
60 and over	15	13	11	695	577	337	606	519	328	3,180	2,609

Estimated: Data is based on a 27-month criteria for 1980. Past years are based on a 25-month criteria.

<sup>1/</sup> Not included in total active pilots.

TABLE 7.11  
ESTIMATED ACTIVE NONPILOTS PILOT CERTIFICATES HELD, BY CATEGORY AND AGE GROUP OF HOLDER: 1980, 1979, 1976

Age Group	Total Nonpilots	Type of Pilot Certificates						Ground Instructor 1/		
		Mechanic 1/			Parachute Rigger 1/			1976	1980	1979
		1980	1979	1976	1980	1979	1976			
Total . . .	393,486	377,213	334,681	250,157	237,611	212,303	9,547	9,381	8,718	61,550
16-19 . . .	823	760	609	739	648	459	2	2	10	63
20-24 . . .	16,927	15,880	13,855	11,894	10,437	7,735	180	219	442	2,111
25-29 . . .	31,962	31,164	33,064	18,768	17,526	19,763	927	1,060	1,360	4,876
30-34 . . .	52,960	52,235	45,468	28,870	28,652	26,201	1,698	1,625	1,372	7,186
35-39 . . .	50, <sup>108</sup>	48,358	41,157	28,507	26,696	21,581	1,354	1,359	1,275	7,837
40-44 . . .	43,713	41,932	39,084	24,012	23,117	23,442	1,392	1,368	1,268	5,396
45-49 . . .	41,198	40,255	34,773	26,487	26,471	24,598	1,178	1,101	808	4,046
50-54 . . .	35,559	34,682	41,020	26,084	25,488	29,728	772	733	732	4,294
55-59 . . .	44,895	46,256	40,101	32,712	33,398	28,283	742	731	557	7,577
60 and over .	75,051	65,691	45,550	52,084	45,178	30,513	1,302	1,183	894	18,164
Total . . .	6,799	6,446	5,838	25,130	25,232	24,584	1,936	1,994	2,214	38,367
16-19 . . .	0	0	1	19	40	76	0	0	0	0
20-24 . . .	68	49	17	2,119	2,449	3,461	1	0	0	554
25-29 . . .	344	286	244	4,555	4,857	5,913	2	1	2	2,490
30-34 . . .	616	582	629	6,741	6,538	4,787	8	11	64	7,841
35-39 . . .	804	765	630	4,011	3,631	3,452	113	206	498	7,772
40-44 . . .	691	663	685	2,901	3,152	3,233	532	554	537	8,789
45-49 . . .	724	712	651	2,633	2,632	1,867	467	403	272	5,663
50-54 . . .	664	681	775	1,127	896	894	235	266	328	2,383
55-59 . . .	869	908	965	650	743	719	316	344	408	2,029
60 and over .	2,019	1,800	1,241	374	294	182	262	209	105	846

Estimated: Data for 1980 is based on a 27-month criteria. Past years were based on a 25-month criteria.

1/ Number represent all certificates on record. No medical examination required.

TABLE 7.12

ESTIMATED ACTIVE PILOTS AND FLIGHT INSTRUCTORS BY FAA REGION AND STATE:

DECEMBER 31, 1980

FAA Region and State	Total Pilots	Student	Private	Commercial	Airline Transport	Miscellaneous <sup>2/</sup>	Flight Instructor <sup>3/</sup>
Total . . . . .	827,071	199,833	357,479	183,442	69,569	16,748	60,440
United States--total	<u>810,581</u>	<u>195,924</u>	<u>354,285</u>	<u>178,217</u>	<u>65,795</u>	<u>16,360</u>	<u>59,692</u>
New England--total . . .	<u>35,639</u>	<u>9,289</u>	<u>14,514</u>	<u>7,266</u>	<u>3,789</u>	<u>781</u>	<u>2,465</u>
Maine . . . . .	3,982	1,057	1,753	915	191	66	243
New Hampshire . . . . .	4,378	952	1,553	1,024	751	98	297
Rhode Island . . . . .	1,812	518	790	374	103	27	126
Massachusetts . . . . .	13,656	3,950	5,962	2,495	923	326	904
Connecticut . . . . .	10,112	2,392	3,094	2,089	1,713	224	785
Vermont . . . . .	1,699	420	762	369	108	40	130
Eastern--total . . . . .	<u>103,506</u>	<u>26,398</u>	<u>43,256</u>	<u>23,129</u>	<u>8,095</u>	<u>2,628</u>	<u>8,235</u>
New York . . . . .	31,374	8,673	13,351	6,428	1,951	971	2,409
Pennsylvania . . . . .	23,018	6,055	10,093	4,622	1,717	531	1,961
Virginia . . . . .	16,127	3,471	5,862	4,962	1,465	367	1,231
Maryland . . . . .	10,318	2,487	4,567	2,354	678	232	747
West Virginia . . . . .	3,130	919	1,353	135	175	48	230
Delaware . . . . .	1,873	392	830	431	191	29	177
New Jersey . . . . .	16,863	4,192	6,868	3,504	1,887	412	1,434
District of Columbia .	803	209	332	193	31	38	46
Great Lakes--total . . .	<u>139,193</u>	<u>34,505</u>	<u>68,031</u>	<u>26,096</u>	<u>8,314</u>	<u>2,247</u>	<u>10,048</u>
Illinois . . . . .	34,763	8,569	16,136	6,601	2,813	644	2,641
Indiana . . . . .	15,430	3,913	7,755	2,909	637	216	1,126
Minnesota . . . . .	19,098	4,324	9,387	3,757	1,422	208	1,208
Michigan . . . . .	25,594	6,489	13,009	4,457	1,199	440	1,748
Ohio . . . . .	29,470	7,397	14,200	5,787	1,519	567	2,343
Wisconsin . . . . .	14,838	3,813	7,544	2,585	724	172	982
Central--total . . . . .	<u>50,858</u>	<u>11,464</u>	<u>25,866</u>	<u>10,088</u>	<u>2,760</u>	<u>680</u>	<u>3,348</u>
Kansas . . . . .	14,675	3,142	7,533	2,971	820	209	909
Iowa . . . . .	12,101	2,821	6,761	2,044	331	144	717
Missouri . . . . .	15,968	3,638	7,314	3,388	1,363	265	1,226
Nebraska . . . . .	8,114	1,863	4,258	1,685	246	62	496
Southern--total . . . . .	<u>126,243</u>	<u>30,631</u>	<u>49,865</u>	<u>30,956</u>	<u>12,181</u>	<u>2,610</u>	<u>9,367</u>
North Carolina . . . . .	13,977	3,569	6,111	3,116	923	258	1,002
South Carolina . . . . .	7,193	1,815	2,905	1,088	471	114	555
Georgia . . . . .	18,082	4,142	6,393	4,395	2,771	381	1,239
Florida . . . . .	50,983	11,813	19,693	12,875	5,760	842	3,743
Mississippi . . . . .	6,253	1,611	2,459	1,822	282	79	449
Alabama . . . . .	10,608	2,629	4,191	2,911	443	434	961
Tennessee . . . . .	12,660	3,232	5,215	2,658	1,248	307	963
Kentucky . . . . .	6,487	1,820	2,898	1,291	283	195	455
Southwest--total . . . . .	<u>104,454</u>	<u>24,726</u>	<u>42,291</u>	<u>25,641</u>	<u>9,767</u>	<u>2,029</u>	<u>8,235</u>
Louisiana . . . . .	11,454	2,904	4,276	3,189	753	332	871
Oklahoma . . . . .	15,460	3,716	7,291	3,447	797	209	1,118
Texas . . . . .	63,289	14,652	24,564	15,380	7,488	1,205	5,193
New Mexico . . . . .	6,995	1,707	3,039	1,687	353	209	522
Arkansas . . . . .	7,256	1,747	3,121	1,938	376	74	531

TABLE 7.12 (Continued)

## ESTIMATED ACTIVE PILOTS AND FLIGHT INSTRUCTORS BY FAA REGION AND STATE:

DECEMBER 31, 1980

FAA Region and State	Total Pilots	Student	Private	Commercial	Airline Transport	Miscellaneous <sup>2/</sup>	Flight Instructor <sup>3/</sup>
Rocky Mountain--total .	<u>43,455</u>	<u>11,030</u>	<u>19,017</u>	<u>9,133</u>	<u>3,272</u>	<u>1,003</u>	<u>3,110</u>
Colorado . . . . .	20,215	5,106	7,742	4,237	2,388	742	1,577
Wyoming . . . . .	3,228	877	1,534	648	137	32	226
Utah . . . . .	6,376	1,668	2,969	1,269	359	111	424
Montana . . . . .	5,778	1,368	2,981	1,169	214	46	377
North Dakota . . . . .	4,048	1,017	1,918	1,010	78	25	273
South Dakota . . . . .	3,810	994	1,873	800	96	47	233
Western---total . . . . .	<u>144,848</u>	<u>33,232</u>	<u>63,809</u>	<u>31,643</u>	<u>12,896</u>	<u>3,268</u>	<u>10,269</u>
California . . . . .	121,305	27,672	53,907	26,224	10,766	2,736	8,470
Arizona . . . . .	17,010	4,045	7,347	3,965	1,223	430	1,261
Nevada . . . . .	6,533	1,515	2,555	1,454	907	102	538
Northwest--total . . . . .	<u>47,520</u>	<u>11,365</u>	<u>21,611</u>	<u>10,391</u>	<u>3,341</u>	<u>812</u>	<u>3,515</u>
Washington . . . . .	26,006	5,927	10,871	6,181	2,503	524	1,999
Oregon . . . . .	15,402	3,957	7,795	2,892	549	209	1,055
Idaho . . . . .	6,112	1,481	2,945	1,318	289	79	461
Alaskan Region--total .	<u>10,917</u>	<u>2,379</u>	<u>4,910</u>	<u>2,731</u>	<u>777</u>	<u>120</u>	<u>766</u>
Pacific Region--total .	<u>3,948</u>	<u>905</u>	<u>1,115</u>	<u>1,143</u>	<u>603</u>	<u>182</u>	<u>314</u>
Outside U.S.--total . .	<u>16,490</u>	<u>3,909</u>	<u>3,194</u>	<u>5,225</u>	<u>3,774</u>	<u>388</u>	<u>748</u>

Estimated: Data is based on a 27-month criteria.

NOTE: Puerto Rico and Virgin Islands are included in Outside U.S. total.

<sup>1/</sup> Includes Outside U.S.<sup>2/</sup> Includes helicopter, glider, and lighter-than-air.<sup>3/</sup> Not included in total.

TABLE 7.13

ESTIMATED ACTIVE NONPILOT AIRMEN CERTIFICATES HELD, BY FAA REGION AND STATE:

DECEMBER 31, 1980 1/

FAA Region and State	Total Nonpilot Airmen	Mechanic	Parachute Rigger	Ground Instructor	Dispatcher	Control Tower Operator	Flight Navigator	Flight Engineer
Total . . . . .	393,486	250,157	9,547	61,550	6,799	25,130	1,936	38,367
United States--total . . .	<u>380,420</u>	<u>241,685</u>	<u>9,412</u>	<u>60,481</u>	<u>5,385</u>	<u>24,902</u>	<u>1,846</u>	<u>36,709</u>
New England--total . . . . .	<u>19,139</u>	<u>12,302</u>	<u>394</u>	<u>2,836</u>	<u>138</u>	<u>971</u>	<u>207</u>	<u>2,271</u>
Maine . . . . .	1,224	708	39	251	12	117	9	88
New Hampshire . . . . .	1,950	749	30	305	15	231	24	596
Rhode Island . . . . .	960	611	45	189	5	55	4	51
Massachusetts . . . . .	9,028	6,797	183	1,185	65	336	21	441
Connecticut . . . . .	5,422	3,136	85	787	36	174	146	1,058
Vermont . . . . .	555	301	12	139	5	58	3	37
Eastern--total . . . . .	<u>64,858</u>	<u>44,114</u>	<u>1,574</u>	<u>9,331</u>	<u>1,494</u>	<u>3,915</u>	<u>348</u>	<u>4,082</u>
New York . . . . .	27,832	20,032	386	3,378	1,139	1,712	127	1,058
Pennsylvania . . . . .	14,327	10,520	334	2,141	108	589	54	381
Virginia . . . . .	5,795	2,684	377	1,046	106	787	40	755
Maryland . . . . .	3,416	1,939	137	711	21	260	16	332
West Virginia . . . . .	1,039	582	51	245	2	126	1	31
Delaware . . . . .	979	631	24	148	7	76	8	85
New Jersey . . . . .	10,890	7,352	240	1,533	93	346	102	1,224
District of Columbia . . . . .	580	374	25	129	18	19	0	15
Great Lakes--total . . . . .	<u>49,653</u>	<u>30,317</u>	<u>1,233</u>	<u>9,635</u>	<u>505</u>	<u>3,214</u>	<u>57</u>	<u>4,492</u>
Illinois . . . . .	14,952	8,912	281	2,666	248	796	19	2,030
Indiana . . . . .	4,928	3,043	196	959	20	479	7	224
Minnesota . . . . .	8,190	5,095	139	1,261	127	356	8	1,204
Michigan . . . . .	7,959	5,075	198	1,763	44	577	9	293
Ohio . . . . .	9,897	6,211	289	2,109	47	753	11	477
Wisconsin . . . . .	3,727	2,181	130	877	19	253	3	264
Central--total . . . . .	<u>21,090</u>	<u>14,582</u>	<u>461</u>	<u>3,754</u>	<u>139</u>	<u>1,122</u>	<u>10</u>	<u>1,042</u>
Kansas . . . . .	6,260	4,361	115	1,081	35	342	0	326
Iowa . . . . .	2,884	1,865	83	674	8	176	0	78
Missouri . . . . .	10,086	7,215	175	1,565	92	434	6	599
Nebraska . . . . .	1,860	1,141	68	434	4	170	4	39
Southern--total . . . . .	<u>62,314</u>	<u>36,827</u>	<u>1,742</u>	<u>9,473</u>	<u>1,143</u>	<u>5,634</u>	<u>294</u>	<u>7,201</u>
North Carolina . . . . .	4,619	2,451	358	889	48	640	9	224
South Carolina . . . . .	2,165	1,006	80	483	7	411	7	171
Georgia . . . . .	12,201	7,063	284	1,348	199	761	24	2,522
Florida . . . . .	29,588	18,279	502	4,279	699	2,002	228	3,599
Mississippi . . . . .	1,780	900	44	409	3	345	4	73
Alabama . . . . .	5,845	3,888	138	888	101	710	8	112
Tennessee . . . . .	4,313	2,258	168	821	78	537	12	439
Kentucky . . . . .	1,803	982	160	356	6	228	2	61
Southwest--total . . . . .	<u>48,766</u>	<u>30,305</u>	<u>1,062</u>	<u>8,257</u>	<u>351</u>	<u>3,541</u>	<u>101</u>	<u>4,942</u>
Louisiana . . . . .	4,291	2,707	105	737	23	396	4	319
Oklahoma . . . . .	10,894	8,244	186	1,623	22	579	12	228
Texas . . . . .	29,593	17,371	619	4,965	287	2,046	74	4,233
New Mexico . . . . .	1,967	1,029	86	461	12	303	8	68
Arkansas . . . . .	2,019	1,154	66	471	7	217	3	101

TABLE 7.13 (Continued)

ESTIMATED ACTIVE NONPILOT AIRMEN CERTIFICATES HELD, BY FAA REGION AND STATE:

DECEMBER 31, 1980 1/

FAA Region and State	Total Nonpilot Airmen	Mechanic	Parachute Rigger	Ground Instructor	Dispatcher	Control Tower Operator	Flight Navigator	Flight Engineer
Rocky Mountain--total . . .	<u>14,777</u>	<u>8,139</u>	<u>575</u>	<u>2,946</u>	<u>161</u>	<u>1,015</u>	<u>50</u>	<u>1,891</u>
Colorado . . . . .	8,421	4,469	156	1,579	137	434	35	1,611
Wyoming . . . . .	886	580	30	186	6	45	4	35
Utah . . . . .	1,939	1,109	77	364	12	222	6	149
Montana . . . . .	1,770	942	261	401	3	106	4	53
North Dakota . . . . .	867	511	25	189	2	124	0	16
South Dakota . . . . .	894	528	26	227	1	84	1	27
Western---total . . . . .	<u>75,685</u>	<u>49,878</u>	<u>1,483</u>	<u>10,632</u>	<u>1,018</u>	<u>3,765</u>	<u>615</u>	<u>8,294</u>
California . . . . .	66,824	44,566	1,242	9,044	963	3,012	511	7,486
Arizona . . . . .	6,618	4,330	189	1,151	39	495	23	391
Nevada . . . . .	2,243	982	52	437	16	258	81	417
Northwest--total . . . . .	<u>17,299</u>	<u>10,431</u>	<u>720</u>	<u>2,673</u>	<u>191</u>	<u>1,073</u>	<u>138</u>	<u>2,073</u>
Washington . . . . .	12,036	7,169	349	1,694	162	736	95	1,831
Oregon . . . . .	3,561	2,262	225	657	20	191	37	169
Idaho . . . . .	1,702	1,000	146	322	9	146	6	73
Alaskan Region--total . . .	<u>3,836</u>	<u>2,394</u>	<u>133</u>	<u>630</u>	<u>127</u>	<u>350</u>	<u>6</u>	<u>196</u>
Pacific Region--total . . .	<u>3,003</u>	<u>1,996</u>	<u>55</u>	<u>294</u>	<u>118</u>	<u>302</u>	<u>20</u>	<u>218</u>
Outside U.S.--total . . .	<u>13,066</u>	<u>8,472</u>	<u>135</u>	<u>1,069</u>	<u>1,414</u>	<u>228</u>	<u>90</u>	<u>1,658</u>

Estimated: Data is based on a 27-month criteria.

NOTE: Puerto Rico and Virgin Islands are included in Outside U.S. total.

1/ Data for control tower operators, flight engineers, and flight navigators represent total active ratings held. Data for dispatchers, mechanics, parachute riggers, and ground instructors, represent total ratings issued to date. These ratings retain their validity.

## VIII. GENERAL AVIATION AIRCRAFT

Beginning in 1977, General Aviation Aircraft Activity information was obtained using the General Aviation Activity and Avionics Survey. Heretofore, the activity data were collected from each owner of a registered aircraft using the Aircraft Registration, Eligibility, Identification, and Activity report. Like the old form the survey collects data relative to flight hours, airframe hours and the avionics equipment on board the aircraft. In addition, the survey collects information about the number of hours flown under Instrument Flight Rules, fuel consumption rates, and the state where the aircraft is based.

The 1979 sample of 35,145 aircraft was selected from approximately 248,000 registered general aviation aircraft (1980 sample of 35,834 aircraft was selected from approximately 256,000). The sample is a scientifically designed random sample which represents all general aviation aircraft registered in the United States.

Because the estimates are derived from a sample--not the total population of aircraft--a certain amount of sampling error is introduced. The user must consider this error along with the estimate itself when making an inference or drawing any conclusions about the aircraft population. Although the exact value of the sample error is unknown, a quantity known as the standard error is used to approximate it. Using the standard error one can develop an interval within which the true population estimate will lie with a known probability. The probability that the true value lies within the interval depends on the width of the interval, i.e., the estimate

plus or minus 1, 2, or 3 times the standard error. The table below shows selected interval widths and their corresponding confidence.

<u>Width of Interval</u>	<u>Approximate Confidence That Interval Includes True Value</u>
1 standard error	68%
2 standard errors	95%
3 standard errors	99%

For example, if the estimate for the total number of active piston powered rotorcraft were 2,658 and the standard error were 176, then the 95% confidence interval would be  $2,658 \pm 2(176)$  or (2306, 3010). One would say that there is a 95% chance that the number of active piston powered rotorcraft lies between 2306 and 3010.

In some tables the standard error is expressed as a percent. To calculate the standard error multiply the estimate by the percentage. To derive the 95% confidence interval proceed as before. For example, if total hours flown were 35,792 thousand hours and the percentage standard error were 3.0%. The 95% confidence interval is:

$$35,792 \pm (2 \times 3\% \times 35,792) =$$

$$35,792 \pm 2148 =$$

$$(33,644; 37,940)$$

The standard error, percent standard error, or a code for the standard error is shown for each estimate made from the sample in this chapter.

More detailed estimates and a more detailed discussion of the survey and its methodology are available in 1979 General Aviation Activity and Avionics Survey.

TABLE 8.1  
ACTIVE GENERAL AVIATION AIRCRAFT BY AIRCRAFT TYPE AND PRIMARY USE  
(STANDARD ERROR IS SHOWN IN PARENTHESES)  
1979

AIRCRAFT TYPE	TOTAL ACTIVE	EXECUTIVE	BUSINESS	PERSONAL	AERIAL APPLICATION	INSTRUCTIONAL	AIR TAXI	INDUSTRIAL	RENTAL	OTHER	INACTIVE
FIXED-WING--TOTAL	199,703 (768)	13,068 (A)	48,608 (A)	90,463 (A)	6,665 (A)	14,857 (A)	7,036 (A)	2,592 (B)	12,294 (A)	4,177 (A)	34,136 (A)
PISTON--TOTAL	193,470 (767)	8,670 (A)	48,071 (A)	90,395 (A)	6,630 (A)	14,808 (A)	6,299 (A)	2,577 (B)	12,222 (A)	3,795 (A)	33,737 (A)
ONE ENGINE	168,390 (745)	3,426 (A)	38,038 (A)	86,947 (A)	6,401 (A)	13,938 (A)	2,547 (B)	2,291 (B)	11,727 (A)	3,071 (B)	31,086 (A)
TWO ENGINE	24,850 (181)	5,243 (A)	9,996 (A)	3,441 (A)	152 (C)	865 (B)	3,708 (A)	285 (C)	455 (C)	702 (B)	2,491 (A)
OTHER PISTON	229 (11)	0 (A)	36 (B)	6 (D)	76 (B)	4 (D)	13 (A)	0 (A)	38 (C)	21 (C)	159 (A)
TURBOPROP--TOTAL	3,579 (21)	2,357 (A)	442 (B)	62 (D)	34 (B)	3 (D)	490 (B)	14 (D)	25 (D)	148 (C)	118 (B)
TWO ENGINE	3,482 (20)	2,349 (A)	431 (B)	56 (D)	2 (D)	3 (D)	480 (B)	14 (D)	20 (D)	124 (C)	84 (C)
OTHER TURBOPROP	96 (3)	8 (C)	10 (C)	5 (D)	32 (A)	0 (A)	10 (A)	0 (A)	5 (A)	24 (D)	34 (B)
TURBOJET--TOTAL	2,653 (30)	1,980 (A)	94 (C)	5 (C)	0 (A)	45 (D)	245 (B)	1 (D)	46 (A)	233 (B)	280 (B)
TWO ENGINE	2,309 (29)	1,817 (A)	67 (D)	0 (A)	0 (A)	41 (A)	238 (B)	1 (D)	6 (A)	143 (C)	73 (C)
OTHER TURBOJET	343 (6)	162 (A)	27 (B)	5 (C)	0 (A)	4 (D)	7 (D)	0 (A)	46 (A)	90 (B)	207 (A)
ROTORCRAFT--TOTAL	5,864 (136)	597 (B)	651 (B)	689 (B)	808 (B)	288 (C)	1,358 (A)	663 (B)	30 (D)	776 (B)	2,505 (A)
PISTON	3,123 (127)	125 (D)	324 (C)	662 (B)	729 (B)	238 (C)	129 (D)	458 (B)	10 (D)	445 (B)	2,222 (A)
TURBINE	2,740 (50)	472 (B)	327 (C)	27 (D)	78 (D)	49 (D)	1,228 (A)	205 (C)	20 (D)	331 (C)	283 (B)
OTHER--TOTAL	4,770 (114)	31 (D)	397 (B)	3,274 (A)	20 (D)	309 (C)	4 (D)	2 (D)	446 (B)	282 (C)	1,085 (B)
TOTAL ALL AIRCRAFT	210,339 (789)	13,638 (474)	49,658 (1,060)	94,427 (1,200)	7,494 (247)	15,456 (698)	8,399 (424)	3,259 (326)	12,771 (670)	5,236 (368)	52,661 (789)

NOTE: ROW AND COLUMN SUMMATION MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

STANDARD ERROR

GREATER THAN	LESS THAN OR EQUAL TO	CODE
0%	10%	A
10%	20%	B
20%	30%	C
30%		D

TABLE 8.1A

ACTIVE GENERAL AVIATION AIRCRAFT BY AIRCRAFT TYPE AND PRIMARY USE  
(STANDARD ERROR IS SHOWN IN PARENTHESES)  
1980

AIRCRAFT TYPE	TOTAL	EXECUTIVE	BUSINESS	PERSONAL	AERIAL APPLICATION	INSTRUCTIONAL	COMMUTER CARRIER	AIR TAXI	INDUSTRIAL	RENTAL	OTHER
FIX-WING--TOTAL	200,097 (923)	13,796 (A)	48,248 (A)	92,320 (A)	6,607 (A)	13,988 (A)	940 (B)	6,827 (A)	1,856 (B)	11,244 (A)	4,167 (A)
PISTON--TOTAL	193,014 (921)	8,895 (A)	47,712 (A)	92,301 (A)	6,548 (A)	13,954 (A)	625 (B)	6,139 (A)	1,824 (A)	11,229 (A)	5,800 (B)
ONE ENGINE	168,435 (874)	5,202 (B)	38,374 (A)	89,250 (A)	6,160 (A)	13,357 (A)	105 (B)	2,945 (B)	1,483 (B)	10,718 (A)	2,827 (B)
TWO ENGINE	24,366 (290)	3,640 (A)	9,320 (A)	5,059 (A)	512 (C)	577 (C)	542 (C)	3,129 (A)	341 (B)	4,949 (C)	951 (B)
OTHER PISTON	212 (17)	2 (D)	22 (D)	11 (D)	73 (B)	0 (A)	24 (B)	12 (C)	9 (A)	51 (D)	52 (C)
TURBOPROP--TOTAL	4,090 (46)	2,600 (A)	420 (B)	10 (D)	58 (B)	1 (D)	256 (B)	501 (B)	9 (D)	70 (D)	161 (C)
TWO ENGINE	3,966 (45)	2,595 (A)	409 (B)	10 (D)	0 (A)	1 (D)	248 (D)	490 (B)	9 (D)	65 (D)	158 (C)
OTHER TURBOPROP	123 (10)	4 (D)	11 (C)	0 (A)	58 (B)	0 (A)	8 (D)	10 (D)	0 (A)	9 (D)	23 (C)
TURBOJET--TOTAL	2,992 (40)	2,350 (A)	110 (D)	8 (C)	0 (A)	52 (D)	9 (D)	187 (C)	23 (D)	44 (B)	203 (C)
TWO ENGINE	2,351 (37)	2,084 (A)	90 (D)	0 (A)	0 (A)	49 (D)	9 (D)	172 (C)	23 (D)	2 (D)	118 (D)
OTHER TURBOJET	441 (13)	266 (B)	19 (B)	8 (C)	0 (A)	5 (A)	0 (A)	14 (D)	0 (A)	42 (A)	86 (D)
ROTORCRAFT TOTAL	6,076 (142)	947 (B)	749 (B)	592 (B)	684 (B)	274 (C)	1 (D)	785 (B)	926 (B)	260 (D)	749 (B)
PISTON	2,794 (133)	71 (D)	419 (B)	560 (B)	582 (B)	254 (C)	0 (A)	69 (D)	426 (C)	6 (D)	598 (B)
TURBINE	3,207 (49)	875 (B)	329 (D)	51 (D)	92 (D)	19 (D)	1 (D)	216 (B)	530 (C)	252 (D)	550 (C)
OTHER--TOTAL	4,945 (142)	116 (D)	393 (B)	3,308 (A)	1 (D)	598 (B)	1 (D)	1 (D)	0 (A)	224 (C)	299 (C)
TOTAL ALL AIRCRAFT	211,045 (545)	14,860 (540)	49,391 (1,120)	96,222 (1,266)	7,294 (270)	14,862 (709)	944 (155)	7,615 (467)	2,813 (506)	11,829 (691)	5,216 (585)

NOTE: ROW AND COLUMN TOTALS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

## STANDARD ERROR

GREATER THAN	LESS THAN OR EQUAL TO	CODE
0%	10%	A
10%	20%	B
20%	30%	C
30%		D

TABLE 8.2  
ACTIVE GENERAL AVIATION AIRCRAFT BY AIRCRAFT TYPE  
1976-1980

	1980 (STANDARD ERROR)	1979 (STANDARD ERROR)	1978 (STANDARD ERROR)	1977 (STANDARD ERROR)	1976
FIXED-WING--TOTAL	<u>200,097</u> (923)	<u>199,703</u> (768)	<u>189,433</u> (1,061)	<u>175,951</u>	<u>170,595</u>
PISTON--TOTAL	<u>193,014</u> (921)	<u>193,470</u> (767)	<u>183,823</u> (1,258)	<u>170,785</u> (1,015)	<u>66,059</u>
ONE ENGINE	<u>168,435</u> (874)	<u>168,590</u> (745)	<u>160,651</u> (1,214)	<u>149,500</u> (1,002)	<u>144,752</u>
TWO ENGINE	<u>24,366</u> (290)	<u>24,850</u> (181)	<u>22,950</u> (329)	<u>21,501</u> (165)	<u>21,111</u>
OTHER PISTON	<u>212</u> (17)	<u>229</u> (11)	<u>221</u> (10)	<u>182</u> (11)	<u>196</u>
TURBOPROP--TOTAL	<u>4,090</u> (46)	<u>3,579</u> (21)	<u>3,150</u> (69)	<u>2,890</u> (20)	<u>2,455</u>
TWO ENGINE	<u>3,966</u> (68)	<u>3,482</u> (20)	<u>3,075</u>	<u>2,825</u>	<u>2,596</u>
OTHER TURBOPROP	<u>123</u> (10)	<u>96</u> (3)	<u>56</u> (3)	<u>64</u> (4)	<u>57</u>
TURBOJET--TOTAL	<u>2,992</u> (40)	<u>26,653</u> (30)	<u>2,480</u> (44)	<u>2,277</u> (22)	<u>1,881</u>
TWO ENGINE	<u>2,551</u> (37)	<u>2,309</u> (29)	<u>2,115</u> (27)	<u>1,959</u> (19)	<u>1,692</u>
OTHER TURBOJET	<u>441</u> (13)	<u>343</u> (6)	<u>364</u> (34)	<u>318</u> (10)	<u>189</u>
MOTORCRAFT--TOTAL	<u>6,001</u> (142)	<u>5,864</u> (136)	<u>5,315</u> (119)	<u>4,726</u> (179)	<u>4,425</u>
PISTON	<u>2,794</u> (153)	<u>3,123</u> (127)	<u>2,882</u> (115)	<u>2,658</u> (176)	<u>2,701</u>
TURBINE	<u>5,207</u> (49)	<u>2,740</u> (50)	<u>2,492</u> (30)	<u>2,067</u> (27)	<u>1,724</u>
OTHER--TOTAL	<u>4,945</u> (142)	<u>4,770</u> (114)	<u>4,028</u> (75)	<u>3,616</u> (69)	<u>3,146</u>
TOTAL ALL AIRCRAFT	<u>211,045</u> (945)	<u>210,359</u> (789)	<u>199,178</u> (1,269)	<u>184,294</u> (1,034)	<u>177,964</u>

NOTE: COLUMNS MAY NOT ADD TO TOTALS DUE TO ROUNDING AND ESTIMATION PROCEDURES.

TABLE 8.3

ACTIVE GENERAL AVIATION AIRCRAFT TOTAL HOURS FLOWN  
BY AIRCRAFT TYPE AND PRIMARY USE  
(PERCENT STANDARD ERROR IS SHOWN IN PARENTHESES)

1979

AIRCRAFT TYPE	TOTAL	EXECUTIVE	BUSINESS	PERSONAL	AERIAL APPLICATION	INSTRUCTIONAL	AIR TAXI	INDUSTRIAL	RENTAL	OTHER
FIXED-WING--TOTAL	<u>40,432,246</u> (1.5)	<u>4,695,425</u> (4.8)	<u>8,698,740</u> (3.3)	<u>9,243,465</u> (2.9)	<u>2,057,799</u> (4.8)	<u>6,349,277</u> (6.6)	<u>3,548,388</u> (6.8)	<u>814,386</u> (15.2)	<u>4,139,292</u> (6.7)	<u>760,245</u> (10.9)
PISTON--TOTAL	<u>37,302,035</u> (1.6)	<u>2,715,649</u> (7.2)	<u>8,485,301</u> (3.4)	<u>9,209,295</u> (2.9)	<u>2,037,354</u> (4.9)	<u>6,314,745</u> (6.6)	<u>2,952,640</u> (7.6)	<u>807,209</u> (15.3)	<u>4,109,671</u> (6.8)	<u>651,332</u> (12.1)
ONE-ENGINE	<u>30,289,011</u> (1.9)	<u>1,107,488</u> (14.0)	<u>6,241,103</u> (4.0)	<u>8,742,696</u> (3.0)	<u>1,988,580</u> (5.0)	<u>6,076,645</u> (6.9)	<u>1,042,369</u> (12.9)	<u>665,588</u> (17.3)	<u>3,951,154</u> (7.0)	<u>561,034</u> (13.7)
TWO-ENGINE	<u>6,861,212</u> (2.9)	<u>1,604,385</u> (7.3)	<u>2,268,871</u> (5.9)	<u>471,747</u> (10.9)	<u>19,301</u> (26.6)	<u>231,587</u> (19.1)	<u>1,854,355</u> (9.3)	<u>150,880</u> (27.5)	<u>126,606</u> (24.7)	<u>84,916</u> (22.4)
OTHER PISTON	<u>151,811</u> (9.6)	<u>0</u> (0.0)	<u>18,479</u> (26.4)	<u>1,897</u> (50.4)	<u>21,864</u> (35.4)	<u>763</u> (54.9)	<u>72,949</u> (5.0)	<u>0</u> (0.0)	<u>32,774</u> (23.2)	<u>2,929</u> (37.9)
TURBOPROP--TOTAL	<u>1,871,315</u> (3.9)	<u>1,065,346</u> (5.6)	<u>169,946</u> (21.9)	<u>36,720</u> (78.1)	<u>20,540</u> (16.4)	<u>5,061</u> (119.3)	<u>496,259</u> (13.9)	<u>7,123</u> (81.6)	<u>6,864</u> (68.2)	<u>46,324</u> (33.4)
TWO-ENGINE	<u>1,826,650</u> (4.0)	<u>1,062,925</u> (5.6)	<u>166,054</u> (22.4)	<u>36,380</u> (81.8)	<u>745</u> (219.7)	<u>5,061</u> (119.3)	<u>491,473</u> (14.2)	<u>7,123</u> (81.6)	<u>3,765</u> (84.5)	<u>37,466</u> (40.9)
OTHER TURBOPROP	<u>44,665</u> (5.0)	<u>2,407</u> (26.4)	<u>3,898</u> (26.8)	<u>260</u> (37.1)	<u>19,701</u> (3.8)	<u>0</u> (0.0)	<u>5,146</u> (7.3)	<u>0</u> (0.0)	<u>3,328</u> (40.4)	<u>8,710</u> (16.3)
TURBOJET--TOTAL	<u>1,258,895</u> (3.2)	<u>937,487</u> (4.1)	<u>61,710</u> (27.4)	<u>247</u> (55.5)	<u>0</u> (0.0)	<u>30,518</u> (48.6)	<u>137,719</u> (19.4)	<u>341</u> (261.3)	<u>24,051</u> (12.9)	<u>67,359</u> (18.1)
TWO-ENGINE	<u>1,124,694</u> (3.4)	<u>896,421</u> (4.4)	<u>42,087</u> (37.9)	<u>0</u> (0.0)	<u>0</u> (0.0)	<u>23,770</u> (53.2)	<u>135,278</u> (19.9)	<u>341</u> (261.3)	<u>0</u> (0.0)	<u>57,350</u> (28.1)
OTHER TURBOJET	<u>134,200</u> (7.0)	<u>68,753</u> (11.2)	<u>19,454</u> (21.3)	<u>247</u> (55.5)	<u>0</u> (0.0)	<u>6,646</u> (43.7)	<u>2,621</u> (33.6)	<u>0</u> (0.0)	<u>24,051</u> (12.9)	<u>10,034</u> (13.3)
ROTORCRAFT--TOTAL	<u>2,555,187</u> (5.7)	<u>301,686</u> (20.0)	<u>234,111</u> (23.2)	<u>41,794</u> (20.0)	<u>313,948</u> (19.5)	<u>58,740</u> (29.5)	<u>1,032,993</u> (11.7)	<u>309,859</u> (17.5)	<u>7,121</u> (67.7)	<u>260,541</u> (21.1)
PISTON	<u>891,537</u> (10.9)	<u>94,100</u> (42.0)	<u>90,026</u> (37.6)	<u>30,226</u> (24.1)	<u>280,626</u> (21.0)	<u>52,991</u> (32.3)	<u>34,062</u> (40.1)	<u>176,750</u> (23.9)	<u>2,288</u> (68.5)	<u>128,831</u> (30.0)
TURBINE	<u>1,663,650</u> (6.5)	<u>206,342</u> (23.4)	<u>145,551</u> (30.3)	<u>11,778</u> (77.6)	<u>33,380</u> (49.5)	<u>5,723</u> (76.8)	<u>1,000,955</u> (12.0)	<u>132,901</u> (25.0)	<u>4,833</u> (95.2)	<u>132,611</u> (29.8)
OTHER--TOTAL	<u>352,644</u> (8.2)	<u>2,407</u> (36.9)	<u>52,553</u> (27.0)	<u>173,420</u> (6.8)	<u>2,898</u> (93.4)	<u>40,559</u> (23.2)	<u>133</u> (109.4)	<u>81</u> (196.9)	<u>45,513</u> (22.0)	<u>32,328</u> (20.8)
TOTAL ALL AIRCRAFT	<u>43,340,081</u> (1.4)	<u>5,000,539</u> (1.3)	<u>8,979,461</u> (1.4)	<u>9,470,924</u> (12.5)	<u>2,372,188</u> (6.3)	<u>6,461,851</u> (5.1)	<u>4,572,625</u> (5.8)	<u>1,119,585</u> (4.1)	<u>4,206,267</u> (5.9)	<u>1,051,744</u> (0.4)

NOTE: ROW AND COLUMN SUMMATIONS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

TABLE 8.3A

ACTIVE GENERAL AVIATION AIRCRAFT TOTAL HOURS FLOWN BY AIRCRAFT TYPE AND PRIMARY USE  
(PERCENT STANDARD ERROR IS SHOWN IN PARENTHESES)

1980

AIRCRAFT TYPE	TOTAL	EXECUTIVE	BUSINESS	PERSONAL	AERIAL APPLICATION	INSTRUCTIONAL	COMMUTER CARRIER	AIR TAXI	INDUSTRIAL	RENTAL	OTHER
FIXED-WING--TOTAL	38,318,076 (1.7%)	4,940,554 (5.7%)	8,147,068 (3.4%)	8,664,429 (3.4%)	1,801,738 (6.4%)	5,555,435 (6.5%)	959,664 (16.6%)	3,102,111 (7.4%)	563,251 (16.3%)	5,702,529 (7.4%)	778,024 (12.6%)
PISTON--TOTAL	34,746,730 (1.8%)	2,731,730 (9.3%)	7,938,350 (3.5%)	8,661,819 (3.4%)	1,769,390 (6.5%)	5,530,627 (6.5%)	560,677 (23.5%)	2,709,666 (8.1%)	546,730 (16.6%)	3,654,683 (7.5%)	655,998 (14.1%)
ONE ENGINE	28,339,259 (2.1%)	1,078,070 (19.0%)	6,180,251 (4.0%)	7,555,889 (3.5%)	1,711,644 (6.6%)	5,343,555 (6.7%)	661,199 (55.8%)	1,292,631 (12.6%)	458,351 (18.8%)	3,477,105 (7.7%)	514,881 (17.1%)
TWO ENGINE	6,277,220 (3.6%)	1,634,963 (7.9%)	1,783,661 (7.0%)	921,725 (17.1%)	41,505 (25.2%)	180,968 (24.4%)	444,680 (27.7%)	1,401,900 (10.5%)	86,292 (32.3%)	142,694 (25.5%)	124,428 (18.5%)
OTHER PISTON	130,250 (13.7%)	494 (151.7%)	9,613 (43.8%)	183 (49.6%)	8,031 (16.1%)	0 (0.0%)	47,430 (18.0%)	15,249 (28.8%)	0 (0.0%)	36,024 (55.6%)	13,105 (29.5%)
TURBOPROP--TOTAL	2,239,754 (3.6%)	1,171,485 (5.5%)	189,110 (20.7%)	2,596 (119.2%)	32,236 (24.4%)	102 (59.9%)	395,428 (14.9%)	319,695 (17.7%)	4,209 (111.2%)	30,857 (46.8%)	65,146 (22.6%)
TWO ENGINE	2,183,406 (3.6%)	1,171,485 (5.5%)	186,648 (21.2%)	2,596 (119.2%)	0 (0.0%)	102 (59.9%)	385,183 (15.3%)	314,194 (18.1%)	4,209 (111.2%)	29,124 (51.5%)	59,251 (25.8%)
OTHER TURBOPROP	56,347 (18.3%)	1,259 (90.6%)	1,204 (31.3%)	0 (0.0%)	32,236 (24.4%)	0 (0.0%)	10,244 (62.2%)	5,750 (55.0%)	0 (0.0%)	1,075 (45.5%)	5,735 (34.1%)
TURBOJET--TOTAL	1,531,591 (4.4%)	1,071,380 (5.3%)	41,252 (34.3%)	82 (26.7%)	0 (0.0%)	25,585 (47.3%)	5,292 (68.2%)	82,109 (22.8%)	14,697 (79.3%)	22,007 (18.6%)	66,860 (30.8%)
TWO ENGINE	1,162,554 (4.5%)	951,080 (5.5%)	31,514 (41.7%)	0 (0.0%)	0 (0.0%)	26,022 (50.2%)	5,292 (68.2%)	76,779 (24.0%)	14,697 (79.5%)	587 (193.0%)	57,582 (59.6%)
OTHER TURBOJET	169,032 (15.9%)	119,775 (17.3%)	9,577 (26.3%)	82 (26.6%)	0 (0.0%)	12 (0.0%)	0 (0.0%)	5,580 (70.1%)	0 (0.0%)	21,699 (14.9%)	7,960 (40.2%)
ROTORCRAFT-TOTAL	2,338,430 (5.9%)	380,064 (19.3%)	257,975 (25.2%)	34,382 (14.2%)	239,732 (17.4%)	68,949 (29.1%)	1,552 (132.6%)	439,618 (18.5%)	496,095 (17.7%)	195,352 (48.6%)	203,669 (21.6%)
PISTON	735,638 (10.2%)	10,145 (47.2%)	60,178 (23.1%)	30,887 (15.2%)	204,962 (19.4%)	64,247 (29.5%)	0 (0.0%)	19,382 (55.2%)	212,597 (26.0%)	1,945 (61.7%)	126,342 (28.5%)
TURBINE	1,602,852 (7.2%)	371,900 (20.2%)	199,656 (39.0%)	3,536 (44.3%)	34,948 (34.6%)	4,711 (135.3%)	1,552 (132.6%)	423,277 (19.6%)	284,825 (24.0%)	195,685 (49.6%)	75,299 (51.0%)
OTHER--TOTAL	358,976 (5.9%)	7,317 (33.0%)	28,877 (29.9%)	175,208 (6.6%)	183 (66.2%)	107,311 (17.7%)	160 (307.5%)	52 (98.3%)	0 (0.0%)	24,916 (50.3%)	23,555 (27.0%)
TOTAL ALL AIRCRAFT	41,015,542 (1.6%)	5,331,823 (4.6%)	8,433,501 (2.8%)	8,893,962 (3.1%)	2,043,840 (5.8%)	5,748,157 (4.3%)	960,901 (10.3%)	3,535,466 (5.7%)	1,052,818 (8.5%)	3,917,085 (4.7%)	1,008,073 (10.2%)

TABLE 8.4

ACTIVE GENERAL AVIATION AIRCRAFT TOTAL HOURS FLOWN BY AIRCRAFT TYPE  
 1976-1980  
 (HOURS IN THOUSANDS)

	1980 (STANDARD ERROR)	1979 (STANDARD ERROR)	1978 (STANDARD ERROR) (R)	1977 (STANDARD ERROR)	1976
FIXED-WING--TOTAL	38,318 (635)	40,452 (610)	36,844 (1,188)	33,674 (1,064)	31,950
PISTON--TOTAL	34,747 (627)	37,302 (604)	34,043 (1,185)	30,962 (1,061)	29,715
ONE-ENGINE	28,339 (585)	30,289 (569)	27,857 (1,144)	24,916 (1,056)	24,528
TWO-ENGINE	6,277 (224)	6,861 (202)	6,082 (306)	5,951 (227)	5,501
OTHER PISTON	130 (18)	152 (15)	104 (7)	96 (5)	84
TURBOPROP--TOTAL	2,240 (79)	1,871 (73)	1,606 (80)	1,549 (71)	1,526
TWO-ENGINE	2,183 (78)	1,827 (73)	1,582 (80)	1,517 (70)	1,506
OTHER TURBOPROP	56 (10)	45 (2)	24 (3)	32 (5)	20
TURBOJET--TOTAL	1,332 (59)	1,259 (40)	1,194 (53)	1,165 (50)	911
TWO-ENGINE	1,163 (52)	1,125 (39)	1,019 (44)	1,043 (49)	844
OTHER TURBOJET	169 (27)	134 (9)	176 (30)	122 (11)	67
ROTORCRAFT--TOTAL	2,338 (138)	2,555 (146)	2,228 (157)	1,868 (129)	1,705
PISTON	736 (75)	892 (97)	806 (79)	609 (90)	755
TURBINE	1,603 (116)	1,664 (108)	1,421 (135)	1,259 (95)	950
OTHER--TOTAL	359 (21)	353 (29)	338 (20)	245 (16)	270
TOTAL ALL AIRCRAFT	41,016 (650)	43,340 (627)	39,409 (1,199)	35,791 (1,075)	33,922

NOTE: COLUMNS MAY NOT ADD TO TOTALS DUE TO ROUNDING AND ESTIMATION PROCEDURES.  
 (R): REVISED

TABLE 8.5

ACTIVE GENERAL AVIATION AIRCRAFT AVERAGE HOURS FLOWN BY AIRCRAFT TYPE  
1976-1980

	1980 (STANDARD ERROR)	1979 (STANDARD ERROR)	1978 (STANDARD ERROR)	1977 (STANDARD ERROR)	1976
FIXED-WING--TOTAL	<u>187.7</u> (3.1)	<u>200.2</u> (3.0)	<u>193.7</u> (5.8)	<u>191.3</u> (5.9)	<u>187.5</u>
PISTON--TOTAL	<u>178.2</u> (3.1)	<u>191.8</u> (3.0)	<u>184.3</u> (5.9)	<u>181.3</u> (6.1)	<u>178.9</u>
ONE-ENGINE	168.2 (3.4)	180.2 (3.3)	172.4 (6.6)	166.5 (6.8)	168.1
TWO-ENGINE	254.8 (8.4)	273.2 (7.6)	263.7 (12.3)	280.4 (10.4)	251.1
OTHER PISTON	625.4 (38.8)	650.4 (27.9)	477.4 (22.0)	528.8 (21.3)	428.6
TURBOPROP--TOTAL	<u>533.4</u> (16.1)	<u>511.7</u> (18.4)	<u>509.2</u> (23.4)	<u>533.4</u> (23.5)	<u>540.6</u>
TWO-ENGINE	534.8 (16.4)	513.1 (19.0)	510.7 (23.8)	534.5 (24)	545.1
OTHER TURBOPROP	487.4 (13.1)	465.0 (2.9)	424.8 (6.6)	481.9 (8.5)	350.9
TURBOJET--TOTAL	<u>443.6</u> (16.6)	<u>473.2</u> (14.0)	<u>475.2</u> (17.9)	<u>509.0</u> (20.2)	<u>484.3</u>
TWO-ENGINE	456.1 (18.4)	487.5 (15.8)	481.1 (19.1)	527.7 (22.4)	498.8
OTHER TURBOJET	349.9 (29.1)	382.2 (21.3)	432.1 (51.1)	385.0 (42.2)	354.5
ROTORCRAFT--TOTAL	<u>382.4</u> (20.7)	<u>433.5</u> (22.8)	<u>422.1</u> (28.5)	<u>396.3</u> (25.5)	<u>384.9</u>
PISTON	262.9 (20.9)	284.3 (27.2)	285.6 (23.6)	230.5 (29.6)	278.8
TURBINE	497.7 (35.4)	609.3 (38.1)	571.0 (53.8)	608.3 (44.1)	551.0
OTHER--TOTAL	<u>75.0</u> (3.9)	<u>72.7</u> (5.2)	<u>83.7</u> (4.2)	<u>67.8</u> (4.2)	<u>85.8</u>
TOTAL ALL AIRCRAFT	<u>190.5</u> (3.0)	<u>203.5</u> (2.9)	<u>197.7</u> (5.6)	<u>194.2</u> (5.7)	<u>190.6</u>

TABLE 8.6

ACTIVE GENERAL AVIATION AIRCRAFT AND HOURS FLOWN  
BY FAA REGION AND STATE OF BASED AIRCRAFT  
1979

FAA REGION AND STATE	ACTIVE AIRCRAFT		HOURS FLOWN	
	AIRCRAFT	STANDARD ERROR	HOURS (000)	STANDARD ERROR (000)
TOTAL . . . . .	210,339	789	43,340	622
ALASKAN REGION--TOTAL .	5,842	392	1,032	129
CENTRAL--TOTAL . . . . .	14,106	679	2,676	205
IOWA . . . . .	3,545	349	635	121
KANSAS . . . . .	3,848	364	779	113
MISSOURI . . . . .	4,142	375	787	109
NEBRASKA . . . . .	2,569	299	475	93
EASTERN--TOTAL . . . . .	23,217	843	4,212	232
DELAWARE . . . . .	710	148	130	38
DISTRICT OF COLUMBIA .	62	35	24	14
MARYLAND . . . . .	2,492	294	408	69
NEW JERSEY . . . . .	3,962	369	709	98
NEW YORK . . . . .	6,168	454	991	118
PENNSYLVANIA . . . . .	5,907	438	1,134	138
VIRGINIA . . . . .	2,756	309	598	119
WEST VIRGINIA . . . . .	1,156	204	198	46
GREAT LAKES--TOTAL . . .	36,563	1,029	6,526	306
ILLINOIS . . . . .	8,153	520	1,405	198
INDIANA . . . . .	4,569	397	913	173
MICHIGAN . . . . .	7,279	499	1,270	128
MINNESOTA . . . . .	4,772	398	986	139
OHIO . . . . .	7,687	508	1,053	110
WISCONSIN . . . . .	4,100	368	830	117
NEW ENGLAND--TOTAL . . .	7,407	496	1,420	143
CONNECTICUT . . . . .	1,670	237	267	72
MAINE . . . . .	1,077	191	180	46
MASSACHUSETTS . . . . .	2,787	315	601	106
NEW HAMPSHIRE . . . . .	1,016	178	184	54
RHODE ISLAND . . . . .	413	120	85	27
VERMONT . . . . .	442	121	88	35
NORTHWEST--TOTAL . . . . .	14,472	679	2,580	211
IDAHO . . . . .	2,112	265	329	59
OREGON . . . . .	5,729	436	1,105	146
WASHINGTON . . . . .	6,578	468	1,096	139

TABLE 8.6 (CONTINUED)

ACTIVE GENERAL AVIATION AIRCRAFT AND HOURS FLOWN  
BY FAA REGION AND STATE OF BASED AIRCRAFT  
1979

FAA REGION AND STATE	ACTIVE AIRCRAFT		HOURS FLOWN	
	AIRCRAFT	STANDARD ERROR	HOURS (000)	STANDARD ERROR (000)
PACIFIC--TOTAL . . . . .	692	153	338	90
HAWAII . . . . .	530	130	255	76
ROCKY MOUNTAIN--TOTAL . .	12,805	646	2,470	176
COLORADO . . . . .	4,560	389	920	112
MONTANA . . . . .	2,447	298	363	68
NORTH DAKOTA . . . . .	1,482	228	342	83
SOUTH DAKOTA . . . . .	1,495	225	275	64
UTAH . . . . .	1,623	238	356	76
WYOMING . . . . .	1,197	203	195	44
SOUTHERN--TOTAL . . . . .	30,193	943	6,850	369
ALABAMA . . . . .	2,561	290	477	78
FLORIDA . . . . .	10,662	590	2,574	279
GEORGIA . . . . .	4,121	371	847	141
KENTUCKY . . . . .	1,534	226	390	116
MISSISSIPPI . . . . .	2,337	281	636	124
NORTH CAROLINA . . . . .	4,017	371	742	105
PUERTO RICO . . . . .	438	117	144	43
SOUTH CAROLINA . . . . .	1,667	238	375	86
TENNESSEE . . . . .	2,498	287	492	81
SOUTHWEST--TOTAL . . . . .	30,806	938	7,701	403
ARKANSAS . . . . .	2,664	290	533	82
LOUISIANA . . . . .	3,526	325	1,314	177
NEW MEXICO . . . . .	2,217	270	430	98
OKLAHOMA . . . . .	4,558	394	1,153	178
TEXAS . . . . .	17,519	735	4,034	303
WESTERN--TOTAL . . . . .	34,333	989	7,144	396
ARIZONA . . . . .	4,525	391	989	135
CALIFORNIA . . . . .	27,980	908	5,726	370
NEVADA . . . . .	1,827	241	371	81
OTHER U.S. TERRITORIES.	237	99	114	52
FOREIGN--TOTAL (1) . . .	954	165	414	119

NOTE: COLUMN TOTALS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

(1) INCLUDES EUROPEAN REGION

TABLE 8-6A  
ACTIVE GENERAL AVIATION AIRCRAFT AND HOURS FLOWN  
BY FAA REGION AND STATE OF BASED AIRCRAFT  
1980

FAA REGION AND STATE	ACTIVE AIRCRAFT		HOURS FLOWN	
	AIRCRAFT	STANDARD ERROR	HOURS (000)	STANDARD ERROR (000)
TOTAL . . . . .	<u>211,045</u>	<u>945</u>	<u>41,016</u>	<u>650</u>
NEW ENGLAND--TOTAL . . .	<u>7,931</u>	<u>575</u>	<u>1,337</u>	<u>140</u>
CONNECTICUT . . . . .	1,615	261	297	66
MAINE . . . . .	1,341	240	199	52
MASSACHUSETTS . . . . .	3,044	361	481	97
NEW HAMPSHIRE . . . . .	1,100	217	181	53
RHODE ISLAND . . . . .	358	130	70	32
VERMONT . . . . .	471	137	104	41
EASTERN--TOTAL . . . . .	<u>24,021</u>	<u>963</u>	<u>4,449</u>	<u>275</u>
DELAWARE . . . . .	548	151	105	52
DISTRICT OF COLUMBIA . . .	59	50	31	30
MARYLAND . . . . .	2,755	350	495	108
NEW JERSEY . . . . .	4,137	424	765	105
NEW YORK . . . . .	6,278	514	1,103	138
PENNSYLVANIA . . . . .	6,167	496	1,021	120
VIRGINIA . . . . .	3,013	363	744	172
WEST VIRGINIA . . . . .	1,060	219	178	45
GREAT LAKES--TOTAL . . .	<u>38,443</u>	<u>1,190</u>	<u>6,317</u>	<u>306</u>
ILLINOIS . . . . .	8,990	618	1,518	174
INDIANA . . . . .	4,248	426	672	111
MICHIGAN . . . . .	7,243	559	1,093	141
MINNESOTA . . . . .	5,287	472	833	112
OHIO . . . . .	8,283	597	1,397	144
WISCONSIN . . . . .	4,389	434	790	120
CENTRAL--TOTAL . . . . .	<u>14,264</u>	<u>778</u>	<u>2,332</u>	<u>190</u>
IOWA . . . . .	4,194	427	632	91
KANSAS . . . . .	4,190	430	689	105
MISSOURI . . . . .	4,069	432	696	117
NEBRASKA . . . . .	1,809	283	315	90
SOUTHERN--TOTAL . . . . .	<u>30,596</u>	<u>1,075</u>	<u>7,065</u>	<u>460</u>
ALABAMA . . . . .	2,083	295	427	88
FLORIDA . . . . .	11,347	682	3,026	447
GEORGIA . . . . .	4,412	437	801	118
KENTUCKY . . . . .	1,810	284	395	113
MISSISSIPPI . . . . .	2,119	309	479	101
NORTH CAROLINA . . . . .	3,542	392	754	120
PUERTO RICO . . . . .	201	88	89	30
SOUTH CAROLINA . . . . .	1,907	296	429	98
TENNESSEE . . . . .	2,824	354	563	93

TABLE 8.6A(CONTINUED)

ACTIVE GENERAL AVIATION AIRCRAFT AND HOURS FLOWN  
BY FAA REGION AND STATE OF BASED AIRCRAFT  
1980

FAA REGION AND STATE	ACTIVE AIRCRAFT		HOURS FLOWN	
	AIRCRAFT	STANDARD ERROR	HOURS (000)	STANDARD ERROR (000)
SOUTHWEST--TOTAL . . .	<u>31,817</u>	<u>1,074</u>	<u>6,643</u>	<u>391</u>
ARKANSAS . . . . .	2,612	332	436	79
LOUISIANA . . . . .	3,625	385	1,041	186
NEW MEXICO . . . . .	2,041	283	406	94
OKLAHOMA . . . . .	4,812	464	871	132
TEXAS . . . . .	18,674	845	3,842	330
ROCKY MOUNTAIN--TOTAL .	<u>12,718</u>	<u>729</u>	<u>2,396</u>	<u>212</u>
COLORADO . . . . .	4,768	454	887	119
MONTANA . . . . .	2,269	320	323	68
NORTH DAKOTA . . . . .	1,684	279	313	115
SOUTH DAKOTA . . . . .	1,386	251	252	83
UTAH . . . . .	1,466	250	367	89
WYOMING . . . . .	1,143	217	265	69
WESTERN---TOTAL . . . .	<u>36,883</u>	<u>1,160</u>	<u>7,244</u>	<u>423</u>
ARIZONA . . . . .	4,881	461	1,104	205
CALIFORNIA . . . . .	29,855	1,061	5,866	398
NEVADA . . . . .	2,145	303	305	58
NORTHWEST--TOTAL . . .	<u>14,576</u>	<u>768</u>	<u>2,429</u>	<u>224</u>
IDAHO . . . . .	2,094	302	386	110
OREGON . . . . .	5,967	493	1,079	151
WASHINGTON . . . . .	6,483	529	938	134
ALASKAN REGION--TOTAL .	<u>6,465</u>	<u>453</u>	<u>1,171</u>	<u>164</u>
PACIFIC--TOTAL . . . .	<u>411</u>	<u>125</u>	<u>167</u>	<u>67</u>
HAWAII . . . . .	385	123	157	66
OTHER U.S. TERRITORIES.	73	53	20	16
FOREIGN--TOTAL (1) . .	<u>243</u>	<u>70</u>	<u>83</u>	<u>32</u>

NOTE: COLUMN TOTALS MAY DIFFER FROM PRINTED TOTALS DUE TO ESTIMATION PROCEDURES.

(1) INCLUDES EUROPEAN REGION

## IX. AIRCRAFT ACCIDENTS

The data presented in this chapter were obtained from the following sources:

Accidents: National Transportation Safety Board.

Air Carrier Miles Flown: National Transportation Safety Board.

Estimated General Aviation Hours and Miles Flown: Federal Aviation Administration.

As defined by the National Transportation Safety Board, an aircraft accident is: "an occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, and in which any person suffers death or serious injury as a result of being in or upon the aircraft or by direct contact with the aircraft or anything attached thereto, or in which the aircraft receives substantial damage."

Fatal injury means any injury which results in death within 7 days of the accident.

Operator means any person who causes or authorizes the operation of an aircraft, such as the owner, lessee, or bailee of an aircraft.

Serious injury means any injury which (1) requires hospitalization for more than 48 hours, commencing within 7 days from the date the injury was received; (2) results in a fracture of any bone (except simple fractures of fingers, toes, or nose); (3) involves lacerations which cause severe hemorrhages, nerve, muscle, or tendon damage; (4) involves injury to any internal organ; or (5) involves second- or third-degree burns, or any burns affecting more than 5 percent of the body surface.

### Substantial damage:

(1) Except as provided in subparagraph (2) of this paragraph, substantial damage means damage or structural failure which adversely affects the structural strength, performance, or flight characteristics of the aircraft, and which would normally require major repair or replacement of the affected component.

(2) Engine failure, damage limited to an engine, bent fairings or cowling, dented skin, small puncture holes in the skin or fabric, ground damage to rotor or propeller blades, damage to landing gear, wheels, tires, flaps, engine accessories, brakes or wingtips are not considered substantial damage for the purpose of this part.

Commencing in 1968, general aviation accidents cannot be compared with earlier years because of an amendment to the definition of substantial damage.

Prior to January 1, 1968, the definition of substantial damage was:

(1) Except as provided in subparagraph (ii) of this paragraph:

(i) Substantial damage in aircraft of 12,500 pounds maximum certified takeoff weight or less means damage or structural failure reasonably estimated to cost \$300 or more to repair.

(ii) Substantial damage in aircraft of more than 12,500 pounds maximum certified takeoff weight means damage or structural failure which adversely affects the structural strength, performance, or flight characteristics of the aircraft, and which would normally require major repairs or replacement of the affected component.

(2) Engine failure, damage limited to an engine, bent fairings, or cowling, dented skin, small puncture holes in the skin or fabric, taxiing damage to propeller blades, damage to tires, engine accessories, brakes or wingtips are not considered substantial damage for the purpose of this part.

More detailed accident data may be obtained from the National Transportation Safety Board, Bureau of Technology.

TABLE 9.1

AIRCRAFT ACCIDENTS, FATALITIES AND FATALITY RATE --  
U.S. AIR CARRIER OPERATIONS: 1980\*

AIR CARRIER AND OPERATION	NUMBER OF ACCIDENTS		NUMBER OF FATALITIES
	TOTAL	FATAL	
TOTAL--ALL OPERATIONS	20	2	14
CERTIFICATED ROUTE AIR CARRIERS	16	1	13
SUPPLEMENTAL AIR CARRIERS	3	1	1
COMMERCIAL OPERATORS	---	---	---
DEREGULATED ALL CARGO CARRIERS	---	---	---
 TOTAL--PASSENGER OPERATIONS	 14	 1	 13
CERTIFICATED ROUTE AIR CARRIER			
SCHEDULED PASSENGER SERVICE	14	1	13
DOMESTIC	8	1	13
INTERNATIONAL/TERRITORIAL	6	0	0
SUPPLEMENTAL AIR CARRIER PASSENGER SERVICE (CIVIL AND MILITARY)	---	---	---
COMMERCIAL PASSENGER SERVICE	---	---	---

NOTE: BEGINNING IN 1975, ACCIDENTS INVOLVING COMMERCIAL OPERATORS  
OF LARGE AIRCRAFT ARE INCLUDED. NONREVENUE MILES OF THE  
SUPPLEMENTAL AIR CARRIERS ARE NOT REPORTED.

BEGINNING IN 1979, ACCIDENTS INVOLVING DEREGULATED ALL CARGO  
CARRIERS ARE INCLUDED.

\* PRELIMINARY

SOURCE: NATIONAL TRANSPORTATION SAFETY BOARD.

FATAL ACCIDENTS, FATALITIES -- U.S. AIR CARRIER ALL OPERATIONS: 1979 AND 1980\*

TABLE 9-2

LOCATION	OPERATOR	DATE	SERVICE	AIRCRAFT	FATALITIES			TOTAL ABOARD	REPORTED TYPE OF ACCIDENT
					TOTAL	PASSENGER	CREW		
Total 1980					14	11	2	1	19
CERTIFICATED ROUTE AIR CARRIERS--TOTAL									
VALLEY, NB	AIR WISCONSIN, INC.	6/12/80	Psg	SAAZ6AT	13	11	2	—	15 CRASHED EN ROUTE.
SUPPLEMENTAL AIR CARRIERS									
SAN DIEGO, CA	TRANSAMERICA AIRLINES	8/23/80	Cargo	L-382	1	—	—	1	4 HIT PARACHUTIST IN FLIGHT.
Total 1979					353	321	29	2	414
CERTIFICATED ROUTE AIR CARRIERS--TOTAL									
CLARKSBURG, WV	ALLEGHENY AIRLINES	2/12/79	Psg	N262	2	1	1	—	5 CRASHED DURING TAKEOFF
NEWARK, NJ	NEW YORK AIRLINES	4/18/79	Psg	S61	3	3	—	—	18 CRASHED AFTER TAKEOFF
CHICAGO, IL	AMERICAN AIRLINES	5/25/79	Psg	DC10	273	258	13	2	271 CRASHED SHORTLY AFTER TAKEOFF
HYANNIS, MA	AIR NEW ENGLAND	6/17/79	Psg	DM6	1	—	1	—	10 CRASHED DURING APPROACH TO LANDING
MEXICO CITY, MX (R)	WESTERN AIRLINES	10/31/79	Psg	DC10	73	61	11	1	89 CRASHED DURING LANDING
SUPPLEMENTAL AIR CARRIERS									
SALT LAKE CITY, UT	TRANSAMERICA AIRLINES	11/18/79	Cargo	L188	3	—	3	—	3 AIR FRAME FAILURE IN FLIGHT.

\* PRELIMINARY

(R) REVISED

TABLE 9.3  
AIRCRAFT ACCIDENTS, ACCIDENT RATES, AND FATALITIES--  
U.S. AIR CARRIER ALL OPERATIONS: 1971-1980\*

YEAR	NUMBER OF ACCIDENTS		AIRCRAFT MILES FLOWN (000)A	ACCIDENT RATE PER MILLION AIRCRAFT MILES FLOWN		FATALITIES		CREW AND OTHERS
	TOTAL	FATAL		TOTAL ACCIDENTS	FATAL ACCIDENTS	TOTAL	PASSENGERS	
1971	48	8(B)	2,660,731	0.018	0.002	203	174	29
1972	50	8	2,619,043	0.019	0.003	190	160	30
1973	43	9	2,646,669	0.016	0.003	227	200	27
1974	47	9	2,464,295	0.019	0.003	467	421	46
1975(c)	45	3	2,477,764	0.018	0.001	124	113	11
1976	28	4	2,568,113	0.011	0.002	45	39	6
1977	26	5	2,684,072	0.010	0.002	656	382	274
1978	24	6	2,742,860	0.009	0.002	163	141	22
1979(d)	32(R)	6	2,899,131	0.011	0.002	355(R)	323(R)	32
1980	20	2	3,035,600	0.007	0.001	14	11	3

- (A) NONREVENUE MILES OF THE SUPPLEMENTAL AIR CARRIERS ARE NOT REPORTED.
- (B) INCLUDES MIDAIR COLLISION ACCIDENTS NONFATAL TO AIR CARRIER OCCUPANTS. NUMBER OF ACCIDENTS EXCLUDED FROM FATAL ACCIDENT RATES (1971-2).
- (C) BEGINNING IN 1975, FIGURES INCLUDE ACCIDENTS INVOLVING COMMERCIAL OPERATORS OF LARGE AIRCRAFT.
- (D) BEGINNING IN 1979, FIGURES INCLUDE ACCIDENTS INVOLVING DEREGULATED ALL CARGO CARRIERS.
- (R) REVISED

\* PRELIMINARY

NOTE: SABOTAGE ACCIDENT (9/8/74) IS INCLUDED IN ALL COMPUTATIONS EXCEPT RATES. IN 1977, FATALITIES (OTHER) INCLUDES 248 ON AIRCRAFT OF FOREIGN REGISTRY.

SOURCE: NATIONAL TRANSPORTATION SAFETY BOARD.

TABLE 9.4  
AIRCRAFT ACCIDENTS, ACCIDENT RATES, AND FATALITIES--  
U.S. CERTIFICATED ROUTE AIR CARRIERS: 1971-1980\*

YEAR	NUMBER OF ACCIDENTS		AIRCRAFT MILES FLOWN (000)	ACCIDENT RATE PER MILLION AIRCRAFT MILES FLOWN		FATALITIES		
	TOTAL	FATAL		TOTAL ACCIDENTS	FATAL ACCIDENTS	TOTAL	PASSENGERS	CREW AND OTHERS
1971	47	8(A)	2,557,968	0.018	0.002	203	174	29
1972	48	8	2,526,021	0.019	0.003	190	160	30
1973	40	8	2,555,732	0.016	0.003	221	197	24
1974	45	8	2,384,933	0.018	0.003	463	420	43
1975	36	2	2,357,425	0.015	0.001	122	113	9
1976	25	3	2,448,413	0.010	0.001	42	39	3
1977	21	4	2,556,080	0.008	0.002	396	382	14
1978	22	5	2,625,000	0.008	0.002	19	13	6
1979(R)	26	5	2,803,389	0.009	0.002	352	323	29
1980	16	1	2,966,000	0.005	**	13	11	2

(A) INCLUDES MIDAIR COLLISION ACCIDENTS NONFATAL TO AIR CARRIER OCCUPANTS. NUMBER OF ACCIDENTS EXCLUDED FROM FATAL ACCIDENT RATES (1971-2).

(R) REVISED

NOTE: SABOTAGE ACCIDENT (9/8/74) IS INCLUDED IN ALL COMPUTATIONS EXCEPT RATES. IN 1977, FATALITIES (OTHER) INCLUDES 248 ON AIRCRAFT OF FOREIGN REGISTRY.

SOURCE: NATIONAL TRANSPORTATION SAFETY BOARD.

\* PRELIMINARY.

\*\* ROUNDED TO .000

TABLE 9.5  
AIRCRAFT ACCIDENTS, FATALITIES, AND FATALITY RATE--U.S. CERTIFICATED ROUTE AIR CARRIER  
SCHEDULED DOMESTIC AND INTERNATIONAL PASSENGER SERVICE: 1971-1980

YEAR	AIRCRAFT ACCIDENTS		FATALITIES			PASSENGERS CARRIED	PASSENGER- MILES FLOWN (000)	PASSENGER FATALITY RATE PER 100 MILLION PASSENGER-MILES
	TOTAL	FATAL	TOTAL	PASSENGER	CREW AND OTHERS			
1971	41	6(A)	194	174	20	173,664,737	145,678,876	0.119
1972	43	7	186	160	26	188,938,932	159,722,015	0.100
1973	32	6	217	197	20	202,207,000	171,436,549	0.115
1974	42	7	460	420	40	207,449,006	173,349,894	0.197
1975	28	2	122	113	9	205,059,571	174,173,138	0.065
1976	21	2	38	36	2	223,313,131	190,915,721	0.019
1977	17	2	75	64	11	240,326,516	206,205,410	0.031
1978R	19	4	16	13	3	274,716,000	264,932,819	0.005
1979R	18	5	352	323	29	316,683,000	261,979,204	0.123
1980P	14	1	13	11	2	303,200,000	283,100,000	0.004

(A) INCLUDES 2 MIDAIR COLLISIONS THAT WERE NONFATAL TO AIR CARRIER OCCUPANTS.

R - REVISED.

P - PRELIMINARY.

NOTE: PASSENGER DEATHS OCCURRING IN SABOTAGE ACCIDENTS ARE INCLUDED IN THE PASSENGER FATALITY COLUMN,  
BUT ARE EXCLUDED IN THE COMPUTATION OF FATALITY RATES (1974-1979 PASSENGERS).

SOURCE: NATIONAL TRANSPORTATION SAFETY BOARD.

TABLE 9.6  
AIRCRAFT ACCIDENTS, FATALITIES AND FATALITY RATE--U.S. CERTIFIED ROUTE AIR CARRIER  
SCHEDULED DOMESTIC PASSENGER SERVICE: 1971-1980

YEAR	AIRCRAFT ACCIDENTS		FATALITIES			PASSENGERS CARRIED	PASSENGER MILES FLOWN (000)	PASSENGER FATALITY RATE PER 100 MILLION PASSENGER-MILES
	TOTAL	FATAL	TOTAL	PASSENGER	CREW AND OTHERS			
1971	33	6(A)	194	174	20	156,097,403	113,240,603	0.154
1972	37	6	185	160	25	169,931,415	123,775,960	0.129
1973	27	4	138	128	10	183,271,000	133,733,181	0.096
1974	31	3	168	158	10	189,723,697	137,657,951	0.115
1975	21	2	122	113	9	188,743,983	140,299,953	0.081
1976	17	1	1	1	---	206,274,000	154,322,683	0.001
1977	15	2	75	64	11	222,283,516	166,424,934	0.038
1978R	18	4	16	13	3	253,957,000	218,548,679	0.006
1979R	14	4	279	262	17	292,537,000	208,856,162	0.125
1980P	8	1	13	11	2	278,600,000	221,200,000	0.005

R - REVISED.

P - PRELIMINARY.

(A) INCLUDES 2 MIDAIR COLLISIONS THAT WERE NONFATAL TO AIR CARRIER OCCUPANTS.

SOURCE: NATIONAL TRANSPORTATION SAFETY BOARD.

TABLE 9.7  
ACCIDENTS, FATALITIES AND FATALITY RATE--U.S. CERTIFICATED ROUTE AIR CARRIER  
SCHEDULED INTERNATIONAL PASSENGER SERVICE: 1971-1980

YEAR	ACCIDENTS	FATALITIES				PASSENGERS CARRIED	PASSENGER MILES FLOWN (000)	PASSENGER FATALITY RATE PER 100 MILLION PASSENGER-MILES
		TOTAL	FATAL	TOTAL	PASSENGER CREW AND OTHERS			
1971	8	---	---	---	---	17,567,334	32,438,273	---
1972	6	1	1	---	1	19,007,517	35,946,055	---
1973	5	2	79	69	10	18,936,000	37,703,368	0.183
1974	12	4	292	262	30	17,725,309	35,691,093	0.513
1975	7	---	---	---	---	16,315,588	33,873,185	---
1976	4	1	37	35	2	17,039,131	36,593,038	0.096
1977	3	---	---	---	---	18,043,000	39,780,476	---
1978R	1	---	---	---	---	20,759,000	46,384,140	---
1979R	4	1	73	61	12	24,146,000	53,123,042	0.115
1980P	6	---	---	---	---	24,600,000	61,900,000	---

NOTE: PASSENGER DEATHS OCCURRING IN SABOTAGE ACCIDENTS ARE INCLUDED IN PASSENGER FATALITY COLUMN BUT EXCLUDED IN THE COMPUTATION OF PASSENGER FATALITY RATES (1974-79 PASSENGERS).

SOURCE: NATIONAL TRANSPORTATION SAFETY BOARD.

P - PRELIMINARY.

R - REVISED.

TABLE 9.8  
ACCIDENTS, ACCIDENT RATES, AND FATALITIES--U.S. SUPPLEMENTAL AIR CARRIERS  
ALL OPERATIONS: 1971-1980

YEAR	NUMBER OF ACCIDENTS		AIRCRAFT MILES Flown (000)(A)	ACCIDENT RATE PER MILLION AIRCRAFT MILES Flown		FATALITIES		CREW AND OTHERS
	TOTAL	FATAL		ACCIDENTS	FATAL ACCIDENTS	Total	PASSENGERS	
1971	1	---	102,763	0.010	---	---	---	---
1972	2	---	93,022	0.022	---	---	---	---
1973	3	1	90,937	0.033	0.011	6	3	3
1974	2	1	79,363	0.025	0.013	4	1	3
1975	2	---	65,476	0.031	---	---	---	---
1976	1	---	62,640	0.016	---	---	---	---
1977	2	---	67,699	0.030	---	---	---	---
1978R	2	---	69,946	0.029	---	---	---	---
1979R	1	1	61,492	0.016	0.016	3	---	3
1980P	3	1	59,000	0.051	0.017	1	---	1

(A) NONREVENUE MILES NOT REPORTED.

SOURCE: NATIONAL TRANSPORTATION SAFETY BOARD.

P - PRELIMINARY.  
R - REVISED.

TABLE 9.9  
AIRCRAFT ACCIDENTS, FATALITIES AND FATALITY RATE--U.S. SUPPLEMENTAL AIR CARRIER  
CIVIL AND MILITARY OPERATIONS: 1971-1980

YEAR	ACCIDENTS		FATALITIES			PASSENGERS CARRIED	PASSENGER- MILES FLOWN (000)	PASSENGER FATALITY RATE PER 100 MILLION PASSENGER-MILES
	Total	Fatal	Total	PASSENGER	CREW			
1971	--	--	--	--	--	3,295,803	10,573,646	--
1972	--	--	--	--	--	3,473,599	10,049,683	--
1973	1	--	--	--	--	3,569,912	11,790,513	--
1974	1	--	--	--	--	3,194,463	10,862,449	--
1975	1	--	--	--	--	2,352,423	8,759,279	--
1976	1	--	--	--	--	2,191,661	8,199,053	--
1977	2	--	--	--	--	2,793,761	9,983,404	--
1978R	2	--	--	--	--	2,950,865	9,999,037	--
1979R	--	--	--	--	--	2,590,855	8,956,918	--
1980P	--	--	--	--	--	2,300,000	7,900,000	--

SOURCE: NATIONAL TRANSPORTATION SAFETY BOARD.

P - PRELIMINARY.

R - REVISED.

TABLE 9.10

AIRCRAFT ACCIDENTS, FATALITIES AND ACCIDENT RATES--  
U.S. GENERAL AVIATION FLYING: 1971-1980

YEAR	ACCIDENTS TOTAL	FATAL FATAL	AIRCRAFT HOURS FLOWN (000)	ACCIDENT RATES	
				100,000 AIRCRAFT HOURS TOTAL	FATAL
1971	4,648	661	1,355	25,512	18.2
1972	4,256	695(A)	1,426(B)	26,974	15.8
1973	4,255	723(A)	1,412	28,974	14.2
1974	4,425	729(A)	1,438	31,413	14.1
1975	4,237	675(A)	1,345	32,024	13.2
1976	4,193	695	1,320	33,922	12.3
1977	4,286	702	1,436	35,792	12.0
1978R	4,494	793	1,770(B)	39,405	11.4
1979R	4,051	682	1,382	43,417	9.3
1980P	3,799	677	1,375	41,500	9.2
					1.64

(A) SUICIDE/SABOTAGE ACCIDENTS ARE INCLUDED IN ALL COMPUTATIONS EXCEPT FOR RATES (1970-1, 1972-3, 1973-2, 1974-2, 1975-2, 1978-142) WHEN IN COLLISION WITH GENERAL AVIATION AIRCRAFT.

(B) INCLUDES AIR CARRIER FATALITIES (1972-5, 1978-142) WHEN IN COLLISION WITH GENERAL AVIATION AIRCRAFT.

SOURCE: NATIONAL TRANSPORTATION SAFETY BOARD.

P - PRELIMINARY.  
R - REVISED.

TABLE 9.11  
AIRCRAFT ACCIDENTS, FATALITIES AND ACCIDENT RATES--  
COMMUTER AIR CARRIERS: 1979 AND 1980

	ALL REVENUE OPERATIONS		PASSENGER OPERATIONS	
	1979P	1980P	1979P	1980P
<u>ACCIDENTS</u>				
TOTAL	57	36	32	25
FATAL	14	6	10	4
<u>FACILITIES</u>				
PASSENGERS	49	13	49	13
CREW	16	9	10	5
OTHERS	---	1	---	1
TOTAL	65	23	59	19
<u>AIRCRAFT HOURS Flown</u>	1,261,500	1,263,200	1,100,000	1,160,000
<u>AIRCRAFT MILES Flown (000)</u>	214,300	202,100	183,200	189,000
<u>REVENUE PASSENGER MILES Flown (000)</u>	N/A	N/A	1,275,000	1,354,000
<u>DEPARTURES</u>	2,005,800	1,895,400	1,850,000	1,800,000
<u>ACCIDENT RATE PER 100,000 Hours Flown*</u>				
TOTAL	3.17	2.30	2.45	1.90
FATAL	0.71	0.40	0.73	0.34
<u>ACCIDENT RATE PER MILLION MILES Flown*</u>				
TOTAL	0.19	0.14	0.15	0.12
FATAL	0.04	0.02	0.04	0.02
<u>ACCIDENT RATE PER 100,000 DEPARTURES*</u>				
TOTAL	1.99	1.53	1.46	1.22
FATAL	0.45	0.26	0.43	0.22
<u>PASSENGER FACILITY RATE PER 100 MILLION PASSENGER MILES*</u>	N/A	N/A	3.45	.96

P - PRELIMINARY

R - REVISED

\* RATES EXCLUDE ACCIDENTS INVOLVING OPERATORS NOT REPORTING TRAFFIC DATA TO CAB.  
WHEN PERTINENT, ACCIDENTS/FATALITIES USED IN RATE COMPUTATION ARE SHOWN IN PARENTHESIS.

TABLE 9.12  
AIRCRAFT ACCIDENTS, ACCIDENT RATES, AND FATALITIES--  
COMMUTER AIR CARRIERS: 1976-1980\*

YEAR	NUMBER OF ACCIDENTS		AIRCRAFT MILES Flown (000)A	ACCIDENT RATE PER MILLION AIRCRAFT MILES Flown		FATALITIES	
	TOTAL	FATAL		TOTAL ACCIDENTS	FATAL ACCIDENTS	TOTAL	PASSENGERS
1976	38	11	171	0.20	0.06	34	20
1977	42	9	194	0.19	0.04	32	21
1978	54	13	224	0.23	0.05	47	34
1979	57	14	214	0.19	0.04	65	49
1980	36	6	202	0.14	0.02	23	13
							10

TABLE 9.13  
COMPARATIVE ACCIDENT DATA: 1970 THROUGH 1979  
(PASSENGER FATALITIES PER 100 MILLION PASSENGER-MILES)

YEAR	PASSENGER AUTOMOBILES AND TAXIS	BUSES	RAILROAD PASSENGER TRAINS	DOMESTIC SCHEDULED AIR TRANSPORT PLANES
1970	2.10	.19	.09	.00
1971	1.90	.19	.24	.15
1972	1.90	.19	.53	.13
1973	1.70	.24	.07	.10
1974	1.50	.21	.07	.12
1975	1.40	.15	.08	.08
1976	1.34	.17	.05	.003
1977	1.33	.13	.04(R)	.04
1978	1.30	.17	.13	.01
1979	1.31	.15	.05	.12

SOURCE: MOTOR VEHICLE (AUTOMOBILES, TAXIS, AND BUSES) AND RAILROAD  
PASSENGER TRAIN DATA FROM THE NATIONAL SAFETY COUNCIL. DOMESTIC  
SCHEDULED AIR TRANSPORT DATA FROM THE NATIONAL TRANSPORTATION  
SAFETY BOARD.

(R): REVISED

COMMON ACRONYMS

AAS	Airport Advisory Service
ADF	Automatic Direction Finder
ARSR	Air Route Surveillance Radar
ARTCC	Air Route Traffic Control Center
ASR	Airport Surveillance Radar
ATC	Air Traffic Control
ATCT	Airport Traffic Control Tower
CAB	Civil Aeronautics Board
CS/T	Combined Station/Tower
DME	Distance Measuring Equipment
DVFR	Defense Visual Flight Rules
FAR	Federal Aviation Regulation
FSS	Flight Service Station
ICAO	International Civil Aviation Organization (Montreal, Canada)
IFR	International Flight Rules
IFSS	International Flight Service Station
ILS	Instrument Landing System
LRNAV	Long Range Navigation
MLS	Microwave Landing System
NAS	National Airspace System
NAVAIDS	Navigation Aids
NOTAMS	Notice to Airmen
NTSB	National Transportation Safety Board
RNAV	Area Navigation
VFR	Visual Flight Rules
VHF	Very High Frequency
VOR	Very High Frequency Omnidirectional Radio Range

## GLOSSARY

Active Aircraft--All legally registered civil aircraft which flew one or more hours.

Aerial Application--See Primary Use.

Air Carriers--The commercial system of air transportation consisting of the certificated route air carriers, air taxis (including commuters), supplemental air carriers, commercial operators of large aircraft, and air travel clubs.

- o Certificated route air carrier--An air carrier holding a Certificate of Public Convenience and Necessity issued by the Civil Aeronautics Board authorizing the performance of scheduled service over specified routes, and a limited amount of nonscheduled service.
- o Air taxi--The classification of air carriers which transports persons, property, and mail using small aircraft (under 30 seats or a maximum payload capacity of less than 71,500 pounds). An air taxi does not hold a Certificate of Public Convenience and Necessity nor economic authority as issued by the Civil Aeronautics Board.
- o Commuter air carrier--an air taxi which performs at least five round trips per week between two or more points and publishes flight schedules which specify the times, days of the week, and points between which such flights are performed.
- o Supplemental air carrier--An air carrier which holds a Certificate of Public Convenience and Necessity issued by the Civil Aeronautics Board, authorizing performance of passenger and cargo charter services supplementing the scheduled service of the certificated route air carriers. Both international and domestic charter operations are for a temporary period. The authority of supplemental air carriers to engage in military charters is of an indefinite period. In addition, they can perform on an emergency basis, as may be authorized by the Civil Aeronautics Board, scheduled operations including the transportation of individually ticketed passengers and individually waybilled cargo.
- o Commercial operator--a person who, for compensation or hire, engages in the carriage of aircraft in air commerce of persons or property other than as an air carrier or foreign air carrier.
- o Commercial operator of large aircraft--commercial operator operating aircraft of more than 12,500 pounds maximum certificated takeoff weight.
- o Air Travel Club--a person who engages in the carriage by airplanes of persons who are required to qualify for that carriage by payment of an assessment, dues, membership fee, or other similar types of remittance.

Aircraft Contacted--Aircraft with which the flight service stations (FSS) have established radio communications contact. One count is made for each en route, landing, or departing aircraft contacted by an FSS regardless of the number of contacts made with an individual aircraft during the same flight. A flight contacting five FSS's would be counted as five aircraft contacted.

Aircraft Handled--See IFR Aircraft Handled.

Aircraft Operation--The airborne movement of aircraft in controlled or noncontrolled airport terminal areas and about given en route fixes or at other points where counts can be made. There are two types of operations--local and itinerant.

- o Local operations are performed by aircraft which:
  - (a) Operate in the local traffic pattern or within sight of the airport.
  - (b) Are known to be departing for, or arriving from, flight in local practice areas within a 20-mile radius of the airport.
  - (c) Execute simulated instrument approaches or low passes at the airport.
- o Itinerant operations are all aircraft operations other than local operations.

Aircraft Type--A term used in this publication in grouping aircraft by basic configuration--fixed-wing, rotorcraft, glider, dirigible, and balloon.

Air Defense Identification Zone--The area of airspace over land or water within which the ready identification, the location, and the control of aircraft are required in the interest of national security.

Airline Transport Pilot--See Pilot.

Airman--A pilot, mechanic, or other licensed aviation technician.

Airman Certificate--A document issued by the Administrator of the Federal Aviation Administration certifying that the holder complies with the regulations governing the capacity in which the certificate authorizes the holder to act as an airman in connection with aircraft.

Airport--An area of land or water that is used or intended to be used for the landing and takeoff of aircraft, and includes its buildings and facilities, if any.

Airport Advisory Service (AAS)--A service provided by flight service stations at airports not served by a control tower. This service consists of providing information to landing and departing aircraft concerning wind direction and velocity, favored runway, altimeter setting, pertinent known traffic, pertinent known field conditions, airport taxi routes and traffic patterns, and authorized instrument approach procedures.

Airport Surveillance Radar (ASR)--Radar providing position of aircraft by azimuth and range data. ASR does not provide elevation data. It is designed for range coverage up to 60 nautical miles and is used by terminal area air traffic control.

Airport Traffic--Aircraft operating in the air or on an airport surface exclusive of loading ramps and parking areas.

Airport Traffic Control Service--Air traffic control service provided by an airport traffic control tower for aircraft operating on the movement area and in the vicinity of an airport.

Airport Traffic Control Tower (ATCT)--A central operations facility in the terminal air traffic control system, which consists of a tower cab structure, including an associated IFR room if radar equipped, and uses air/ground communications, radar, visual signaling, and other devices to provide safe and expeditious movement of terminal air traffic.

Airports of Entry--Aircraft may land at these airports without prior permission to land from U.S. Customs.

Air Route Traffic Control Center (ARTCC)--A facility established to provide air traffic control service to aircraft operating on IFR flight plans within controlled airspace, and principally during the en route phase of flight.

Air Taxi--See Air Carrier and Primary Use.

Air Traffic Control (ATC)--A service operated by appropriate authority to promote the safe, orderly, and expeditious flow of air traffic.

Air Traffic Control Facility--A facility which provides air traffic control services located in the U.S., its possessions and territories, and in foreign countries especially established by international agreement.

Air Traffic Hub--Air traffic hubs are not airports; they are the cities and Standard Metropolitan Statistical Areas requiring aviation services. Communities fall into four classes as determined by each community's percentage of the total enplaned passengers in scheduled service of the fixed-wing operations of the domestic certificated route air carriers in the 50 States, the District of Columbia, and other U.S. areas designated by the Federal Aviation Administration.

- o Large air traffic hub--a community enplaning 1.00 percent or more of the total enplaned passengers.
- o Medium air traffic hub--a community enplaning from 0.25 to 0.99 percent of the total enplaned passengers.
- o Small air traffic hub--a community enplaning from 0.05 to 0.24 percent of the total enplaned passengers.
- o Nonhub--a community enplaning less than 0.05 percent of the total enplaned passengers.

Air Travel Club--See Air Carrier.

All-Cargo Carrier (418)--One of a class of air carriers holding an All Cargo Air Service Certificate issued under section 418 of the Federal Aviation Act and certificated in accordance with FAR 121 to provide domestic air transportation of cargo.

All-Cargo Carrier--One of a class of air carriers holding temporary Certificates of Public Convenience and Necessity issued by the Civil Aeronautics Board, which authorize the performance of scheduled air freight, express, and mail transportation over specified routes, as well as nonscheduled operations which may include passengers.

Altitude Encoding (Automatic Altitude Reporting)--An aircraft altitude transmitted via the Mode C transponder feature that is visually displayed in 100 feet increments on the ground radar scope having readout capability.

American Flag Carrier--See U.S. Flag Carrier.

Approach Control Facility--A terminal area traffic control facility providing approach control service.

Approach Control Service--Air traffic control service provided by an approach control facility for arriving and departing aircraft and, on occasion, tower en route control service.

Area Navigation (RNAV)--A method of using navigation instruments that allows pilots flexibility to fly direct routes between waypoints or offset from published or established routes/airways at specified distance and direction.

Automatic Direction Finder (ADF)--An aircraft radio navigation system which senses and indicates the direction to a nondirectional radio beacon ground transmitter. Direction is indicated to the pilot as a magnetic bearing or as a relative bearing to the longitudinal axis of the aircraft.

Automatic Pilot--An aircraft can be controlled about the roll, pitch, and yaw axis by use of an automatic pilot. Information from VOR, ILS, MLS, and other navigation aids can be coupled to the automatic pilot for en route and approach flights.

Business Transportation--See Primary Use.

Certificated Route Air Carrier--See Air Carrier.

Combined Station Tower--A combined facility (see Airport Traffic Control Tower and Flight Service Station).

Commercial Operator--See Air Carrier.

Commercial Pilot--See Pilot.

Commuter Air Carrier--See Air Carrier.

Controlled Airspace--Airspace control area designated as a continental control area, control zone, terminal control area, or transition area, within which some or all aircraft may be subject to air traffic control.

Defense Visual Flight Rules (DVFR)--A flight within an Air Defense Identification Zone conducted under the visual flight rules in Federal Aviation Regulation, Part 99.

Distance Measuring Equipment (DME)--Airborne and ground equipment used to measure, in nautical miles, the slant range distance of an aircraft from the DME navigational aid.

Domestic Operations--In general, operations within and between the 50 States, and the District of Columbia.

Executive Transportation--See Primary Use.

Express (Air)--Property transported by air under published air express tariffs filed with the Civil Aeronautics Board.

Flight Advisory Service--Advice and information provided by a facility to assist pilots in the safe conduct of flight and aircraft movement.

Flight Plan--Specified oral or written information about the intended flight of an aircraft that is filed with air traffic control.

Flight Service Station (FSS)--Air Traffic Service facilities within the National Airspace System (NAS) which provide preflight pilot briefings and en route communications with VFR flights, assist lost IFR/VFR aircraft, assist aircraft having emergencies, relay Air Traffic Control clearances, originate, classify, and disseminate Notices to Airmen, broadcast aviation weather and NAS information, receive the close flight plans, monitor radio NAVAIDS, notify search and rescue units of missing VFR aircraft, and operate the national weather teletypewriter system. In addition, at selected locations, FSSs take weather observations, issue airport advisories, administer airmen written examinations, and advise Customs and Immigration of across-the-border flights.

Foreign Flag Air Carrier--An air carrier other than a U.S. flag air carrier engaged in international air transportation (see also U.S. Flag Carrier).

Foreign Mail--Mail transported outside the United States by U.S. flag carriers for a foreign government.

General Aviation--That portion of civil aviation which encompasses all facets of aviation except air carriers.

Glide Slope--See Instrument Landing System.

Heliport--An area of land, water, or any structure used or intended to be used for the landing and takeoff of helicopters.

Hub--See Air Traffic Hub.

IFR Aircraft Handled--The number of IFR departures multiplied by two plus the number of IFR overs. This definition assumes that the number of departures (acceptances, extensions, and originations of IFR flight plans) is equal to the number of landings (IFR flight plans closed).

IFR Departure--An IFR departure includes IFR flights originating in a center's area, accepted by the center under SOLE EN ROUTE clearance procedures, and extended by the center.

IFR Over--An IFR flight that originates outside the ARTCC area and passes through the area without landing.

Inactive Aircraft--All legally registered civil aircraft which flew zero hours.

Industrial/Special--See Primary Use.

Instructional Flying--See Primary Use.

Instrument Approach--An approach to an airport, with intent to land, by an aircraft flying in accordance with an IFR flight plan, when the visibility is less than 3 miles and/or when the ceiling is at or below the minimum initial altitude.

Instrument Flight Rules (IFR)--Rules governing the procedures for conducting instrument flight. Also a term used by pilots and controllers to indicate type of flight plan.

Instrument Landing System (ILS)--A precision instrument approach system which normally consists of the following electronic and visual aids:

- o Localizer--Provides course guidance to the runway.
- o Glide Slope--Provides vertical guidance during approach.
- o Marker Beacon--Provides aural and/or visual identification of a specific position along an instrument approach landing.

Instrument Operation--An aircraft operation in accordance with an IFR flight plan or an operation where IFR separation between aircraft is provided by a terminal control facility or air route traffic control center.

International Flight Service Station (IFSS)--A central operations facility in the flight advisory system, staffed and equipped to control aeronautical point-to-point telecommunications, and air/ground telecommunications with pilots operating over international territory or waters, which provides flight plan following, weather information, search and rescue action, and other flight assistance operations.

International Operations--In general, operations outside the territory of the U.S., including operations between the U.S. and foreign countries, and the U.S. and its territories or possessions. Includes both the combination passenger/cargo carrier and the all-cargo carriers engaged in international and territorial operations.

Itinerant Operation--See Aircraft Operation.

Jet Route--A route designed to serve aircraft operations from 18,000 feet to 45,000 feet.

Landing Rights Airports--Any aircraft may land at one of these airports after securing prior permission to land from U.S. Customs.

Large Air Traffic Hub--See Air Traffic Hub.

Localizer--See Instrument Landing System.

Local Operation--See Aircraft Operation.

Long Range Navigation--A method of navigation that permits navigation over long distances. This is in contrast to the relatively short range navigation provided by the VOR system.

Marker--See Instrument Landing System.

Medium Air Traffic Hub--See Air Traffic Hub.

Microwave Landing System (MLS)--An instrument landing system operating in the microwave spectrum which provides lateral and vertical guidance to aircraft having compatible avionics equipment.

Mode C--See Altitude Encoding.

Nondirectional Radio Beacon--A radio beacon transmitting nondirectional signals whereby the pilot of an aircraft equipped with direction finding equipment can determine headings to or from the radio beacon and "home" on a track to or from the station.

Nonhub--See Air Traffic Hub.

Notice to Airmen--A notice containing information concerning the establishment, condition or change in any component of, or hazard in the National Airspace System, the timely knowledge of which is essential to personnel concerned with flight operations.

Over--See IFR Over.

Passenger/Cargo Air Carrier--One of a class of air carriers holding Certificates of Public Convenience and Necessity issued by the Civil Aeronautics Board, authorizing the performance of scheduled air transportation of passengers and property over specified routes.

Personal Flying--See Primary Use.

Pilot--

- o Student Pilot--A student pilot may not operate an aircraft that is carrying a passenger or that is carrying property for compensation or hire.
- o Private Pilot--A private pilot may not act as a pilot-in-command of an aircraft that is carrying passengers for compensation or hire nor may a private pilot act as pilot-in-command for compensation or hire.
- o Commercial Pilot--A commercial pilot may act as pilot-in-command of an aircraft carrying passengers for compensation or hire and act as pilot-in-command of an aircraft for compensation or hire.
- o Airline Transport Pilot--An airline transport pilot may act as a pilot-in-command of an aircraft engaged in air carrier service.

Pilot Briefing--Information furnished a pilot to assist in flight planning. Principal items are weather conditions, notices to airmen, routes, and preparation and handling of the flight plan.

Positive Control--Control of all air traffic, within designated airspace, by air traffic control.

Primary Use--The use category in which an aircraft flew the most hours. The nine use categories are defined below:

- o Aerial Application--Any use of an aircraft for work purposes which concerns the production of foods, fibers, and health control in which the aircraft is used in lieu of farm implements or ground vehicles for the particular task accomplished. This includes the distribution of chemicals or seeds in agriculture, reforestation, or insect control; it excludes firefighting operations.
- o Air Taxi--Use of an aircraft operating under Federal Aviation Regulations, Part 135. See also Air Carrier-Air Taxi.
- o Business Transportation--Use of an aircraft not for compensation or hire by individuals for the purposes of transportation required by business in which they are engaged.

- o Executive Transportation--Any use of an aircraft by a corporation, company, or other organization for the purposes of transporting its employees and/or property not for compensation or hire, and employing professional pilots for the operation of the aircraft.
- o Industrial/Specialist--Any use of an aircraft for specialized work allied with industrial activity; excluding transportation and aerial application. (Examples: pipeline patrol, survey, advertising, photography, helicopter hoist, etc.).
- o Instructional Flying--Any use of an aircraft for the purpose of formal instruction with the flying instructor aboard, or with the maneuvers on the particular flight(s) specified by the flight instructor.
- o Personal Flying--Any use of an aircraft for personal purposes not associated with a business or profession, and not for hire. This includes maintenance of a pilot proficiency.
- o Rental Aircraft--Aircraft owned for the purpose of renting out.
- o Other--Any other use of an aircraft not included above.

Private Pilot--See Pilot.

Private-Use Airport--An airport which is not open for the use of the general public.

Privately Owned Airport--An airport which is owned by a private individual or corporation.

Publicly Owned Airport--An airport which is publicly-owned and under control of a public agency.

Public-Use Airport--An airport open to the public without prior permission, and without restrictions within the physical capacities of available facilities. May or may not be publicly owned.

Radar Altimeter--Aircraft instrument that makes use of the reflection of radio waves from the ground to determine the height of the aircraft above the surface.

Registered Aircraft--Aircraft registered with the Federal Aviation Administration.

Rental Aircraft--See Primary Use.

RNAV--See Area Navigation.

Small Air Traffic Hub--See Air Traffic Hub.

Stolport--An airport specifically designed for STOL (Short Take-off and Landing) aircraft, separate from conventional airport facilities.

Student Pilot--See Pilot.

Supplemental Air Carrier--See Air Carrier.

Terminal Area--A general term used to describe airspace in which approach control service or airport traffic control service is provided.

Tower--See Airport Traffic Control Tower.

Transponder--The airborne radar beacon receiver/transmitter portion of the Air Traffic Control Beacon System that automatically receives radio signals from interrogators on the ground and selectively replies with specific reply pulse-on-pulse group, only to those interrogations being received on the mode to which it is set to respond. Each aircraft transponder is capable of replying to 4,096 codes as selected by the pilot. Provides the air traffic controller positive location and, in some cases, altitude information.

U.S. Flag Carrier or American Flag Carrier--One of a class of air carriers holding a Certificate of Public Convenience and Necessity issued by the Civil Aeronautics Board, approved by the President, authorizing scheduled operations over specified routes between the United States (and/or its territories) and one or more foreign countries. (See also Foreign Flag Air Carrier.)

VFR Flight--Flight conducted in accordance with Visual Flight Rules.

VHF Communications--Provides radio voice communications between aircraft and ground stations, also between aircraft. Very High Frequency (VHF) is limited in range (line of sight) and usually used for air traffic communications.

VOR--Very high frequency omnidirectional radio range. Used as the basis for navigation in the National Airspace System.

VORTAC--A navigation aid providing azimuth and distance measuring equipment at one site.

Weather Radar--Provides the flight crew with visual display of weather that could contain turbulence. The system's primary function is to assist in turbulence avoidance, although most airborne radar systems are also capable of terrain mapping.

Below is a list of the publications compiled by the Information and Statistics Division. Questions may be directed to us by telephoning (202) 426-3791 or writing Information and Statistics Division, AMS-200, Federal Aviation Administration, Washington, D.C. 20591.

FAA Statistical Handbook of Aviation is a convenient source for historical data. It presents statistical information pertaining to the Federal Aviation Administration, the National Airspace System, Airports, Airport Activity, U.S. Civil Air Carrier Fleet, U.S. Civil Air Carrier Operating Data, Airmen, General Aviation Aircraft, Aircraft Accidents.

Reporting period:	Calendar Year
Latest edition:	1980 data
Order from:	National Technical Information Service or U.S. Government Printing Office
Date 1981 information will be available:	Various
Date next publication is scheduled:	December 1982 (1981 data)

U.S. Civil Airmen Statistics is an annual study of detailed airmen statistics. It contains calendar year statistics on pilots and nonpilots and the number of certificates issued.

Reporting period:	Calendar Year
Latest edition:	1980 data
Order from:	Information & Statistics Division
Date 1981 information will be available:	March 1982
Date next publication is scheduled:	June 1982 (1981 data)

Census of U.S. Civil Aircraft is an annual publication that includes statistical data on the registered civil fleet, air carrier aircraft, and general aviation aircraft--both registered and active, detailed reports for general aviation aircraft by owner's state and country, and registered aircraft by make and model.

Reporting period:	Calendar Year
Latest edition:	1980 data
Order from:	National Technical Information Service or U.S. Government Printing Office
Date 1981 information will be available:	May 1982
Date next publication is scheduled:	September 1982 (1981 data)

FAA Air Traffic Activity furnishes terminal and en route air traffic activity information (i.e., operations, flight plans filed) of the National Airspace System. The data is from the FAA-operated Airport Traffic Control Towers, Air Route Traffic Control Centers, Flight Service Stations, and Approach Control Facilities.

Date 1981 information  
will be available: January 1982

Date next publication  
is scheduled: April 1982 (1981 data)

General Aviation Pilot and Aircraft Activity Survey includes data on the type and source of aircraft flight plan and weather information services, trip length in time and distance, pilot age and certification, estimates of total 1978 general aviation operations, fuel consumption and aircraft miles flown. The survey was made by the Federal Aviation Administration with the assistance of the Civil Air Patrol.

Reporting period: Survey conducted in 3-year intervals  
Latest edition: 1978 data  
Order from: National Technical Information Service  
(Refer to: FAA-MS-79-7)

Date 1981 information  
will be available: January 1982

Date next publication  
is scheduled: June 1982 (1981 data)

General Aviation Activity and Avionics Survey presents the results of the General Aviation Activity and Avionics Survey conducted to obtain information on the activity and avionics of the U.S. registered general aviation aircraft fleet. The survey reveals estimated flying time of the active general aviation aircraft, and other statistics by manufacturer/model group, aircraft type, state and region of based aircraft, and primary use. Estimates are included on fuel consumption, lifetime airframe hours, avionics, and engine hours.

Date 1980 information  
will be available: October 1981

Date next publication  
is scheduled: February 1982 (1980 data)

General Aviation Avionics Statistics report presents avionics statistics for the 1976 general aviation aircraft fleet. The statistics are presented in a capability group framework which enables one to relate airborne avionics equipment to the capability for a general aviation aircraft to function in the National Airspace System.

Reporting period:                   Calendar Year  
Latest edition:                     1979 data  
Order from:                         National Technical Information Service

Date next publication  
is available:                         last edition

FAA Directory published three times each year, it contains six sections of data: Washington/Region/Center headquarters; field facilities; regional area maps and organizational charts; alphabetical listing; special interest groups; and, a glossary.

Reporting period:                   Every four months  
Latest edition:                     May 1981  
Order from:                         Government Printing Office

Date next publication  
is available:                         Fall 1981

Airport Activity Statistics of Certificated Route Air Carriers joint publication of the Federal Aviation Administration and the Civil Aeronautics Board furnishes airport activity of the certificated route air carriers. Included in the data are passenger enplanements, tons of enplaned freight, express and mail. Both scheduled/nonscheduled service and domestic/international operations shown by airport and carrier are included. This report includes departures by airport, carrier and type of operation, and type of aircraft.

Reporting period:                   Calendar Year  
Latest edition:                     1980 data  
Order from:                         National Technical Information Service or  
                                       U.S. Government Printing Office

Date 1981 information  
will be available:                   June 1982

Date next publication  
is available:                         September 1982 (1981 data)

Ordering Information

Addresses are listed below for ordering or information purposes.

- o National Technical Information Service  
5285 Port Royal Road  
Springfield, VA 22161

Telephone: (703) 487-4650 (Use this number if you have a  
stock number)

(703) 487-4780 (This is the Identification Section.  
Use this number if you do not have  
a stock number.)

Format: Microfiche - \$3.50  
Hard copy made from microfiche. Cost depends on number  
of pages in report.

- o U.S. Government Printing Office  
Public Documents Department  
Washington, D.C. 20402

Telephone: (202) 783-3238 (orders and inquiries)

Format: Hard copy--original published form. Cost varies with  
documents.

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