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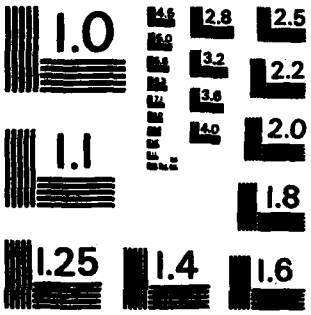

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16. Abstract

This report 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, Aeronautical Production and Imports/Exports, and a Glossary of the terms used in this publication.

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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, and Imports/Exports and Aeronautical Production.

Reporting period:	Calendar Year
Latest edition:	1984 data
Order from:	National Technical Information Service or U.S. Government Printing Office
Date 1985 information will be available:	Varies on subject matter
Date next publication is scheduled:	December 1986 (1985 data)

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

Reporting period:	Calendar Year
Latest edition:	1984 data
Order from:	Management Standards & Statistics Division or National Technical Information Service
Date 1985 information will be available:	March 1986
Date next publication is scheduled:	June 1986 (1985 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 county, and registered aircraft by make and model.

Reporting period:	Calendar Year
Latest edition:	1984 data
Order from:	National Technical Information Service or U.S. Government Printing Office
Date 1985 information will be available:	May 1986

Date next publication
is scheduled: September 1986 (1985 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.

Reporting period: Fiscal Year
Latest edition: 1984 data
Order from: National Technical Information Service

Date 1985 information
will be available: January 1986

Date next publication
is scheduled: April 1986 (1985 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 1981 general aviation operations, fuel consumption and aircraft miles flown. The survey was conducted by the Federal Aviation Administration with the assistance of the Civil Air Patrol.

Reporting period: Survey conducted in 3-year intervals
Latest edition: 1984 data
Order from: National Technical Information Service

Date 1987 information
will be available: November 1988 (1987 data)

Date next publication
is scheduled: January 1989 (1987 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.

Reporting period: Calendar Year
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FAA Directory published twice 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 six months
Latest edition:	November 1985
Order from:	Government Printing Office
Date next publication is scheduled:	Mid May 1986 (May 1986 edition)

Airport Activity Statistics of Certificated Route Air Carriers joint publication of the Federal Aviation Administration and the Research and Special Programs Administration 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:	1984 data
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Date 1985 information will be available:	August 1986
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PREFACE

This handbook

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 and to assist in evaluating progress. This edition contains data on major civil aviation activities for the period ending December 31, 1984.

The handbook should provide a valuable source of information for the Department of Transportation (DOT), operating offices of the FAA, the Research and Special Programs Administration, and other government agencies, as well as nongovernment 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 1981-1985, and the agency's personnel complement for 6-month intervals from June 30, 1975, to December 31, 1984.

National Airspace System data reflecting the fiscal and calendar year 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 1984 edition of Airport Activity Statistics of Certificated Route Air Carriers, which is issued jointly by the RSPA 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, 1984 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 1984.

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 RSPA.

The airmen data shown in Chapter VII were obtained from official airmen certification records maintained by the FAA's Mike Monroney 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. These data were furnished by the National Transportation Safety Board (NTSB). There have been major changes to data reported by NTSB which were dictated by deregulation and by the proliferation of small, regional airlines and commuters. (These changes begin with the 1981 data.)

Aeroanutical production and imports/exports are summarized in Chapter X. The production information was obtained from reports submitted to the U.S. Bureau of the Census by all known producers of complete aircraft and aircraft engines. Imports/exports data were obtained through Aerospace Industries Association, Inc. based on Bureau of the Census data from special monthly compilation of annual reports FT-446 and FT-410, respectively.

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

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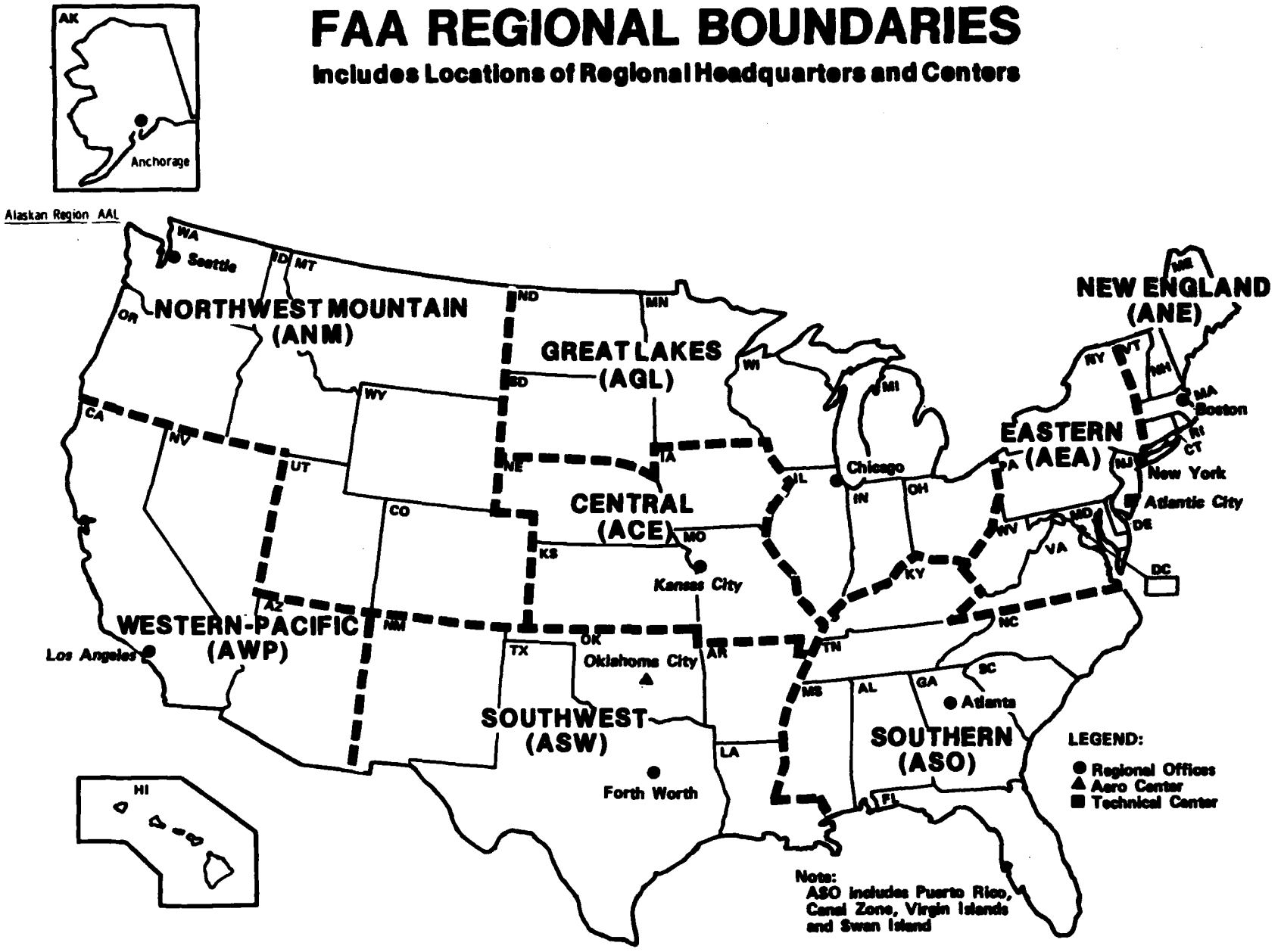

I. THE FEDERAL AVIATION ADMINISTRATION

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 superceded by the Airport Development Act of 1970 and the Airport and Airway Improvement Act of 1982. The FAA maintains and operates Washington National and Washington Dulles International airports. Washington 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 worldwide 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 1981 - 1985
($ IN MILLIONS)

Appropriation	1981	1982	1983	1984(R)	1985[a]
Total	3,412.5	3,156.6	4,167.7	4,642.7	5,330.4
Operations	1,815.4	1,482.0	1,301.8	2,530.0	1,493.7
Operations (Airport and Airway Trust Fund)	525.0	809.9	1,276.7	---	1,110.0
Headquarters Administration	---	---	---	56.9	65.8
Facilities and Equipment (Airport and Airway Trust Fund)	350.0	260.8	625.0	750.0	1,360.0
Grants-in-Aid for Airports (Airport and Airway Trust Fund)	570.5	476.2	800.0	993.5	987.0
Research, Engineering and Development (Airport and Airway Trust Fund)	85.0	71.8	103.0	263.5	265.0
Metropolitan Washington Airports	45.4	47.1	43.0	48.8	48.9
Facilities, Engineering, and Development	21.2	8.8	18.2	b	b

a Reflects proposed 2901 deficit reduction.
b Facilities, Engineering, and Development appropriation has been absorbed into the Facilities and Equipment and the Research Engineering and Development appropriations.
(R) Revised.

TABLE 1.2

FAA CIVILIAN EMPLOYEES AT END OF FISCAL AND CALENDAR YEARS 1975 - 1984

Date	FAA Total Paid	Full Time Permanent			
		Washington Office	Washington Field	Other Field	Total
6/75	57,678	2,819	960	51,126	54,905
12/75	56,732	2,774	922	50,999	54,695
6/76	59,064	2,910	948	52,264	56,122
9/76	58,438	2,880	944	52,167	55,991
12/76	57,790	2,842	953	51,728	55,523
9/77	58,081	2,683	940	52,137	55,760
12/77	57,631	2,612	926	51,891	55,429
9/78	57,494	2,303	909	52,015	55,227
12/78	57,005	2,272	921	51,747	54,940
9/79	56,435	2,124	888	51,432	54,444
12/79	56,394	2,144	922	51,498	54,564
9/80	55,361	2,060	918	50,560	53,538
12/80	55,340	2,069	942	50,500	53,511
9/81	42,590	1,951	185 [a]	39,123	41,259
12/81	44,640	1,940	190 [a]	40,378	42,508
9/82	46,511	1,868	173	42,929	44,970
12/82	46,897	1,866	168	43,415	45,449
9/83	46,922	1,906	155	45,317	45,317
12/83	46,993	1,911	144	43,266	45,321
9/84	47,216	1,943	116	43,733	45,792
12/84	47,178	1,959	130	43,810	45,899

[a] Beginning with 1981 employees from National and Dulles Airports are reported under "Other Field".

NOTE: FAA Total Paid includes full-time, part-time, and intermittent. Full-time includes permanent 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, D.C. employees (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

NUMBER OF TOTAL FAA EMPLOYEES AS OF DECEMBER 31, 1975 - 1984

Occupation	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984
Air Traffic Control Specialists	26,790	27,359	27,754	27,688	27,783	27,190	17,418	20,906	21,271	21,759
Electronics Technicians	9,149	9,396	9,423	9,423	9,209	8,871	8,432	8,031	7,633	7,229
Aviation Safety Inspectors	2,082	2,039	1,982	1,999	2,016	2,038	1,942	1,835	1,805	1,945
Engineers	2,597	2,697	2,649	2,576	2,501	2,436	2,274	2,238	2,313	2,419
All Others	16,114	16,299	15,823	15,319	14,885	14,805	14,574	13,887	13,971	13,826
Total Employment	56,732	57,790	57,631	57,005	56,394	55,340	44,640	46,897	46,993	47,178

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, Automated Flight Service Stations 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 Operations for VFR Towers Monthly Summary (FAA Form 7230-1), Instrument Operations and Stage III/TCA Monthly Summary (FAA Form 7230-26), and Instrument Approaches Monthly Summary (FAA Form 7230-12). Airport operations are landings and takeoffs reported by towers by aviation categories--air carrier, air taxi, general aviation, and military. Instrument operations are takeoffs, landings, and overflights of aircraft operating in accordance with an IFR flight plan. Instrument approaches are approaches made to an airport by an aircraft on an IFR flight plan under IFR weather conditions.

Data for Air Route Traffic Control Centers (ARTCCs) are reported on ARTCC Operations and Oceanic Operations Monthly Summary (FAA Form 7230-14). Data contained on this form show departures, overs, and aircraft handled.

Activities for Flight Service Stations, Automated Flight Service Stations and International Flight Service Stations are submitted on Monthly Activity Records--Flight Service Stations (FAA Form 7230-13). More detailed data pertaining to activity of these facilities may be found in the Fiscal Year 1984 edition of FAA Air Traffic Activity.

TABLE 2.1

U.S. AIR ROUTE AIRWAY MILEAGE: 1975 - 1984*

(Contiguous 48 States)

December 31	Very High Frequency VOR/VORTAC		
	Low Altitude		Jet Routes
	Direct	Alternate	
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
1981	160,823	29,137	138,550
1982	167,637	20,067	138,438
1983	169,471	15,359	139,477
1984	171,873	12,188	141,199

* Mileage shown in nautical miles based on National Ocean Survey figures.

TABLE 2.2

FAA AIR ROUTE FACILITIES AND SERVICES: 1975 - 1984

December 31	VOR/ VORTAC	Nondirectional Radio Beacons	Air Route Traffic Control Centers	Airport Traffic Control Towers	Flight Service Stations	International Flight Service Stations	Instrument Landing Systems	Airport Surveillance Radar
1975	1,011	848	26	487	321	7	580	177
1976	1,020	920	25	488	321	7	640	175
1977	1,021	959	25	495	319	7	678	182
1978	1,020	988	25	494	319	6	698	185
1979	1,028	1,015	25	499	318	6	753	192
1980	1,037	1,055	25	502	317	6	796	192
1981	1,033	1,123	25	501	316	6	840	199
1982	1,029	1,143	25	492	316	6	884	197
1983	1,032	1,183	25	494	316	5	934	197
1984	1,035 [a]	1,211 [b]	25 [c]	497 [d]	310	5	955 [e]	197 [f]

a Includes 70 nonfederal and 38 military.
b Includes 835 nonfederal and 63 military.
c Includes 3 military combined center/radar approach control facilities (CERAP).
d Includes 37 nonfederal and 10 military.
e Includes 17 Landing Directional Aid (LDA), 102 nonfederal, and 5 military.
f Includes 15 military.

NOTE: All combined station/towers have been permanently closed as of Calendar Year 1982.

FISCAL YEARS
(TABLES 2.3 - 2.10)

TABLE 2.3

AIR TRAFFIC ACTIVITY AT AIR ROUTE TRAFFIC CONTROL CENTERS, BY AVIATION CATEGORY
FISCAL YEARS 1980 - 1984

		AIRCRAFT HANDLED									
		Total		Air Carrier		Air Taxi		General Aviation		Military	
	Year	Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change
IFR Aircraft Handled[1]	1984	31,615,486	+8	14,110,659	+6	4,369,149	+18	8,267,069	+6	4,868,609	+7
	1983	29,361,418	+5	13,295,889	+5	3,702,708	+11	7,796,554	+4	4,566,267	+6
	1982	27,854,842	-6	12,709,755	-2	3,328,081	+14	7,518,700	-16	4,298,306	-8
	1981	29,531,111	-2	12,979,294	-6	2,894,149	+12	8,966,862	+1	4,690,806	-1
	1980	30,061,372	---	13,877,977	---	2,573,776	---	8,892,404	---	4,717,195	---
IFR Departures	1984	12,290,214	+9	5,030,352	+8	2,048,462	+17	3,491,714	+6	1,719,686	+8
	1983	11,280,546	+5	4,662,715	+5	1,749,840	+11	3,278,692	+4	1,589,299	+5
	1982	10,703,729	-7	4,448,375	-3	1,577,120	+12	3,166,203	-18	1,512,031	-8
	1981	11,492,966	-1	4,588,720	-7	1,397,865	+12	3,860,868	(*)	1,645,513	-1
	1980	11,657,684	---	4,914,458	---	1,242,419	---	3,851,188	---	1,661,342	---
IFR Overs	1984	7,035,058	+3	4,049,955	+2	272,225	+34	1,283,641	+4	1,429,237	+3
	1983	6,800,326	+5	3,970,459	+4	203,028	+17	1,239,170	+5	1,387,669	+9
	1982	6,447,384	-1	3,813,005	(*)	173,841	+76	1,186,294	-5	1,274,244	-9
	1981	6,545,179	-3	3,801,854	-6	98,419	+11	1,245,126	+5	1,399,780	-1
	1980	6,746,004	---	4,049,081	---	88,938	---	1,190,028	---	1,417,957	---

(*) Less than 0.5 percent.

[1] The number of IFR Departures multiplied by two, plus the number of IFR Overs.

TABLE 2.4

AIR TRAFFIC ACTIVITY AT AIRPORT TRAFFIC CONTROL TOWERS, BY AVIATION CATEGORY
FISCAL YEARS 1980 - 1984

		AIRPORT OPERATIONS									
		Total		Air Carrier		Air Taxi		General Aviation		Military	
	Year	Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change
Total Airport Operations	1984	56,958,937	+7	10,879,575	+12	6,607,453	+13	37,021,894	+5	2,450,015	-1
	1983	53,320,931	+5	9,673,951	+7	5,854,910	+15	35,327,905	+3	2,464,165	+5
	1982	50,634,988	-18	9,049,167	-5	5,093,510	+4	34,143,082	-24	2,349,229	-8
	1981	61,570,457	-7	9,487,963	-7	4,876,365	+6	44,644,432	-9	2,561,697	+3
	1980	66,195,066	---	10,148,956	---	4,584,706	---	48,972,784	---	2,488,620	---
Itinerant Operations	1984	41,071,969	+8	10,879,575	+12	6,607,453	+13	22,348,163	+5	1,236,778	+3
	1983	38,022,753	+6	9,673,951	+7	5,854,910	+15	21,293,140	+3	1,200,752	+5
	1982	35,964,719	-14	9,049,167	-5	5,093,510	+4	20,675,478	-22	1,146,564	-8
	1981	42,028,268	-5	9,487,963	-7	4,876,365	+6	26,422,305	-7	1,241,635	+2
	1980	44,270,414	---	10,148,956	---	4,584,706	---	28,324,110	---	1,212,642	---
Local Operations	1984	15,886,968	+4	---	---	---	---	14,673,731	+5	1,213,237	-4
	1983	15,298,178	+4	---	---	---	---	14,034,765	+4	1,263,413	+5
	1982	14,670,269	-25	---	---	---	---	13,467,604	-26	1,202,665	-9
	1981	19,542,189	-11	---	---	---	---	18,222,127	-12	1,320,062	+3
	1980	21,924,652	---	---	---	---	---	20,648,674	---	1,275,978	---

TABLE 2.5

AIR TRAFFIC ACTIVITY AT FAA FACILITIES, BY AVIATION CATEGORY
FISCAL YEARS 1980 - 1984

	Year	Total		Air Carrier		Air Taxi		General Aviation		Military	
		Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change
Total Instrument Operations	1984	37,327,046	+10	11,333,489	+12	5,997,079	+12	16,023,211	+9	3,973,267	+4
	1983	34,039,181	+8	10,126,868	+6	5,346,419	+5	14,755,146	+6	3,810,748	+6
	1982	31,662,987	-15	9,520,107	-6	4,633,905	(*)	13,987,533	-25	3,681,442	-7
	1981	37,221,490	-3	10,164,678	-4	4,635,285	+12	18,538,746	-4	3,890,781	-5
	1980	38,176,549	---	10,613,262	---	4,128,782	---	19,332,557	---	4,101,948	---
Total Instrument Approaches[1]	1984	2,273,516	+12	773,385	+15	483,389	+15	887,424	+8	129,318	+6
	1983	2,033,427	-1	673,229	-5	420,161	+8	818,216	-2	121,821	+1
	1982	2,059,579	+12	705,623	+15	387,695	+33	845,656	(*)	120,605	+47
	1981	1,831,086	-10	613,678	-16	292,028	+2	843,367	-10	82,013	-9
	1980	2,041,078	---	732,576	---	287,465	---	933,671	---	87,366	---
Total Instrument Approaches at Control Facilities	1984	2,091,167	+11	759,595	+16	433,144	+14	790,230	+7	108,198	-3
	1983	1,887,313	-2	656,506	-5	378,313	+7	740,480	-5	112,094	+1
	1982	1,931,317	+14	689,838	+16	354,407	+33	776,536	+2	110,536	+39
	1981	1,700,659	-10	593,800	-16	267,118	+3	764,979	-9	79,762	-8
	1980	1,888,659	---	706,505	---	259,018	---	841,586	---	81,550	---

(*) Less than 0.5 percent.

[1] Includes instrument approaches at Air Route Traffic Control Centers.

TABLE 2.6

AIR TRAFFIC ACTIVITY AT FLIGHT SERVICE FACILITIES
FISCAL YEARS 1980 - 1984

	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
Flight Service Stations	1984	54,779,576	-4	8,176,075	-(*)	6,405,209	+2	1,770,866	-4	2,963,968	-5	15,141,954	-6
	1983	56,878,249	-9	8,138,183	-4	6,287,319	-4	1,850,864	-6	3,185,482	-14	16,030,290	-18
	1982	62,419,432	-(*)	8,520,889	-3	6,545,865	+1	1,975,024	-15	3,592,746	-13	17,824,515	-(*)
	1981	62,611,058	-3	8,796,477	-2	6,470,117	-2	2,326,360	-3	4,146,787	+36	17,696,818	-3
	1980	64,234,861	---	8,986,486	---	6,586,842	---	2,399,644	---	3,054,352	---	18,325,812	---
International Flight Service Stations	1984	2,121,709	-3	370,513	-2	185,954	+3	184,559	-7	15,883	+31	430,352	+3
	1983	2,178,611	-5	378,628	-7	179,994	-3	198,634	-10	12,143	-53	417,698	-(*)
	1982	2,286,987	-16	405,207	-16	185,021	-10	220,186	-21	25,967	+148	418,584	-16
	1981	2,727,550	-4	484,079	-10	206,543	-13	277,536	-7	10,468	+245	499,728	-2
	1980	2,845,010	---	535,319	---	236,705	---	298,614	---	3,031	---	511,243	---

(*) Less than 0.5 percent.
1 The sum of flight plans originated and pilot briefs, multiplied by two, plus the number of aircraft contacted (see Table 2.7). No credit is allowed for airport advisories.

NOTE: All Combined Station/Towers have been permanently closed as of Calendar Year 1982.

TABLE 2.7

AIRCRAFT CONTACTED AT FLIGHT SERVICE FACILITIES, BY AVIATION CATEGORY
FISCAL YEARS 1980 - 1984

		AIRCRAFT CONTACTED									
		Total		Air Carrier		Air Taxi		General Aviation		Military	
	Year	Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change
Flight Service Stations	1984	8,143,518	-5	415,984	+5	1,097,332	+1	6,208,177	-6	422,025	-1
	1983	8,541,303	-12	396,442	-8	1,086,094	-9	6,633,821	-14	424,946	-1
	1982	9,728,624	+1	432,195	+11	1,194,102	+31	7,673,028	-3	429,299	(*)
	1981	9,624,468	(*)	389,416	+1	913,839	+5	7,890,730	-1	430,483	+5
	1980	9,611,865	---	386,280	---	873,472	---	7,942,063	---	410,050	---
IFR-DVFR	1984	2,280,781	+1	358,758	+12	459,039	+5	1,317,446	-2	145,538	+4
	1983	2,250,370	-11	321,699	-8	439,243	-6	1,349,624	-14	139,804	+4
	1982	2,525,434	+26	349,962	+16	465,877	+71	1,575,605	+22	133,990	+4
	1981	1,998,905	+2	302,920	-1	273,186	+5	1,294,318	+2	128,481	+2
	1980	1,956,797	---	305,943	---	260,024	---	1,264,271	---	126,559	---
VFR	1984	5,862,737	-7	57,226	-23	638,293	-1	4,890,731	-7	276,487	-3
	1983	6,290,933	-13	74,743	-9	646,851	-11	5,284,197	-13	285,142	-3
	1982	7,203,190	-6	82,233	-5	728,225	+14	6,097,423	-8	295,309	-2
	1981	7,625,563	-1	86,496	+8	640,653	+4	6,596,412	-1	302,002	+6
	1980	7,655,068	---	80,337	---	613,448	---	6,677,792	---	283,491	---

TABLE 2.7 (continued)

AIRCRAFT CONTACTED AT FLIGHT SERVICE FACILITIES, BY AVIATION CATEGORY
FISCAL YEARS 1980 - 1984

		AIRCRAFT CONTACTED									
		Total		Air Carrier		Air Taxi		General Aviation		Military	
	Year	Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change
International	1984	519,979	-11	66,430	-44	144,390	-4	298,528	+1	10,631	-49
Flight	1983	585,959	-8	118,511	-15	150,420	-1	296,198	-10	20,830	+11
Service	1982	639,405	-16	139,698	-18	151,754	-19	329,171	-11	18,782	-44
Stations	1981	759,936	+1	171,308	+14	186,745	-10	368,535	+2	33,348	+2
	1980	751,886	---	149,765	---	207,948	---	361,565	---	32,608	---
IFR-DVFR	1984	94,745	-39	65,998	-44	4,255	+23	18,394	-4	6,098	-62
	1983	156,438	-6	117,854	-13	3,470	+18	19,062	-21	16,052	+274
	1982	166,188	-19	134,795	-19	2,936	-16	24,163	-19	4,294	-30
	1981	206,304	+10	166,686	+13	3,509	-16	29,957	(*)	6,152	+13
	1980	186,672	---	147,062	---	4,193	---	29,988	---	5,429	---
VFR	1984	425,234	-1	432	-34	140,135	-5	280,134	+1	4,533	-5
	1983	429,521	-9	657	-87	146,950	-1	277,136	-9	4,778	-67
	1982	473,217	-15	4,903	+6	148,818	-19	305,008	-10	14,488	-47
	1981	553,632	-2	4,622	+71	183,236	-10	338,578	+2	27,196	(*)
	1980	565,214	---	2,703	---	203,755	---	331,577	---	27,179	---

(*) Less than 0.5 percent.

NOTE: All combined Station/Towers have been permanently closed as of Calendar Year 1982.

TABLE 2.8

TOP 25 FAA-OPERATED AIRPORT TRAFFIC CONTROL TOWERS, BY RANK ORDER OF TOTAL OPERATIONS AND BY AVIATION CATEGORY INCLUDING AIR CARRIER RANK
FISCAL YEAR 1984

Tower	Total Operations Rank		Air Carrier Rank		Air Taxi	General Aviation	Military
Chicago O'Hare Int'l	1	713,372	1	597,837	66,009	45,356	4,170
Atlanta International	2	666,083	2	533,439	92,293	38,819	1,532
Van Nuys	3	582,947	311	2	234	578,919	3,792
Los Angeles International	4	543,309	5	323,306	147,213	68,103	4,687
Dallas Ft. Worth Reg'l	5	503,700	3	390,869	89,196	22,918	717
Denver Stapleton Int'l	6	488,297	4	326,964	89,338	70,342	1,653
Santa Ana	7	483,946	77	29,744	24,585	427,553	2,064
Long Beach	8	450,931	144	8,328	15,751	424,748	2,104
San Francisco	9	401,326	6	270,805	75,291	52,506	2,724
St. Louis Int'l	10	392,602	7	257,424	72,046	55,064	8,068
Phoenix Sky Harbor Int'l	11	391,056	16	187,475	53,119	141,877	8,585
Boston Logan	12	380,508	13	203,748	129,313	47,220	227
Seattle Boeing	13	378,576	208	2,921	12,918	360,263	2,474
Oakland International	14	374,469	52	59,564	41,600	271,948	1,357
Anchorage Merrill	15	374,141	274	14	11,654	362,304	169
Denver Arapahoe County	16	366,202	(NA)	0	1,402	363,910	890
La Guardia	17	362,124	8	241,754	82,836	36,964	570
San Jose Municipal	18	360,787	49	59,722	19,707	280,672	686
John F. Kennedy Int'l	19	360,559	11	213,192	118,519	28,208	640
Newark	20	355,503	9	241,523	71,050	42,489	441
Miami International	21	354,876	10	223,390	61,778	69,147	561
Pittsburgh Greater Int'l	22	349,519	12	206,519	92,948	42,703	7,349
Honolulu	23	343,430	20	150,273	75,101	87,118	30,938
Washington National	24	342,803	15	191,265	65,321	85,799	418
Philadelphia Int'l	25	339,403	23	139,861	124,526	73,599	1,417

(NA) Not applicable.

NOTE: Total Operations rank was based on total air traffic activity at 403 FAA-Operated Towers.

Air Carrier operations rank was based on air carrier activity at 316 FAA-Operated Towers. Not all FAA-Operated Towers handle air carrier operations.

TABLE 2.9

TOP 25 FAA-OPERATED AIRPORT TRAFFIC CONTROL TOWERS, BY RANK ORDER OF AIR CARRIER OPERATIONS AND BY AVIATION CATEGORY INCLUDING TOTAL OPERATIONS RANK
FISCAL YEAR 1984

Tower	Air Carrier Rank	Air Carrier	Air Taxi	General Aviation	Military	Total Operations Rank	Total Operations
Chicago O'Hare Int'l	1	597,837	66,009	45,356	4,170	1	713,372
Atlanta International	2	533,439	92,293	38,819	1,532	2	666,083
Dallas Ft. Worth Reg'l	3	390,869	89,196	22,918	717	5	503,700
Denver Stapleton Int'l	4	326,964	89,338	70,342	1,653	6	488,297
Los Angeles Int'l	5	323,306	147,213	68,103	4,687	4	543,309
San Francisco	6	270,805	75,291	52,506	2,724	9	401,326
St. Louis Int'l	7	257,424	72,046	55,064	8,068	10	392,602
La Guardia	8	241,754	82,836	36,964	570	17	362,124
Newark	9	241,523	71,050	42,489	441	20	355,503
Miami International	10	223,390	61,778	69,147	561	21	354,876
John F. Kennedy Int'l	11	213,192	118,519	28,208	640	19	360,559
Pittsburgh Greater Int'l	12	206,519	92,948	42,703	7,349	22	349,519
Boston Logan	13	203,748	129,313	47,220	227	12	380,508
Minneapolis St. Paul Int'l	14	196,212	49,228	78,535	6,843	26	330,818
Washington National	15	191,265	65,321	85,799	418	24	342,803
Phoenix Sky Harbor Int'l	16	187,475	53,119	141,877	8,585	11	391,056
Detroit Metro Wayne County	17	186,147	64,614	64,668	369	30	315,798
Houston Intercontinental	18	176,701	82,572	60,651	1,032	28	320,956
Charlotte Douglas	19	153,647	63,735	87,324	3,739	32	308,445
Honolulu	20	150,273	75,101	87,118	30,938	23	343,430
Cleveland Hopkins Int'l	21	144,168	25,271	69,573	1,658	50	240,670
Seattle Tacoma Int'l	22	141,492	56,326	21,905	445	61	220,168
Philadelphia Int'l	23	139,861	124,526	73,599	1,417	25	339,403
Memphis International	24	132,984	46,695	113,404	4,184	34	297,267
Tampa International	25	128,996	82,845	82,235	578	36	294,654

NOTE: Total Operations rank was based on total air traffic activity at 403 FAA-Operated Towers.

Air Carrier operations rank was based on air carrier activity at 316 FAA-Operated Towers. Not all FAA-Operated Towers handle air carrier operations.

TABLE 2.10

TOTAL FAA AIR TRAFFIC ACTIVITY BY REGION AND STATE, AND BY FAA-OPERATED TOWERS, AIR ROUTE TRAFFIC CONTROL CENTERS, FLIGHT SERVICE STATIONS, AND INTERNATIONAL FLIGHT SERVICE STATIONS
FISCAL YEAR 1984

FAA Region and State	Airport Operations (Towers)	Aircraft Handled (Centers)	Aircraft Contacted		Flight Services	
			Flight Service Stations	Int'l Flight Service Sta.	Flight Service Stations	Int'l Flight Service Sta.
TOTAL	56,958,937	31,618,486	8,143,518	519,979	54,779,576	2,121,709
Alaskan--Total	1,189,383	400,241	940,814	124,206	2,130,998	540,202
Central--Total	2,321,904	1,691,332	700,784	0	4,028,452	0
Iowa	445,248	---	138,973	---	906,583	---
Kansas	502,286	---	203,028	---	855,504	---
Missouri	1,069,311	1,691,332	200,617	---	1,523,091	---
Nebraska	305,059	---	158,166	---	743,274	---
Eastern--Total	7,810,772	3,879,929	722,234	0	8,376,130	0
Delaware	155,837	---	---	---	---	---
District of Columbia	342,803	1,978,099	64,355	---	936,199	---
Maryland	458,342	---	48,243	---	183,923	---
New Jersey	1,363,959	---	66,070	---	1,020,322	---
New York	2,431,805	1,901,830	189,863	---	2,405,041	---
Pennsylvania	1,705,156	---	192,800	---	2,265,072	---
Virginia	942,167	---	50,898	---	556,798	---
West Virginia	410,703	---	110,005	---	1,008,775	---
Great Lakes--Total	8,671,210	6,814,359	961,954	0	8,503,706	0
Illinois	2,576,105	1,885,663	142,374	---	1,481,270	---
Indiana	731,035	1,471,956	107,751	---	1,285,471	---
Michigan	1,738,782	---	136,827	---	1,274,929	---
Minnesota	861,430	1,415,171	126,815	---	890,561	---
North Dakota	400,813	---	70,751	---	411,865	---
Ohio	1,403,853	2,041,569	149,365	---	1,926,973	---
South Dakota	148,885	---	121,684	---	433,124	---
Wisconsin	810,307	---	106,387	---	799,513	---
New England--Total	3,212,322	1,120,104	204,700	0	1,794,506	0
Connecticut	824,079	---	55,476	---	901,776	---
Maine	178,078	---	52,571	---	291,289	---
Massachusetts	1,682,271	1,120,104	12,059	---	200,681	---
New Hampshire	205,929	---	58,919	---	276,853	---
Rhode Island	190,906	---	---	---	---	---
Vermont	131,059	---	25,675	---	123,907	---

TABLE 2.10 (Continued)

TOTAL FAA AIR TRAFFIC ACTIVITY BY REGION AND STATE, AND BY FAA-OPERATED TOWERS, AIR ROUTE TRAFFIC CONTROL CENTERS, FLIGHT SERVICE STATIONS, AND INTERNATIONAL FLIGHT SERVICE STATIONS
FISCAL YEAR 1984

FAA Region and State	Airport Operations (Towers)	Aircraft Handled (Centers)	Aircraft Contacted		Flight Services	
			Flight Service Stations	Int'l Flight Service Sta.	Flight Service Stations	Int'l Flight Service Sta.
Northwest Mountain--Total	4,815,950	3,059,158	1,009,731	0	4,669,725	0
Colorado	1,380,170	1,130,789	180,402	---	973,600	---
Idaho	342,095	---	64,816	---	342,896	---
Montana	302,176	---	169,534	---	570,552	---
Oregon	749,509	---	150,476	---	721,620	---
Utah	325,515	953,779	81,130	---	509,298	---
Washington	1,576,639	974,590	224,313	---	1,064,459	---
Wyoming	139,846	---	139,060	---	487,300	---
Southern--Total	9,763,919	6,553,709	1,196,488	385,095	10,858,582	1,568,943
Alabama	602,108	---	147,433	---	1,165,525	---
Florida	4,237,483	2,969,174	282,387	232,101	3,064,519	1,150,781
Georgia	1,339,208	2,097,340	170,743	---	1,592,647	---
Kentucky	650,936	---	120,872	---	759,882	---
Mississippi	287,906	---	68,828	---	482,632	---
North Carolina	953,967	---	151,810	---	1,335,614	---
Puerto Rico	242,287	---	---	152,994	---	418,162
South Carolina	469,674	---	---	---	---	---
Tennessee	820,045	1,487,195	121,770	---	1,035,296	---
Virgin Island	160,305	---	132,645	---	1,422,467	---
Southwest--Total	6,911,195	4,774,126	1,062,396	0	7,852,196	0
Arkansas	331,486	---	108,890	---	638,662	---
Louisiana	1,200,168	---	98,250	---	1,114,292	---
New Mexico	357,843	1,375,192	159,447	---	661,581	---
Oklahoma	818,629	---	137,918	---	1,074,004	---
Texas	4,203,069	3,398,934	557,891	---	4,363,657	---
Western-Pacific--Total	12,262,312	3,322,528	1,344,717	10,678	6,565,281	12,564
American Samoa	12,804	---	---	---	---	---
Arizona	1,420,570	---	226,444	---	889,530	---
California	9,463,891	2,853,656	881,618	---	4,625,552	---
Guam	---	48,392	---	10,678	---	12,564
Hawaii	763,981	420,480	89,311	---	382,859	---
Nevada	577,624	---	147,344	---	667,340	---
Wake Island	23,442	---	---	---	---	---

CALENDAR YEARS

(Tables 2.11 - 2.18)

TABLE 2.11

AIR TRAFFIC ACTIVITY AT AIR ROUTE TRAFFIC CONTROL CENTERS, BY AVIATION CATEGORY
CALENDAR YEARS 1980 - 1984

		AIRCRAFT HANDLED									
		Total		Air Carrier		Air Taxi		General Aviation		Military	
	Year	Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change
IFR Aircraft Handled[1]	1984	32,063,058	+7	14,352,635	+7	4,497,182	+16	8,322,338	+4	4,890,903	+6
	1983	29,923,835	+6	13,422,713	+5	3,872,325	+13	8,012,514	+6	4,616,283	+5
	1982	28,190,657	-3	12,834,114	+(*)	3,417,691	+13	7,535,368	-12	4,403,484	-2
	1981	28,951,417	-3	12,825,804	-6	3,024,554	+16	8,592,448	-4	4,508,611	-5
	1980	29,907,994	--	13,649,986	--	2,597,415	--	8,912,816	--	4,747,777	--
IFR Departures	1984	12,493,511	+8	5,137,502	+9	2,102,711	+15	3,524,746	+5	1,728,552	+7
	1983	11,528,978	+7	4,717,719	+5	1,827,619	+13	3,372,655	+6	1,610,985	+4
	1982	10,819,349	-4	4,486,901	-1	1,615,611	+11	3,171,736	-14	1,545,101	-2
	1981	11,258,325	-3	4,536,356	-6	1,456,678	+16	3,682,056	-5	1,583,235	-5
	1980	11,595,010	--	4,821,900	--	1,254,714	--	3,857,054	--	1,661,342	--
IFR Overs	1984	7,076,036	+3	4,077,631	+2	291,760	+34	1,272,846	+1	1,433,799	+3
	1983	6,865,879	+5	3,987,275	+3	217,087	+16	1,267,204	+6	1,394,313	+6
	1982	6,551,959	+2	3,860,312	+3	186,469	+68	1,191,896	-3	1,313,282	-2
	1981	6,434,767	-4	3,753,092	-6	111,198	+26	1,228,336	+2	1,342,141	-6
	1980	6,717,974	--	4,006,186	--	87,987	--	1,198,708	--	1,425,093	--

(*) Less than 0.5 percent.
[1] The number of IFR Departures multiplied by two to account for IFR approaches, plus the number of IFR Overs.

TABLE 2.12

AIR TRAFFIC ACTIVITY AT AIRPORT TRAFFIC CONTROL TOWERS, BY AVIATION CATEGORY
CALENDAR YEARS 1980 - 1984

		AIRPORT OPERATIONS									
		Total		Air Carrier		Air Taxi		General Aviation		Military	
	Year	Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change
Total Airport Operations	1984	57,755,928	+7	11,110,294	+12	6,735,875	+11	37,437,851	+6	2,471,908	+1
	1983	53,857,965	+6	9,907,170	+8	6,059,840	+16	35,429,952	+5	2,461,003	+3
	1982	50,655,135	-14	9,156,496	-2	5,229,306	+7	33,882,126	-19	2,387,197	-4
	1981	58,721,222	-9	9,339,067	-6	4,909,190	+6	41,982,456	-12	2,490,509	-1
	1980	64,796,561	--	9,956,045	--	4,629,143	--	47,693,552	--	2,517,821	--
Itinerant Operations	1984	41,684,589	+8	11,110,294	+12	6,735,875	+11	22,583,123	+6	1,255,297	+4
	1983	38,503,304	+7	9,907,170	+8	6,059,840	+16	21,331,648	+4	1,204,646	+4
	1982	36,083,562	-11	9,156,496	-2	5,229,306	+7	20,538,855	-18	1,158,905	-4
	1981	40,356,183	-8	9,339,067	-6	4,909,190	+6	24,897,358	-10	1,210,568	-(*)
	1980	43,634,248	--	9,956,045	--	4,629,143	--	27,807,808	--	1,241,257	--
Local Operations	1984	16,071,339	+5	---	---	---	---	14,854,728	+5	1,216,611	-3
	1983	15,354,661	+5	---	---	---	---	14,098,304	+6	1,256,357	+2
	1982	14,571,573	-21	---	---	---	---	13,343,281	-22	1,228,292	-4
	1981	18,365,039	-13	---	---	---	---	17,085,098	-14	1,279,941	+(*)
	1980	21,162,313	--	---	---	---	---	19,885,749	--	1,276,564	--

(*) Less than 0.5 percent.

TABLE 2.13

AIR TRAFFIC ACTIVITY AT FAA FACILITIES, BY AVIATION CATEGORY
CALENDAR YEARS 1980 - 1984

	Year	Total		Air Carrier		Air Taxi		General Aviation		Military	
		Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change
Total Instrument Operations	1984	37,987,665	+9	11,562,870	+12	6,108,342	+10	16,315,315	+9	4,001,138	+5
	1983	34,732,933	+8	10,358,246	+8	5,553,722	+12	14,997,375	+7	3,823,590	+4
	1982	32,154,702	-9	9,617,826	-3	4,794,216	+5	14,052,278	-16	3,690,382	-2
	1981	35,282,029	-8	9,910,629	-6	4,584,384	+7	17,038,384	-13	3,748,632	-8
	1980	38,385,627	--	10,542,195	--	4,270,184	--	19,482,789	--	4,090,459	--
Total Instrument Approaches[1]	1984	2,219,561	+11	770,761	+7	473,332	+3	851,238	-3	124,230	-6
	1983	2,193,583	+4	721,988	+(*)	459,309	+13	879,943	+2	132,343	+5
	1982	2,114,360	+6	720,236	+14	405,147	+(*)	862,606	+1	126,371	+17
	1981	1,996,696	-5	630,949	-9	403,915	+17	853,980	-11	107,852	+6
	1980	2,096,485	--	694,469	--	345,554	--	955,176	--	101,286	--
Total Instrument Approaches at Control Facilities	1984	2,059,527	+2	757,378	+7	422,336	+2	767,273	-3	112,540	-(*)
	1983	2,026,832	+2	705,914	+(*)	412,482	+11	795,607	+(*)	112,829	-2
	1982	1,981,648	+4	704,419	+14	370,187	-4	791,650	-1	115,392	+12
	1981	1,904,650	-2	617,776	-8	385,269	+21	798,700	-8	102,905	+28
	1980	1,949,077	--	669,548	--	318,814	--	866,326	--	94,389	--

(*) Less than 0.5 percent.

[1] Includes instrument approaches at Air Route Traffic Control Centers.

TABLE 2.14

AIR TRAFFIC ACTIVITY AT FLIGHT SERVICE FACILITIES
CALENDAR YEARS 1980 - 1984

	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
Flight Service Stations	1984	54,586,516	-3	8,178,597	+(*)	6,420,450	+1	1,758,147	-3	2,940,906	-3	15,876,778	-5
	1983	56,236,268	-8	8,155,919	-3	6,345,620	-2	1,810,299	-6	3,028,397	-12	15,786,500	-9
	1982	60,985,521	-4	8,395,215	-4	6,479,626	0	1,915,589	-14	3,459,274	+4	17,417,915	-3
	1981	63,264,457	+(*)	8,750,719	-2	6,485,570	-1	2,265,149	-4	3,329,772	-17	17,959,198	+(*)
	1980	63,159,128	--	8,932,399	--	6,565,094	--	2,367,305	--	4,003,016	--	17,910,285	--
International Flight Service Stations	1984	2,092,488	-4	371,116	-2	185,407	+2	185,709	-5	15,857	+51	426,816	+1
	1983	2,178,043	+(*)	377,809	-2	181,325	-2	196,484	-1	10,517	-56	423,689	+4
	1982	2,183,125	-19	384,385	-20	184,982	-7	199,403	-29	24,039	+56	408,214	-17
	1981	2,702,423	-5	482,057	-9	199,840	-12	282,217	-6	15,369	+435	489,851	-4
	1980	2,833,559	--	527,660	--	226,553	--	301,107	--	2,875	--	508,608	--

(*) Less than 0.5 percent.
1 The sum of flight plans originated and pilot briefs, multiplied by two, plus the number of aircraft contacted (see Table 2.15). No credit is allowed for airport advisories.

NOTE: All Combined Station/Towers have been permanently closed.

TABLE 2.15

AIRCRAFT CONTACTED AT FLIGHT SERVICE FACILITIES, BY AVIATION CATEGORY
CALENDAR YEARS 1980 - 1984

		AIRCRAFT CONTACTED									
		Total		Air Carrier		Air Taxi		General Aviation		Military	
	Year	Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change
Flight Service Stations	1984	8,075,766	-3	416,072	-30	1,095,251	-(*)	6,141,629	-5	422,814	+(*)
	1983	8,351,430	-11	596,569	-6	1,095,694	-7	6,438,465	-12	420,702	-1
	1982	9,359,261	-5	421,005	+3	1,182,321	+20	7,330,468	-9	425,467	+2
	1981	9,844,623	+4	410,486	+8	981,243	+12	8,016,605	+3	436,289	+6
	1980	9,473,760	--	379,157	--	872,495	--	7,812,776	--	410,462	--
IFR-DVFR	1984	2,266,652	-(*)	361,508	+10	458,246	+1	1,301,754	-5	145,144	+2
	1983	2,279,132	-7	327,911	-4	452,502	-3	1,356,995	-10	141,724	+4
	1982	2,460,293	+13	340,448	+6	464,884	+41	1,519,064	+8	135,897	+5
	1981	2,183,507	+13	320,595	+6	328,616	+29	1,404,605	+12	129,691	+3
	1980	1,938,540	--	301,898	--	255,192	--	1,255,195	--	126,255	--
VFR	1984	5,809,114	-4	54,564	-21	637,005	-1	4,839,875	-5	277,670	-(*)
	1983	6,072,298	-12	68,658	-15	643,192	-10	5,081,470	-13	278,978	-4
	1982	6,898,968	-10	80,557	-10	717,437	+10	5,811,404	-12	289,570	-6
	1981	7,661,116	+2	89,891	+16	652,627	+6	6,612,000	+(*)	306,598	+8
	1980	7,534,090	--	77,243	--	617,189	--	6,555,333	--	284,005	--

TABLE 2.15 (continued)

AIRCRAFT CONTACTED AT FLIGHT SERVICE FACILITIES, BY AVIATION CATEGORY
CALENDAR YEARS 1980 - 1984

		AIRCRAFT CONTACTED									
		Total		Air Carrier		Air Taxi		General Aviation		Military	
	Year	Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change
International Flight Service Stations	1984	496,624	-14	42,522	-63	147,836	+2	298,905	+2	7,361	+66
	1983	575,047	-4	115,281	-6	144,260	-3	294,006	-7	21,500	+78
	1982	597,927	-21	122,342	-30	148,772	-15	314,724	-15	12,089	-68
	1981	758,607	-(*)	175,708	+12	175,717	-18	369,596	+4	37,586	+15
	1980	761,023	--	156,934	--	214,371	--	357,014	--	32,704	--
IFR-DVFR	1984	67,743	-60	42,127	-63	4,622	-33	18,287	-4	2,707	+84
	1983	153,923	+2	114,585	-5	3,475	+17	19,013	-11	16,850	+287
	1982	151,153	-27	120,893	-28	2,981	-10	21,398	-28	5,881	-7
	1981	207,676	+7	168,127	+9	3,318	-21	29,874	+(*)	6,357	+15
	1980	193,603	--	154,274	--	4,194	--	29,609	--	5,526	--
VFR	1984	428,881	+2	395	-43	143,214	-2	280,618	-2	4,654	+(*)
	1983	421,124	-6	696	-52	140,785	-3	274,993	-6	4,650	-25
	1982	446,774	-19	1,449	-81	145,791	-15	293,326	-27	6,208	-80
	1981	550,931	-3	7,581	+185	172,399	-18	339,722	+4	31,229	+15
	1980	567,420	--	2,660	--	210,177	--	327,405	--	27,178	--

TABLE 2.16

TOP 25 FAA-OPERATED AIRPORT TRAFFIC CONTROL TOWERS, BY RANK ORDER OF TOTAL OPERATIONS
AND BY AVIATION CATEGORY INCLUDING AIR CARRIER RANK
CALENDAR YEAR 1984

Tower	Total Operations Rank		Air Carrier Rank		Air Taxi	General Aviation	Military
Chicago O'Hare Int'l	1	741,296	1	625,033	66,766	45,540	3,957
Atlanta International	2	689,482	2	547,112	101,051	39,747	1,572
Van Nuys	3	575,721	286	8	235	571,922	3,556
Los Angeles International	4	550,756	5	329,475	147,356	69,008	4,917
Dallas Ft. Worth Regional	5	524,564	3	409,278	91,784	22,720	782
Denver Stapleton Int'l	6	512,520	4	348,649	94,541	68,036	1,294
Santa Ana	7	488,540	79	29,299	21,847	435,261	2,133
Long Beach	8	449,208	146	8,380	17,926	420,649	2,253
San Francisco	9	403,850	6	273,157	75,317	52,626	2,750
Phoenix Sky Harbor Int'l	10	399,298	15	196,239	56,109	138,964	7,986
St. Louis International	11	395,906	7	260,583	71,791	55,263	8,269
Boston Logan	12	387,422	13	207,203	132,223	47,754	242
Anchorage Merrill	13	384,030	(NA)	0	12,015	371,981	34
Oakland International	14	379,192	48	65,193	39,297	273,558	1,144
Seattle Boeing	15	375,670	219	2,655	13,146	357,460	2,409
Newark	16	369,990	8	254,399	74,370	40,564	657
La Guardia	17	365,118	9	246,739	81,634	36,269	476
San Jose Municipal	18	363,722	50	61,442	20,367	281,192	721
Denver Arapahoe County	19	362,777	(NA)	0	1,029	360,753	995
John F. Kennedy Int'l	20	356,647	12	210,341	117,114	28,513	679
Pittsburgh Greater Int'l	21	355,632	11	211,036	94,927	41,815	7,854
Miami International	22	352,585	10	217,127	61,262	73,623	573
Philadelphia Int'l	23	344,709	22	144,028	124,585	74,694	1,402
Honolulu	24	343,797	20	154,121	75,442	82,943	31,291
Washington National	25	340,682	17	191,479	63,533	85,253	417

NOTE: Total Operations rank was based on total air traffic activity at 395 FAA-Operated Towers.

Air Carrier operations rank was based on air carrier activity at 306 FAA-Operated Towers. Not all FAA-Operated Towers handle air carrier operations.

TABLE 2.17

TOP 25 FAA-OPERATED AIRPORT TRAFFIC CONTROL TOWERS, BY RANK ORDER OF AIR CARRIER OPERATIONS
AND BY AVIATION CATEGORY INCLUDING TOTAL OPERATIONS RANK
CALENDAR YEAR 1984

Tower	Air Carrier Rank	Air Carrier	Air Taxi	General Aviation	Military	Total Operations Rank	Total Operations
Chicago O'Hare International	1	625,033	66,766	45,540	3,957	1	741,296
Atlanta International	2	547,112	101,051	39,747	1,572	2	689,482
Dallas Ft. Worth Regional	3	409,278	91,784	22,720	782	5	524,564
Denver Stapleton Int'l	4	348,649	94,541	68,036	1,294	6	512,520
Los Angeles Int'l	5	329,475	147,356	69,008	4,917	4	550,756
San Francisco	6	273,157	75,317	52,626	2,750	9	403,850
St. Louis Int'l	7	260,583	71,791	55,263	8,269	11	395,906
Newark	8	254,399	74,370	40,564	657	16	369,990
La Guardia	9	246,739	81,634	36,269	476	17	365,118
Miami International	10	217,127	61,262	73,623	573	22	352,585
Pittsburgh Greater Int'l	11	211,036	94,927	41,815	7,854	21	355,632
John F. Kennedy Int'l	12	210,341	117,114	28,513	679	20	356,647
Boston Logan	13	207,203	132,223	47,754	242	12	387,422
Minneapolis St. Paul Int'l	14	205,575	45,042	79,500	7,721	26	337,838
Phoenix Sky Harbor Int'l	15	196,239	56,109	138,964	7,986	10	399,298
Detroit Metro Wayne Co	16	195,156	65,364	65,373	376	29	326,269
Washington National	17	191,479	63,533	85,253	417	25	340,682
Houston Intercontinental	18	188,712	79,460	59,257	953	27	328,382
Charlotte Douglas	19	154,753	61,801	89,972	3,855	31	310,381
Honolulu	20	154,121	75,442	82,943	31,291	24	343,797
Cleveland Hopkins Int'l	21	145,995	23,306	70,000	1,726	51	241,027
Philadelphia Int'l	22	144,028	124,585	74,694	1,402	23	344,709
Seattle Tacoma Int'l	23	142,717	59,824	21,297	420	60	224,258
Memphis International	24	128,509	53,603	112,655	4,280	34	299,047
Cincinnati Greater	25	128,482	495	38,756	360	110	168,093

NOTE: Total Operations rank was based on total air traffic activity at 395 FAA-Operated Towers.

Air Carrier operations rank was based on air carrier activity at 306 FAA-Operated Towers.
Not all FAA-Operated Towers handle air carrier operations.

TABLE 2.10

TOTAL FAA AIR TRAFFIC ACTIVITY BY REGION AND STATE, AND BY FAA-OPERATED TOWERS, AIR ROUTE TRAFFIC CONTROL CENTERS, FLIGHT SERVICE STATIONS AND INTERNATIONAL FLIGHT SERVICE STATIONS
CALENDAR YEAR 1984

FAA Region and State	Airport Operations (Towers)	Aircraft Handled (Centers)	Aircraft Contacted		Flight Services	
			Flight Service Stations	Int'l Flight Service Sta.	Flight Service Stations	Int'l Flight Service Sta.
TOTAL	57,755,928	32,063,058	8,075,766	496,624	54,586,516	2,092,488
Alaskan - Total	1,204,044	402,433	931,766	108,823	2,105,180	519,397
Central - Total	2,375,786	1,679,606	693,118	0	3,992,066	0
Iowa	450,091	---	136,553	---	895,001	---
Kansas	514,170	---	204,609	---	847,469	---
Missouri	1,096,488	1,679,606	195,715	---	1,511,215	---
Nebraska	315,037	---	156,241	---	738,381	---
Eastern - Total	7,922,118	3,893,660	726,167	0	8,386,275	0
Delaware	163,312	---	---	---	---	---
District of Columbia	340,682	1,988,714	64,125	---	935,841	---
Maryland	474,304	---	50,514	---	183,140	---
New Jersey	1,374,452	---	65,737	---	1,020,437	---
New York	2,444,889	1,904,946	188,188	---	2,391,006	---
Pennsylvania	1,744,900	---	195,339	---	2,289,933	---
Virginia	961,192	---	52,703	---	565,277	---
West Virginia	418,387	---	109,561	---	1,000,641	---
Great Lakes - Total	8,829,669	6,974,240	954,966	0	8,513,876	0
Illinois	2,647,152	1,949,773	139,260	---	1,471,144	---
Indiana	751,695	1,514,116	106,664	---	1,309,756	---
Michigan	1,774,681	---	135,706	---	1,275,062	---
Minnesota	872,420	1,435,738	127,217	---	883,313	---
North Dakota	398,762	---	71,085	---	411,477	---
Ohio	1,430,164	2,074,613	149,430	---	1,937,882	---
South Dakota	151,640	---	120,843	---	422,383	---
Wisconsin	803,155	---	104,761	---	802,859	---
New England - Total	3,243,087	1,160,076	207,338	0	1,820,260	0
Connecticut	839,115	---	66,341	---	1,049,271	---
Maine	175,421	---	52,683	---	290,853	---
Massachusetts	1,687,196	1,160,076	3,945	---	75,431	---
New Hampshire	211,774	---	58,914	---	281,228	---
Rhode Island	196,138	---	---	---	---	---
Vermont	131,443	---	25,455	---	123,477	---

TABLE 2.18 (continued)

TOTAL FAA AIR TRAFFIC ACTIVITY BY REGION AND STATE, AND BY FAA-OPERATED TOWERS, AIR ROUTE TRAFFIC CONTROL CENTERS, FLIGHT SERVICE STATIONS AND INTERNATIONAL FLIGHT SERVICE STATIONS
CALENDAR YEAR 1984

FAA Region & State	Airport Operations (Towers)	Aircraft Handled (Centers)	Aircraft Contacted		Flight Services	
			Flight Service Stations	Int'l Flight Service Sta.	Flight Service Stations	Int'l Flight Service Sta.
Northwest Mountain - Total	4,844,344	3,148,841	996,392	0	4,587,128	0
Colorado	1,408,425	1,168,523	178,868	---	965,034	---
Idaho	346,083	---	63,158	---	335,368	---
Montana	304,404	---	168,468	---	564,136	---
Oregon	749,443	---	149,223	---	707,337	---
Utah	326,685	978,309	78,606	---	492,070	---
Washington	1,572,545	999,009	223,452	---	1,056,336	---
Wyoming	136,789	---	134,617	---	466,847	---
Southern - Total	9,968,007	6,610,599	1,183,139	387,801	10,846,927	1,573,091
Alabama	614,564	---	140,813	---	1,156,185	---
Florida	4,305,058	2,938,932	280,489	236,583	3,008,161	1,161,363
Georgia	1,369,794	2,156,903	173,821	---	1,605,463	---
Kentucky	681,152	---	121,621	---	778,779	---
Mississippi	294,365	---	68,585	---	488,537	---
North Carolina	970,250	---	154,922	---	1,362,810	---
Puerto Rico	242,915	---	---	151,218	---	411,728
South Carolina	490,209	---	110,718	---	1,024,156	---
Tennessee	840,064	1,514,764	132,170	---	1,422,836	---
Virgin Islands	159,636	---	---	---	---	---
Southwest - Total	6,973,827	4,837,864	1,047,348	0	7,859,252	0
Arkansas	340,715	---	108,597	---	638,089	---
Louisiana	1,227,951	---	92,296	---	1,112,602	---
New Mexico	360,412	1,383,357	158,845	---	654,059	---
Oklahoma	831,172	---	136,329	---	1,060,023	---
Texas	4,213,577	3,454,607	551,281	---	4,394,479	---
Western-Pacific - Total	12,395,046	3,358,739	1,335,332	0	6,475,552	0
America Samoa	12,205	---	---	---	---	---
Arizona	1,467,765	---	216,186	---	845,426	---
California	9,535,180	2,902,172	889,619	---	4,623,099	---
Guam	---	48,037	---	---	---	---
Hawaii	786,118	408,530	89,560	---	364,392	---
Nevada	570,899	---	140,167	---	642,635	---
Wake Island	22,879	---	---	---	---	---

III. AIRPORTS

Information about U.S. civil and joint-use landing facilities (including airports, heliports, stolports, and seaplane bases) was 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).

The Airport and Airway Improvement Act of 1982 caused some dramatic changes to the Airport Development Aid Program (Table 3.6). Under the old program, data were provided for Air Carrier and General Aviation "Total Federal Funds, 000", "Total Airports", and "Total Projects". Under the new program, however, there are new categories. Instead of Air Carrier and General Aviation data, there is now data for Primary, Commercial, Reliever, and General Aviation airports, and for System Planning. Please see the Glossary for definitions for these terms under "Airports Grants-in-Aid Program".

TABLE 3.1

TOTAL ALL FACILITIES

ON RECORD WITH FAA

1975 - 1984

Year	All Facilities[1]			Airports Only			
	Total	With Runway Lights	With Paved Runways	Total	With Runway Lights	With Paved Runways	Airports of Entry*
1975	13,251	4,171	4,865	11,224 (R)	4,045	3,943	62
1976	13,770	4,362	5,106	11,555	4,188	4,065	76
1977	14,117	4,483	5,313	11,713	4,269	4,140	70
1978	14,574	4,567	5,484	12,006	4,331	4,219	70
1979	14,746	4,631	5,618	12,064	4,365	4,256	60
1980	15,161	4,738	5,833	12,240	4,443	4,306	69
1981	15,476	4,796	6,012	12,427	4,474	4,351	69
1982	15,831	4,842	6,224	12,596	4,494	4,391	63
1983	16,029	4,878	6,441	12,653	4,513	4,431	59
1984	16,079	4,889	6,531	12,648	4,536	4,450	59

(R) Revised.

* Excludes landing rights airports.

[1] All facilities include airports, heliports, stolports, and seaplane bases.

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, 1984

FAA Region and State	Total Aircraft Facilities	Airports	Heliports	Stolports	Seaplane Bases	Reported Abandonments During Year
TOTAL	16,079	12,648	2,982	65	384	300
United States--Total[1]	16,013	12,601	2,967	65	380	299
Alaskan--Total	609	475	24	---	110	6
Central--Total	1,430	1,287	133	4	6	25
Iowa	282	243	38	1	---	5
Kansas	384	363	19	2	---	7
Missouri	423	357	59	1	6	7
Nebraska	341	324	17	---	---	6
Eastern-Total	2,048	1,353	624	10	61	36
Delaware	36	22	14	---	---	1
District of Columbia	15	2	13	---	---	1
Maryland	149	104	42	3	---	1
New Jersey	294	119	162	---	13	1
New York	480	349	107	1	23	7
Pennsylvania	708	486	207	3	12	20
Virginia	274	211	57	3	3	3
West Virginia	92	60	22	---	10	2
Great Lakes--Total	4,027	3,449	478	9	91	84
Illinois	901	733	161	---	7	29
Indiana	495	429	61	1	4	9
Michigan	427	375	46	2	4	4
Minnesota	480	398	17	1	64	14
North Dakota	457	454	3	---	---	8
Ohio	689	519	165	3	2	8
South Dakota	165	160	4	1	---	1
Wisconsin	413	381	21	1	10	11
New England--Total	509	333	124	5	47	4
Connecticut	104	54	42	2	6	1
Maine	143	105	8	---	30	3
Massachusetts	130	75	47	1	7	---
New Hampshire	54	42	9	---	3	---
Rhode Island	18	12	5	---	1	---
Vermont	60	45	13	2	---	---

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, 1984

FAA Region and State	Total Aircraft Facilities	Airports	Heliports	Stolports	Seaplane Bases	Reported Abandonments During Year
Northwest Mountain--Total	1,626	1,302	298	8	18	36
Colorado	315	216	95	4	---	11
Idaho	198	178	17	---	3	2
Montana	194	181	12	---	1	3
Oregon	336	262	68	3	3	9
Utah	97	79	18	---	---	2
Washington	385	297	76	1	11	5
Wyoming	101	89	12	---	---	4
Southern--Total	1,961	1,558	369	16	18	39
Alabama	173	136	36	---	1	6
Florida	542	388	140	2	12	17
Georgia	301	242	55	4	---	4
Kentucky	129	103	25	1	---	3
Mississippi	180	165	15	---	---	1
North Carolina	288	249	38	1	---	2
Puerto Rico	31	18	12	---	1	1
South Carolina	139	126	12	---	1	3
Tennessee	171	129	34	8	---	2
Virgin Islands	7	2	2	---	3	---
Southwest--Total	2,541	1,990	525	6	20	52
Arkansas	156	149	7	---	---	4
Louisiana	317	182	119	---	16	5
New Mexico	167	153	13	---	1	---
Oklahoma	335	292	41	---	2	4
Texas	1,566	1,214	345	6	1	39
Western-Pacific--Total	1,328	901	407	7	13	18
Arizona	244	171	71	2	---	6
California	881	569	295	4	13	8
Hawaii	51	37	14	---	---	1
Nevada	124	97	26	1	---	3
South Pacific[2]	28	27	1	---	---	---

1 Excludes Puerto Rico, Virgin Islands, N. Mariana Islands, and South Pacific.

2 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, 1984

FAA Region and State	Total Facilities	By Ownership		Paved Facilities		Unpaved Facilities	
		Private	Public	Lighted	Not Lighted	Lighted	Not Lighted
TOTAL	16,079	10,158	5,921	3,956	2,575	933	8,615
United States--Total[1]	16,013	10,130	5,833	3,934	2,553	933	8,590
Alaskan--Total	609	470	439	41	16	71	481
Central--Total	1,430	846	584	404	115	137	774
Iowa	282	125	157	100	27	52	103
Kansas	384	226	158	109	15	39	221
Missouri	423	265	158	117	52	26	228
Nebraska	341	230	111	78	21	20	222
Eastern-Total	2,048	1,426	622	427	382	125	1,114
Delaware	36	24	12	7	5	8	16
District of Columbia	15	13	2	5	7	---	3
Maryland	149	102	47	38	28	12	71
New Jersey	294	227	67	48	67	16	163
New York	480	286	194	101	88	35	256
Pennsylvania	708	535	173	121	123	42	422
Virginia	274	189	85	76	43	10	145
West Virginia	92	50	42	31	21	2	38
Great Lakes--Total	4,027	2,829	1,198	781	314	321	2,611
Illinois	901	779	122	113	80	62	646
Indiana	495	368	127	90	40	28	337
Michigan	427	197	230	126	39	44	218
Minnesota	480	318	162	98	14	42	326
North Dakota	457	351	106	64	7	25	361
Ohio	689	469	220	141	105	58	385
South Dakota	165	88	77	45	4	30	86
Wisconsin	413	259	154	104	25	32	252
New England--Total	509	293	216	129	112	9	259
Connecticut	104	76	28	28	31	1	44
Maine	143	63	80	29	12	3	99
Massachusetts	130	77	53	39	43	3	45
New Hampshire	54	26	28	18	13	2	21
Rhode Island	18	11	7	7	4	---	7
Vermont	60	40	20	8	9	---	43

TABLE 3.3 (Continued)

U.S. CIVIL AND JOINT-USE AIRPORTS, HELIPORTS, STOLPORTS, AND SEAPLANE BASES
ON RECORD, BY TYPE OF OWNERSHIP
DECEMBER 31, 1984

FAA Region and State	Total Facilities	By Ownership		Paved Facilities		Unpaved Facilities	
		Private	Public	Lighted	Not Lighted	Lighted	Not Lighted
Northwest Mountain--Total	1,626	934	692	422	281	94	829
Colorado	315	222	93	80	67	19	149
Idaho	198	77	121	41	26	3	128
Montana	194	67	127	66	17	16	95
Oregon	336	225	111	65	66	19	186
Utah	97	46	51	42	19	1	35
Washington	385	243	142	97	73	33	182
Wyoming	101	54	47	31	13	3	54
Southern--Total	1,961	1,123	838	692	317	89	863
Alabama	173	69	104	95	33	5	40
Florida	542	404	138	123	96	29	294
Georgia	301	183	118	110	48	11	132
Kentucky	129	53	76	59	28	4	38
Mississippi	180	82	98	73	25	7	75
North Carolina	288	157	131	92	27	15	154
Puerto Rico	31	20	11	10	17	---	4
South Carolina	139	67	72	52	13	11	63
Tennessee	171	83	88	76	29	7	59
Virgin Islands	7	5	2	2	1	---	4
Southwest--Total	2,541	1,678	863	696	566	66	1,213
Arkansas	156	58	98	75	22	4	55
Louisiana	317	220	97	72	96	5	144
New Mexico	167	91	76	48	26	2	91
Oklahoma	335	160	175	125	49	12	149
Texas	1,566	1,149	417	376	373	43	774
Western-Pacific--Total	1,328	859	469	364	472	21	471
Arizona	244	165	79	63	62	5	114
California	881	598	283	256	348	13	264
Hawaii	51	37	14	12	27	---	12
Nevada	124	56	68	24	31	3	66
South Pacific[2]	28	3	25	9	4	---	15

1 Excludes Puerto Rico, Virgin Islands, N. Mariana Islands, and South Pacific.

2 American Samoa, Guam and Trust Territories.

TABLE 3.4

U.S. CIVIL AND JOINT-USE AIRPORTS, HELIPORTS, STOLPORTS, AND SEAPLANE BASES ON RECORD, BY LENGTH OF LONGEST RUNWAY, BY FAA REGION AND STATE DECEMBER 31, 1984

FAA Region and State	Total	Under 3000	3000-3999	4000-4999	5000-5999	6000-6999	7000-7999	8000-8999	9000-9999	10,000-Over
TOTAL	16,079	10,596	2,626	1,115	837	322	175	113	61	230
U.S.--Total[1]	16,013	10,563	2,619	1,111	831	316	171	112	59	227
Alaskan--Total	609	333	72	51	57	21	11	7	2	55
Central--Total	1,430	1,017	260	72	37	14	11	7	2	10
Iowa	282	195	52	22	4	5	1	2	1	---
Kansas	384	271	68	19	16	---	6	1	---	3
Missouri	423	312	73	13	10	6	2	1	---	6
Nebraska	341	239	67	18	7	3	2	3	1	1
Eastern--Total	2,048	1,638	181	72	74	28	15	7	10	23
Delaware	36	28	4	2	1	---	1	---	---	---
District of Columbia	15	13	---	---	---	1	---	---	---	1
Maryland	149	122	15	7	3	---	1	---	1	---
New Jersey	294	248	22	5	9	2	3	1	1	3
New York	480	362	48	17	17	10	4	2	4	16
Pennsylvania	708	610	43	21	17	7	3	1	3	3
Virginia	274	202	36	15	12	4	1	3	1	---
West Virginia	92	53	13	5	15	4	2	---	---	---
Great Lakes--Total	4,027	3050	543	164	112	59	26	22	9	42
Illinois	901	793	61	16	12	9	3	3	---	4
Indiana	495	393	58	15	15	4	2	1	2	5
Michigan	427	290	73	20	21	10	6	1	1	5
Minnesota	480	292	84	27	28	15	6	6	---	22
N. Dakota	457	362	66	18	5	2	2	1	1	---
Ohio	689	534	87	34	19	7	1	3	3	1
S. Dakota	165	89	49	16	3	5	1	2	---	---
Wisconsin	413	297	65	18	9	7	5	5	2	5
New England--Total	509	352	51	27	40	10	8	3	2	16
Connecticut	104	85	5	6	5	---	1	---	1	1
Maine	143	78	17	12	13	5	3	1	---	14
Massachusetts	130	91	16	5	11	3	1	1	1	1
New Hampshire	54	37	7	---	7	2	1	---	---	---
Rhode Island	18	12	1	2	1	---	1	1	---	---
Vermont	60	49	5	2	3	---	1	---	---	---

TABLE 3.4 (continued)

U.S. CIVIL AND JOINT-USE AIRPORTS, HELIPORTS, STOLPORTS, AND SEAPLANE BASES ON RECORD, BY LENGTH OF LONGEST RUNWAY, BY FAA REGION AND STATE DECEMBER 31, 1984

FAA Region and State	Total	Under 3000	3000-3999	4000-4999	5000-5999	6000-6999	7000-7999	8000-8999	9000-9999	10,000-Over
Northwest Mountain--Total	1,626	915	292	179	120	45	23	15	13	24
Colorado	315	163	52	42	27	11	7	6	2	5
Idaho	198	99	48	32	11	2	---	1	3	2
Montana	194	69	70	30	13	2	---	2	4	4
Oregon	336	246	38	20	19	8	1	1	---	3
Utah	97	23	17	22	18	9	5	1	1	1
Washington	385	286	48	13	19	5	4	1	2	7
Wyoming	101	29	19	20	13	8	6	3	1	2
Southern--Total	1,961	1,075	442	192	134	41	26	24	8	19
Alabama	173	76	40	29	11	5	2	5	2	3
Florida	542	321	101	44	34	13	11	7	1	10
Georgia	301	165	74	23	29	5	---	3	1	1
Kentucky	129	80	20	14	8	4	1	---	1	1
Mississippi	180	75	73	14	9	3	2	3	1	---
N. Carolina	288	177	58	30	10	5	5	2	---	1
Puerto Rico	31	20	3	2	3	1	---	---	---	2
S. Carolina	139	68	41	9	16	2	1	2	---	---
Tennessee	171	90	32	27	13	3	2	2	2	---
Virgin Islands	7	3	---	---	1	---	2	---	---	1
Southwest--Total	2,541	1,417	581	238	172	56	33	15	6	23
Arkansas	156	65	53	14	14	8	1	1	---	---
Louisiana	317	205	64	16	14	5	2	2	1	8
New Mexico	167	37	31	27	42	12	11	3	---	4
Oklahoma	335	199	84	21	17	6	3	1	1	3
Texas	1,566	911	349	160	85	25	16	8	4	8
Western-Pacific--Total	1,328	801	204	121	91	48	22	13	9	19
Arizona	244	120	39	40	23	11	5	4	---	2
California	881	586	143	55	40	23	9	6	4	15
Hawaii	51	39	3	2	2	2	1	---	1	1
Nevada	124	46	15	22	24	7	5	2	2	1
South Pacific[2]	28	10	4	2	2	5	2	1	2	---

1 Excludes Puerto Rico, Virgin Islands, N. Mariana Islands, and South Pacific.

2 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, 1975 - 1984

FAA Region and State	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984
TOTAL	13,251	13,770	14,117	14,574	14,746	15,161	15,476	15,831	16,029	16,079
United States--Total[1]	13,207	13,728	14,069	14,525	14,693	15,107	15,422	15,778	15,966	16,013
Alaska--Total	769	762	763	756	734	731	689	666	615	609
Central--Total	1,198	1,243	1,274	1,322	1,325	1,340	1,373	1,379	1,425	1,430
Iowa	241	250	253	257	258	267	270	273	280	282
Kansas	318	334	351	372	374	377	376	377	380	384
Missouri	343	358	365	371	374	377	393	398	419	423
Nebraska	296	301	305	322	319	319	334	331	346	341
Eastern--Total	1,776	1,860	1,906	1,976	1,961	1,971	2,003	2,011	2,051	2,048
Delaware	32	32	32	32	35	36	37	35	37	36
District of Columbia	16	16	17	17	18	18	16	16	16	15
Maryland	128	135	142	148	144	150	145	147	147	149
New Jersey	222	239	254	263	266	265	271	280	291	294
New York	488	496	490	498	482	471	486	486	476	480
Pennsylvania	609	644	651	692	684	694	698	696	720	708
Virginia	230	240	249	255	256	260	260	262	270	274
West Virginia	51	58	71	71	76	77	90	89	94	92
Great Lakes--Total	2,940	3,095	3,177	3,370	3,439	3,641	3,813	4,023	4,031	4,027
Illinois	831	867	876	901	891	942	929	908	909	901
Indiana	237	293	306	317	325	347	365	490	498	495
Michigan	400	421	413	418	413	419	417	421	422	427
Minnesota	301	312	336	420	468	491	493	498	492	480
North Dakota	198	209	211	217	221	229	365	442	451	457
Ohio	548	558	569	584	586	652	674	681	678	689
South Dakota	125	131	134	142	153	159	162	163	165	165
Wisconsin	303	321	332	371	382	402	408	420	416	413
New England--Total	529	547	542	540	536	542	534	521	513	509
Connecticut	91	104	103	104	106	108	105	105	105	104
Maine	161	162	162	157	160	162	158	147	146	143
Massachusetts	139	141	139	140	137	138	136	134	130	130
New Hampshire	58	57	54	55	52	52	52	54	54	54
Rhode Island	18	22	24	23	20	18	18	18	18	18
Vermont	62	61	60	61	61	64	65	63	60	60

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, 1975 - 1984

FAA Region and State	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984
Northwest Mountain--Total	1,340	1,414	1,457	1,490	1,542	1,593	1,586	1,619	1,636	1,626
Colorado	230	255	261	272	301	307	312	326	321	315
Idaho	181	187	190	190	194	197	196	197	196	198
Montana	167	172	169	172	177	185	190	191	197	194
Oregon	277	286	301	302	308	323	318	332	341	336
Utah	90	90	93	95	100	104	102	96	95	97
Washington	307	334	350	365	365	371	363	372	382	385
Wyoming	88	90	93	94	97	106	105	105	104	101
Southern--Total	1,474	1,555	1,666	1,719	1,765	1,851	1,895	1,919	1,947	1,961
Alabama	129	131	142	147	156	163	165	167	169	173
Florida	355	391	438	454	458	485	506	529	541	542
Georgia	248	262	275	278	283	288	293	295	302	301
Kentucky	87	90	97	101	112	128	125	127	127	129
Mississippi	145	148	154	160	165	171	180	180	181	180
North Carolina	237	251	258	270	271	285	286	280	284	288
Puerto Rico	25	23	27	27	32	32	33	32	31	31
South Carolina	116	123	126	126	127	132	137	135	137	139
Tennessee	128	132	144	150	155	160	164	168	169	171
Virgin Islands	4	4	4	5	6	7	6	6	6	7
Southwest--Total	2,070	2,087	2,123	2,227	2,227	2,263	2,333	2,425	2,506	2,541
Arkansas	165	166	167	167	167	156	157	157	160	156
Lousiana	281	280	282	291	291	289	292	303	311	317
New Mexico	134	139	139	145	145	149	156	159	160	167
Oklahoma	277	285	285	292	292	294	297	322	332	335
Texas	1,213	1,217	1,250	1,332	1,332	1,375	1,431	1,484	1,543	1,566
Western-Pacific--Total	1,152	1,190	1,209	1,220	1,217	1,229	1,250	1,268	1,305	1,328
Arizona	196	202	209	210	210	216	224	233	240	244
California	781	804	813	819	819	825	832	843	862	881
Hawaii	47	53	56	54	54	50	51	49	51	51
Nevada	113	118	118	119	119	123	128	128	126	124
South Pacific[2]	15	15	16	12	11	15	15	15	26	28

1 Excludes Puerto Rico, Virgin Islands, N. Mariana Islands, and South Pacific.

2 American Samoa, Guam, and Trust Territories.

TABLE 3.6

AIRPORT IMPROVEMENT PROGRAM: FISCAL YEAR 1984
(INCLUDES AMENDMENT TO GRANTS)

FAA Region and State	Primary		Commercial		Reliever		General Aviation		System Planning	
	Total Federal Funds $000	Total Projects	Total Federal Funds $000	Total Projects	Total Federal Funds $000	Total Projects	Total Federal Funds $000	Total Projects	Total Federal Funds $000	Total Projects
TOTAL	416,230,990	359	63,487,510	154	103,390,821	132	150,102,473	436	5,930,990	47
United States--Total[1]	410,013,397	330	60,575,889	146	103,390,821	132	149,652,137	435	5,930,890	47
Alaskan--Total	10,821,360	5	2,727,255	7	0	0	22,487,992	15	0	0
Central--Total	23,089,584	14	4,540,371	10	4,946,103	5	8,246,044	22	141,207	3
Iowa	4,198,341	4	940,445	3	617,680	2	1,549,224	2	51,057	1
Kansas	1,586,557	3	886,825	3	1,977,712	2	2,564,060	7	90,150	2
Missouri	9,524,177	4	1,339,176	2	2,350,711	1	2,227,260	11	0	0
Nebraska	7,780,509	3	1,373,925	2	0	0	1,964,700	2	0	0
Eastern--Total	51,480,178	46	10,810,066	18	15,470,601	22	17,457,099	55	1,584,202	12
Delaware	0	0	544,050	1	1,564,400	1	0	0	0	0
District of Columbia	0	0	0	0	0	0	0	0	495,000	2
Maryland	2,377,100	2	491,650	3	2,203,055	2	1,210,355	6	0	0
New Jersey	3,510,246	4	1,813,469	3	3,687,179	5	952,712	4	0	0
New York	27,857,045	17	511,770	4	4,501,050	5	5,946,913	13	742,002	8
Pennsylvania	14,861,796	14	7,449,919	7	1,958,990	5	3,513,111	16	198,900	1
Virginia	2,881,461	7	0	0	1,503,119	4	5,111,368	14	147,420	1
West Virginia	871,730	2	0	0	0	0	722,640	2	0	0
Great Lakes--Total	62,681,303	51	14,396,000	33	24,544,822	25	22,854,058	64	292,422	3
Illinois	17,741,730	10	2,283,615	6	10,973,734	7	3,341,851	14	54,000	1
Indiana	7,979,731	6	942,257	6	3,406,970	5	3,439,000	8	50,500	1
Michigan	7,242,250	9	4,307,416	9	1,215,000	2	3,136,573	4	0	0
Minnesota	5,705,074	4	2,850,000	2	1,600,000	1	4,002,000	3	0	0
North Dakota	2,680,082	4	1,170,000	1	0	0	1,151,100	2	0	0
Ohio	12,522,633	7	624,620	3	3,432,818	7	4,280,404	21	0	0
South Dakota	1,666,759	3	1,300,000	4	0	0	1,453,200	9	179,922	1
Wisconsin	7,143,044	8	1,117,300	2	3,916,300	3	2,049,930	3	0	0
New England--Total	19,091,065	29	3,339,123	14	3,877,474	6	5,733,850	32	310,690	2
Connecticut	4,706,431	6	0	0	131,990	1	1,211,400	4	217,665	1
Maine	743,600	5	1,613,700	4	0	0	633,801	6	0	0
Massachusetts	11,292,906	14	340,650	3	2,732,984	3	2,559,628	11	0	0
New Hampshire	390,600	1	224,100	2	472,500	1	598,860	6	0	0
Rhode Island	583,200	1	164,372	2	540,000	1	485,200	2	93,025	1
Vermont	1,375,040	2	996,301	3	0	0	244,881	3	0	0

TABLE 3.6 Continued

AIRPORT IMPROVEMENT PROGRAM: FISCAL YEAR 1983
(INCLUDES AMENDMENT TO GRANTS)

FAA Region and State	Primary		Commercial		Reliever		General Aviation		System Planning	
	Total Federal Funds $000	Total Projects	Total Federal Funds $000	Total Projects	Total Federal Funds $000	Total Projects	Total Federal Funds $000	Total Projects	Total Federal Funds $000	Total Projects
Northwest Mountain--Total	37,269,195	31	10,925,888	23	12,857,641	14	18,138,240	56	759,160	8
Colorado	12,612,455	3	949,370	2	7,776,749	5	3,849,852	7	253,000	3
Idaho	3,267,942	3	1,406,919	4	0	0	1,046,275	5	125,038	1
Montana	3,668,576	10	1,035,000	2	0	0	2,054,434	8	0	0
Oregon	3,827,781	4	667,472	3	2,350,000	1	3,350,297	14	152,637	1
Utah	2,778,241	2	1,437,760	2	300,000	1	2,050,740	6	153,875	2
Washington	10,062,985	5	3,539,249	4	2,430,892	7	2,418,927	10	73,800	1
Wyoming	1,059,295	4	1,890,118	6	0	0	2,567,715	6	0	0
Southern -- Total	86,926,890	71	4,400,389	23	9,358,909	20	22,526,358	79	788,495	3
Alabama	5,781,784	7	406,058	3	624,280	1	1,886,504	8	0	0
Florida	31,786,851	24	348,607	4	4,545,982	11	3,031,267	18	400,000	1
Georgia	17,247,259	6	44,000	1	966,571	2	3,192,155	9	32,011	1
Kentucky	5,060,026	6	411,306	2	0	0	4,420,246	11	0	0
Mississippi	1,920,624	3	600,454	4	0	0	2,622,147	12	0	0
North Carolina	9,161,733	8	550,167	3	0	0	1,831,912	7	0	0
Puerto Rico	1,142,727	1	1,823,592	4	0	0	450,336	1	0	0
South Carolina	3,469,945	5	70,376	1	571,381	1	2,464,507	5	356,484	1
Tennessee	8,673,949	10	145,829	1	2,650,695	5	2,627,284	8	0	0
Virgin Island	2,682,000	1	0	0	0	0	0	0	0	0
Southwest--Total	60,252,709	47	5,792,467	14	14,766,591	18	16,322,508	68	909,544	9
Arkansas	5,298,278	4	938,520	3	0	0	1,780,526	15	0	0
Louisiana	7,640,819	11	800,000	1	250,000	1	1,543,210	7	384,170	4
New Mexico	3,526,268	2	1,642,325	3	2,509,518	2	2,320,782	4	94,889	1
Oklahoma	3,345,242	3	65,907	1	1,224,540	5	2,610,439	9	0	0
Texas	40,442,186	27	2,345,715	6	10,782,533	10	8,067,551	33	430,485	4
Western-Pacific--Total	65,417,888	41	6,357,143	12	17,560,680	22	16,336,324	45	1,153,190	7
Arizona	13,290,653	6	1,665,871	4	6,494,380	6	4,228,110	13	214,902	2
California	42,495,718	29	2,999,750	5	11,066,300	16	10,434,435	27	938,288	5
Hawaii	0	0	0	0	0	0	0	0	0	0
N. Mariana Islands	353,924	1	0	0	0	0	0	0	0	0
Nevada	7,238,661	3	739,322	1	0	0	1,673,779	5	0	0
South Pacific[2]	2,038,852	2	952,200	2	0	0	0	0	0	0

1 Excludes Puerto Rico, Virgin Islands, N. Mariana Islands, and South Pacific.

2 America Samoa, Guam, and Trust Territories.

NOTE: See Chapter introduction for explanation of changes. Also, see Glossary under "Airports Grants-in-Aid Program" for definitions of new categories. Total Federal Funds columns may not add due to rounding.

IV. AIR CARRIER PASSENGERS

AIRPORT ACTIVITY OF CERTIFICATED ROUTE AIR CARRIERS
(TABLES 4.1 - 4.9)

COMMUTERS
(TABLES 4.10 - 4.12)

AIRPORT ACTIVITY OF CERTIFICATED ROUTE AIR CARRIERS

The data presented in this section of the chapter were obtained from information reported quarterly to the Department of Transportation (DOT) by the certificated route air carriers on Schedule T-3(a)(b)(c), RSPA Form 41, Uniform System of Accounts and Reports for Large Certificated Air Carriers. These statistics summarize revenue; passenger enplanements; aircraft departures; and tons of freight, express, and mail enplaned at the 500 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 1984.

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 chapter.

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 issues are based on 327,771,002 total enplaned revenue passengers.

The percentage and number of enplaned passengers in the hub classifications for 12 months ending December 31, 1984 are:

Hub Classification	Percentage of Total Enplaned Passengers	Number of Enplaned Passengers
Large (L)	1.00 or more	3,277,710 or more
Medium (M)	0.25 to 0.99	819,428 to 3,277,709
Small (S)	0.05 to 0.24	163,886 to 819,427
Nonhub (N)	less than 0.05	less than 163,886

For the 12-month period ending December 31, 1984, there were 121 air traffic hubs. These hubs represented 29.4 percent of the 408 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 327,771,002 passenger enplanements during the period, 97.4 percent (319,086,481) were recorded at the 121 hubs, while the nonhubs accounted for only 2.6 percent (8,684,521). Of the 97.4 percent of the passenger enplanements recorded at the hubs, the 26 large hubs accounted for 72.8 percent, the 36 medium hubs accounted for 17.8 percent, and the 59 small hubs accounted for 6.8 percent.

Data for passenger enplanements include enplaned passengers in both domestic and international, and scheduled and nonscheduled 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, 1984

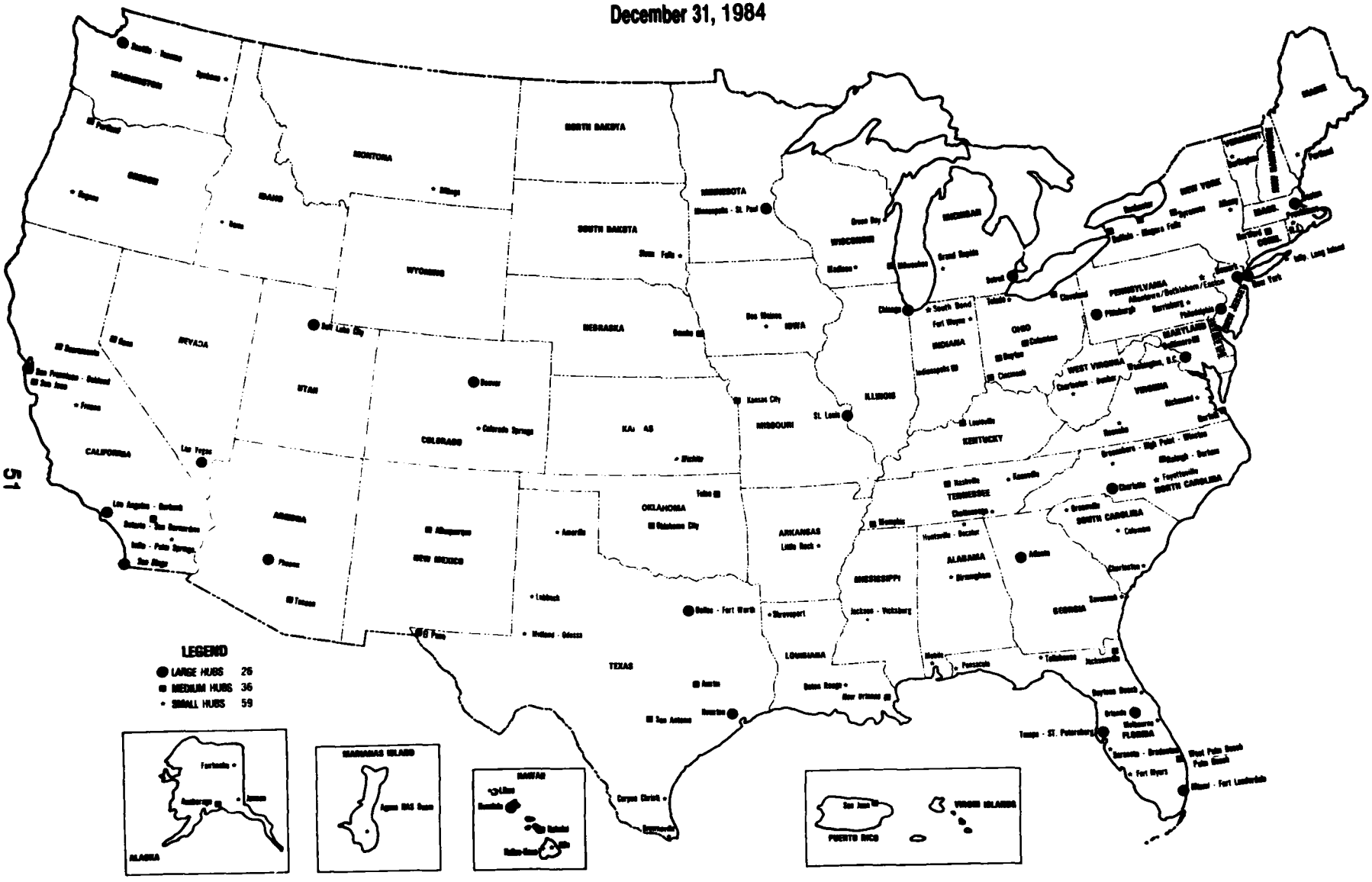

TABLE 4.1

CERTIFIED ROUTE AIR CARRIERS
AS OF DECEMBER 31, 1984

Aerial Transit Co.
Air Atlanta, Inc.
Air California, Inc.
Air Florida, Inc.
Air Midwest, Inc.
Air One, Inc.
Airpac, Inc.
Air Wisconsin, Inc.
Alaska Airlines, Inc.
Aloha Airlines, Inc.
America West Airlines, Inc.
American Airlines, Inc.
American International Airways, Inc.
Arrow Air, Inc.
Best Airlines, Inc.
Braniff, Inc.
Britt Airways, Inc.
Capitol International, Inc.
Challenge Air Transport, Inc.
Continental Air Lines, Inc.
Delta Air Lines, Inc.
Eastern Air Lines, Inc.
Emerald Airlines, Inc.
Empire Airlines, Inc.
Evergreen International, Inc.
Florida Express, Inc.
Flying Tiger Line, Inc.
Frontier Airlines, Inc.
Frontier Horizon, Inc.
Hawaiian Airlines, Inc.
Horizon Air
Jet America Airlines, Inc.
Markair, Inc.
Midway Airlines, Inc.
Midway Express Airlines, Inc.
Midwest Express Airlines, Inc.
Muse Air Corporation
New York Air, Inc.
Northeastern International Airways, Inc.
Northern Air Cargo, Inc.
Northwest Airlines, Inc.
Ozark Air Lines, Inc.
Pacific Southwest Airlines, Inc.
Pan American World Airways, Inc.
People Express Airlines, Inc.
Piedmont Aviation, Inc.
Reeve Aleutian Airways, Inc.
Republic Airlines, Inc.
Sky West Aviation, Inc.
South Pacific Island Airway
Southwest Airlines Co.
Sunworld International Airlines, Inc.
Total Air
Tower Air, Inc.
Transamerica Airlines, Inc.
Trans World Airlines, Inc.
United Air Lines, Inc.
U.S. Air, Inc.
Western Air Lines, Inc.
Wien Air Alaska, Inc.
World Airways, Inc.
Zantop International Airlines, Inc.

TABLE 4.2

AIRLINE TRAFFIC ENPLANED AT U.S. STATIONS

1975 - 1984

Year	Enplaned Passengers			Air Carrier Aircraft Departures	Tons of Enplaned Mail	Tons of Enplaned Cargo
	Total	Domestic	International			
1975	194,538,351	188,495,858	6,042,493	4,525,031	890,490.7	2,717,369.5
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
1981	263,684,851	256,007,148	7,677,703	4,940,700	1,160,808.6	2,643,964.8
1982	275,540,455	268,118,227	7,422,228	4,716,900	1,185,857.7	2,389,304.9
1983	301,347,773	292,962,603	8,385,170	4,825,467	1,227,581.1	2,558,106.8
1984	325,233,918	316,280,548	8,953,370	5,232,782	1,310,016.9	2,749,633.9

[a] These data include domestic all-cargo figures.

NOTE: Data include scheduled and nonscheduled operations.

Source: RSPA-FAA Airport Activity Statistics of Certificated Route Air Carriers.

TABLE 4.3

AMERICAN FLAG AIRLINE TRAFFIC ENPLANED AT TERRITORIAL U.S. STATIONS
1975 - 1984

Year	Enplaned Passengers			Air Carrier Aircraft Departures	Tons of Enplaned Mail	Tons of Enplaned Cargo
	Total	Domestic	International			
1975	2,243,793	--	2,243,793	30,485	5,807.1	47,394.0
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
1981	2,221,106	1,807,670	413,436	21,080	6,135.3	56,561.2
1982	2,210,575	1,718,635	491,940	28,414	5,770.7	56,612.0
1983	2,372,861	1,788,115	584,746	34,942	6,035.8	68,088.1
1984	2,537,084	1,888,024	649,060	34,196	6,746.3	69,167.6

NOTE: Data include scheduled and nonscheduled operations.

Source: RSPA-FAA Airport Activity Statistics of Certificated Route Air Carriers.

TABLE 4.4*

AMERICAN FLAG AIRLINE TRAFFIC ENPLANED AT FOREIGN STATIONS
1975 - 1984

Year	Enplaned Passengers			Air Carrier Aircraft Departures	Tons of Enplaned Mail	Tons of Enplaned Cargo
	Total	Domestic	International			
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
1981	15,473,356	3,122,244	12,351,112	174,513	53,913.1	457,816.5
1982	14,787,796	2,912,514	11,875,282	176,314	55,722.8	505,703.0
1983	16,165,657	2,733,990	13,431,667	182,631	59,486.7	593,300.9
1984	17,060,716	2,967,837	14,092,879	182,563	72,391.5	760,414.6

* Includes operations of certificated all-cargo carriers.

NOTE: Data include scheduled and nonscheduled operations.

Source: RSPA-FAA Airport Activity Statistics of Certificated Route Air Carriers.

TABLE 4.5

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 ENDING DECEMBER 31, 1984

Carrier Group / Air Carrier / Type of Operation / Type of Service	Aircraft departures: Total performed	Aircraft departures: Scheduled	Aircraft departures: Scheduled completed	Enplaned passengers	Enplaned revenue tons: Freight	Enplaned revenue tons: Express	Enplaned revenue tons: Priority	Enplaned revenue tons: Nonpriority	Enplaned revenue tons: Foreign mail
MAJOR									
AMERICAN									
DOMESTIC SCHEDULED	381492	386362	381124	32370159	291729.54		100419.42	55149.93	
NONSCHEDULED	34			3053			5.00		
ALL SERVICES	381526	386362	381124	32373212	291729.54		100424.42	55149.93	
INTERNATIONAL SCHEDULED	17779	17871	17572	1753508	24028.14		1437.98	7.88	
TOTAL SCHEDULED	399271	404233	398696	34123667	317757.68		101857.40	55157.81	
NONSCHEDULED	34			3053			5.00		
ALL SERVICES	399305	404233	398696	34126720	317757.68		101862.40	55157.81	
CONTINENTAL									
DOMESTIC SCHEDULED	128816	129975	128200	9938554	64237.41	495.67	17432.23	1930.81	3.30
NONSCHEDULED	20			626					
ALL SERVICES	128836	129975	128200	9939180	64237.41	495.67	17432.23	1930.81	3.30
INTERNATIONAL SCHEDULED	15953	15881	15721	1175427	14148.61	2.27	2473.88	3.47	468.05
TOTAL SCHEDULED	144769	145856	143921	11113981	78386.02	497.94	19906.11	1934.28	471.35
NONSCHEDULED	20			626					
ALL SERVICES	144789	145856	143921	11114607	78386.02	497.94	19906.11	1934.28	471.35
DELTA									
DOMESTIC SCHEDULED	515321	517907	514140	36520071	217992.79	13767.81	161611.92		.43
NONSCHEDULED	379			19774					
ALL SERVICES	515700	517907	514140	36539845	217992.79	13767.81	161611.92		.43
INTERNATIONAL SCHEDULED	4918	4518	4479	820886	13945.48		706.13		506.64
NONSCHEDULED	2			457					
ALL SERVICES	4920	4518	4479	821343	13945.48		706.13		506.64
TOTAL SCHEDULED	519839	522425	518619	37340957	231938.27	13767.81	162318.05		507.07
NONSCHEDULED	381			20231					
ALL SERVICES	520220	522425	518619	37361188	231938.27	13767.81	162318.05		507.07
EASTERN									
DOMESTIC SCHEDULED	507105	509515	501175	35093964	201117.10	12602.38	122009.16	16583.89	
NONSCHEDULED	147			22393					
ALL SERVICES	507452	509515	501175	35116357	201117.10	12602.38	122009.16	16583.89	
INTERNATIONAL SCHEDULED	30871	31163	30695	2986993	28466.00	415.53	4973.23	237.42	.32
NONSCHEDULED	61			10103					
ALL SERVICES	30932	31163	30695	2997096	28466.00	415.53	4973.23	237.42	.32
TOTAL SCHEDULED	537976	540678	531870	38080957	229583.10	13017.91	126982.39	16821.31	.32
NONSCHEDULED	408			32496					
ALL SERVICES	538384	540678	531870	38113453	229583.10	13017.91	126982.39	16821.31	.32
NORTHWEST									
DOMESTIC SCHEDULED	152535	155236	152118	10460643	202624.93	391.57	46384.82	18874.84	988.28
NONSCHEDULED	253			60717					
ALL SERVICES	152788	155236	152118	10521360	202624.93	391.57	46384.82	18874.84	988.28
INTERNATIONAL SCHEDULED	15855	15764	15452	2754841	145955.88		11971.06	9828.84	2781.66
NONSCHEDULED	24			794	844.85				
ALL SERVICES	15879	15764	15452	2755635	146800.73		11971.06	9828.84	2781.66
TOTAL SCHEDULED	168390	171000	167570	13215484	348580.81	391.57	58355.88	28703.68	3769.94
NONSCHEDULED	277			61511	844.85				
ALL SERVICES	168667	171000	167570	13276995	349425.66	391.57	58355.88	28703.68	3769.94
PAN AMERICAN									
DOMESTIC SCHEDULED	70076	71999	69843	5683738	95083.69	8.98	21992.35	1075.75	31.88
NONSCHEDULED	135			12971					
ALL SERVICES	70211	71999	69843	5696709	95083.69	8.98	21992.35	1075.75	31.88
INTERNATIONAL SCHEDULED	72903	72274	70796	8229325	149665.57	.11	30036.52	8120.67	11263.64
NONSCHEDULED	1175			124196	455.71				
ALL SERVICES	74078	72274	70796	8353521	150121.28	.11	30036.52	8120.67	11263.64
TOTAL SCHEDULED	142979	144273	140639	13913063	204749.26	9.09	52028.87	9196.42	11295.52
NONSCHEDULED	1310			137167	455.71				
ALL SERVICES	144289	144273	140639	14050230	205204.97	9.09	52028.87	9196.42	11295.52
REPUBLIC									
DOMESTIC SCHEDULED	406527	411299	403348	15177175	83465.95	2798.62	48587.53	1268.51	
NONSCHEDULED	1190			65506	1.51				
ALL SERVICES	407717	411299	403348	15242681	83467.46	2798.62	48587.53	1268.51	
TWA									
DOMESTIC SCHEDULED	189420	192339	188815	14908369	97571.49	852.43	74872.91	28738.87	.06
NONSCHEDULED	36			3393					
ALL SERVICES	189456	192339	188815	14911762	97571.49	852.43	74872.91	28738.87	.06
INTERNATIONAL SCHEDULED	18659	18780	18489	3577795	69300.22		18010.69	4057.70	578.40
NONSCHEDULED	4			306					
ALL SERVICES	18663	18780	18489	3578101	69300.22		18010.69	4057.70	578.40
TOTAL SCHEDULED	208079	211119	207304	18486164	166871.71	852.43	92883.60	32836.57	578.46
NONSCHEDULED	40			3699					
ALL SERVICES	208119	211119	207304	18489863	166871.71	852.43	92883.60	32836.57	578.46
UNITED									
DOMESTIC SCHEDULED	534975	544932	533164	40764455	313143.33	13090.09	183373.95	62122.40	6.22
NONSCHEDULED	3730			260878	54.06				
ALL SERVICES	538705	544932	533164	41025333	313197.39	13090.09	183373.95	62122.40	6.22
INTERNATIONAL SCHEDULED	1435	1460	1404	245623	8300.66	.43			694.49
NONSCHEDULED	2			858					
ALL SERVICES	1437	1460	1404	246481	8300.66	.43			694.49
TOTAL SCHEDULED	536410	550392	534568	41010078	321443.99	13090.52	183373.95	62122.40	701.21
NONSCHEDULED	3732			261736	54.06				
ALL SERVICES	540142	550392	534568	41271814	321498.05	13090.52	183373.95	62122.40	701.21
US AIR									
DOMESTIC SCHEDULED	332405	334952	332068	17046890	23985.41	1867.43	62838.56		
NONSCHEDULED	3426			198382					
ALL SERVICES	335831	334952	332068	17245272	23985.41	1867.43	62838.56		

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, BY CARRIER GROUP, AND BY AIR CARRIER

12 MONTHS ENDING DECEMBER 31, 1984

Carrier Group / Air Carrier / Type of Operation / Type of Service	Aircraft departures: Total performed	Aircraft departures: Scheduled	Aircraft departures: Scheduled completed	Enplaned passengers	Enplaned revenue tons: Freight	Enplaned revenue tons: Express	Enplaned revenue tons: Priority	Enplaned revenue tons: Nonpriority	Enplaned revenue tons: Foreign mail
WESTERN									
DOMESTIC----------SCHEDULED	151855	152997	151461	10186466	75371.06	5269.29	29849.71	10285.50	
NONSCHEDULED	122			9387					
ALL SERVICES	151977	152997	151461	10195853	75371.06	5269.29	29849.71	10285.50	
INTERNATIONAL-----SCHEDULED	4172	4172	4125	452163	2156.06	94.00	309.49	19.34	
NONSCHEDULED	1			75					
ALL SERVICES	4173	4172	4125	452238	2156.06	94.00	309.49	19.34	
TOTAL----------SCHEDULED	156127	157169	155566	10638629	77527.12	5363.29	30159.20	10304.84	
NONSCHEDULED	123			9462					
ALL SERVICES	156150	157169	155566	10648091	77527.12	5363.29	30159.20	10304.84	
TOTAL, MAJORS									
DOMESTIC----------SCHEDULED	3370527	3419513	3355436	228150484	1626372.70	51104.27	869372.56	195630.50	1030.17
NONSCHEDULED	9672			657080	55.57		5.00		
ALL SERVICES	3380199	3419513	3355436	228807564	1626378.27	51104.27	869377.56	195630.50	1030.17
INTERNATIONAL-----SCHEDULED	102145	101883	178733	21996561	457966.62	512.34	69918.98	22315.32	16293.70
NONSCHEDULED	1269			136789	1300.56				
ALL SERVICES	103414	101883	178733	22133350	459267.18	512.34	69918.98	22315.32	16293.70
TOTAL----------SCHEDULED	3472672	3597396	3534169	250147045	2084289.32	51616.61	939291.54	217945.82	17323.87
NONSCHEDULED	10941			793869	1356.13		5.00		
ALL SERVICES	3483613	3597396	3534169	250940914	2085645.45	51616.61	939296.54	217945.82	17323.87
NATIONALS----------									
AIR CALIFORNIA									
DOMESTIC----------SCHEDULED	70386	72927	69462	3989867	4379.90	61.70	2049.66		
NONSCHEDULED	392			37445					
ALL SERVICES	70778	72927	69462	4027312	4379.90	61.70	2049.66		
AIR FLORIDA									
DOMESTIC----------SCHEDULED	6024	6408	5864	297232	16.87	.79	115.56		
NONSCHEDULED	3								
ALL SERVICES	6027	6408	5864	297232	16.87	.79	115.56		
INTERNATIONAL-----SCHEDULED	3350	3388	3248	154940	252.47	2.27	97.45		
NONSCHEDULED	37			3281					
ALL SERVICES	3387	3388	3248	158221	252.47	2.27	97.45		
TOTAL----------SCHEDULED	9374	9796	9112	452172	269.34	3.06	213.01		
NONSCHEDULED	40			3281					
ALL SERVICES	9414	9796	9112	455453	269.34	3.06	213.01		
ALASKA									
DOMESTIC----------SCHEDULED	55543	55710	54296	2543242	30715.72		11158.37	4583.09	
NONSCHEDULED	79			5261	30.76				
ALL SERVICES	55622	55710	54296	2548503	30746.48		11158.37	4583.09	
ALOHA									
DOMESTIC----------SCHEDULED	38394	38555	37637	2343434	7972.34	.14	3265.00	809.65	1.69
NONSCHEDULED				317					
ALL SERVICES	38394	38555	37637	2343751	7972.34	.14	3265.00	809.65	1.69
INTERNATIONAL-----SCHEDULED	310	318	308	20696	1228.80	.14	477.32	32.43	1.69
TOTAL----------SCHEDULED	38704	38873	37945	2364130	9201.14	.28	3742.32	842.08	3.30
NONSCHEDULED				317					
ALL SERVICES	38704	38873	37945	2364447	9201.14	.28	3742.32	842.08	3.30
FRONTIER									
DOMESTIC----------SCHEDULED	39392	39450	39248	2176375	2410.69	.61	3189.24		
NONSCHEDULED	296			22722					
ALL SERVICES	39688	39450	39248	2199097	2410.69	.61	3189.24		
CAPITOL									
DOMESTIC----------SCHEDULED	3644	4058	3635	510728	1950.00		236.90		
NONSCHEDULED	45			10064	37.50				
ALL SERVICES	3689	4058	3635	520792	1987.50		236.90		
INTERNATIONAL-----SCHEDULED	2128	2292	2112	269516	1549.00		220.90		
NONSCHEDULED	92			17905					
ALL SERVICES	2220	2292	2112	287421	1549.00		220.90		
TOTAL----------SCHEDULED	5772	6350	5747	780244	3499.00		457.80		
NONSCHEDULED	137			27969	37.50				
ALL SERVICES	5909	6350	5747	808213	3536.50		457.80		
FLYING TIGER									
DOMESTIC----------SCHEDULED	18678	19480	17334		559334.31		18806.47	5103.68	
NONSCHEDULED	8				320.67				
ALL SERVICES	18686	19480	17334		559654.98		18806.47	5103.68	
INTERNATIONAL-----SCHEDULED	8392	8122	7216		491112.48		14540.02	12943.48	
NONSCHEDULED	86			20819	2557.99				
ALL SERVICES	8478	8122	7216	20819	493670.47		14540.02	12943.48	
TOTAL----------SCHEDULED	27070	27602	24550		1050446.79		33346.49	18047.16	
NONSCHEDULED	94			20819	2878.66				
ALL SERVICES	27164	27602	24550	20819	1053325.45		33346.49	18047.16	
FRONTIER									
DOMESTIC----------SCHEDULED	140335	142802	140205	7056996	14567.99	1643.18	19034.47		
NONSCHEDULED	6			871					
ALL SERVICES	140341	142802	140205	7057867	14567.99	1643.18	19034.47		
HAWAIIAN									
DOMESTIC----------SCHEDULED	46225	50563	41571	3015676	11445.11		1842.04	652.20	
NONSCHEDULED	1425			105667					
ALL SERVICES	47650	50563	41571	3121343	11445.11		1842.04	652.20	
MIDWAY									
DOMESTIC----------SCHEDULED	38086	38799	38086	1463783					
NONSCHEDULED	62			4573					
ALL SERVICES	38148	38799	38086	1468356					
NEW YORK AIR									
DOMESTIC----------SCHEDULED	45532	46839	45442	2792826	23.00				
NONSCHEDULED	4			271					
ALL SERVICES	45536	46839	45442	2793097	23.00				

TABLE 4.5

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 ENDING DECEMBER 31, 1984

Carrier Group / Air Carrier / Type of Operation / Type of Service	Aircraft departures: Total performed	Aircraft departures: Scheduled	Aircraft departures: Scheduled completed	Enplaned passengers	Enplaned revenue tons: Freight	Enplaned revenue tons: Express	Enplaned revenue tons: Priority	Enplaned revenue tons: Nonpriority	Enplaned revenue tons: Foreign mail
MAJOR									
DOMESTIC----------SCHEDULED	109482	111262	109090	4948569	10961.22	542.28	15316.13	1.08	
NONSCHEDULED	1619			65136	94.84		.01		
ALL SERVICES	111101	111262	109090	5013705	11056.06	542.28	15316.14	1.08	
PACIFIC SOUTHWEST									
DOMESTIC----------SCHEDULED	108929	109983	108341	7829984	11586.91		9549.77		
NONSCHEDULED	234			30991					
ALL SERVICES	109163	109983	108341	7860975	11588.91		9549.77		
PEOPLE EXPRESS									
DOMESTIC----------SCHEDULED	111235	115850	111125	11399066	4483.95				
INTERNATIONAL-----SCHEDULED	778	778	778	331751	2513.95				
TOTAL----------SCHEDULED	112013	116628	111903	11730817	6597.90				
PIEDMONT									
DOMESTIC----------SCHEDULED	269847	272614	269139	14273887	33758.54	1153.68	42913.63		
NONSCHEDULED	758			19855					
ALL SERVICES	270605	272614	269139	14293742	33758.54	1153.68	42913.63		
SOUTHWEST									
DOMESTIC----------SCHEDULED	200131	202392	200124	12051999					
NONSCHEDULED	62			7475					
ALL SERVICES	200193	202392	200124	12059474					
TRANSAMERICA									
DOMESTIC----------SCHEDULED	333	328	309	98679	1309.10		1.00		
NONSCHEDULED	368			77831	1785.40				
ALL SERVICES	701	328	309	176510	3094.50		1.00		
INTERNATIONAL-----SCHEDULED	251	260	202	58067	98.40			4.60	3.60
TOTAL----------SCHEDULED	584	588	511	156746	1407.50		1.00	4.60	3.60
NONSCHEDULED	368			77831	1785.40				
ALL SERVICES	952	588	511	234577	3192.90		1.00	4.60	3.60
WTPN									
DOMESTIC----------SCHEDULED	27510	28036	25176	1012969	13817.57		3386.92	8080.90	
NONSCHEDULED	29			2001					
ALL SERVICES	27539	28036	25176	1014970	13817.57		3386.92	8080.90	
WORLD									
DOMESTIC----------SCHEDULED	7288	7429	7137	1179493	18599.00		2829.00		
NONSCHEDULED	1			339					
ALL SERVICES	7289	7429	7137	1179832	18599.00		2829.00		
INTERNATIONAL-----SCHEDULED	1356	1391	1316	217911	3163.00	33.00	1752.00		
NONSCHEDULED	99			33649	21.00				
ALL SERVICES	1455	1391	1316	251560	3184.00	33.00	1752.00		
TOTAL----------SCHEDULED	8644	8820	8453	1397404	21762.00	33.00	4581.00		
NONSCHEDULED	100			33988	21.00				
ALL SERVICES	8744	8820	8453	1431392	21783.00	33.00	4581.00		
TOTAL, NATIONALS									
DOMESTIC----------SCHEDULED	1336994	1363485	1323221	78984805	727333.82	3402.38	133690.16	19230.56	1.65
NONSCHEDULED	5391			390819	2269.17		.01		
ALL SERVICES	1342385	1363485	1323221	79375624	729602.99	3402.38	133690.17	19230.56	1.65
INTERNATIONAL-----SCHEDULED	16565	16549	15180	1052881	499916.10	35.41	17087.69	12980.51	5.25
NONSCHEDULED	314			75654	2578.99				
ALL SERVICES	16879	16549	15180	1128535	502497.09	35.41	17087.69	12980.51	5.25
TOTAL----------SCHEDULED	1353559	1380034	1338401	80037686	1227251.92	3437.79	150777.85	32211.07	6.90
NONSCHEDULED	5705			466473	4848.16		.01		
ALL SERVICES	1359264	1380034	1338401	80504159	1232100.08	3437.79	150777.86	32211.07	6.90
LARGE REGIONALS==========									
AIR ATLANTA									
DOMESTIC----------SCHEDULED	6328	6597	6257	128368			11.83		
NONSCHEDULED	32			2816					
ALL SERVICES	6360	6597	6257	131184			11.83		
AIR MIDWEST									
DOMESTIC----------SCHEDULED	87860	93536	87148	475552	1188.37	121.26	181.78		
NONSCHEDULED	31			163					
ALL SERVICES	87891	93536	87148	475715	1188.37	121.26	181.78		
AIR ONE									
DOMESTIC----------SCHEDULED	5018	5213	5018	153454					
NONSCHEDULED	75			8780					
ALL SERVICES	5093	5213	5018	162234					
AIR WISCONSIN									
DOMESTIC----------SCHEDULED	57982	60124	57914	694794	1029.00		464.00		
NONSCHEDULED	3			110					
ALL SERVICES	57985	60124	57914	694904	1029.00		464.00		
AMERICA WEST									
DOMESTIC----------SCHEDULED	43030	43170	42824	2397953	126.03				
AMERICAN INT'L									
DOMESTIC----------SCHEDULED	7229	7487	7105	531549					
NONSCHEDULED	16			789					
ALL SERVICES	7245	7487	7105	532338					
ARROW									
DOMESTIC----------SCHEDULED	2479	2581	2581	408658	6911.10				
NONSCHEDULED	417			69243	3080.50				
ALL SERVICES	2896	2581	2581	477901	9991.60				
INTERNATIONAL-----SCHEDULED	282	289	288	15648	1065.50				
NONSCHEDULED	636			82225	5285.60				
ALL SERVICES	918	289	288	97873	6351.10				
TOTAL----------SCHEDULED	2761	2870	2869	424306	7976.60				
NONSCHEDULED	1053			151468	8366.10				
ALL SERVICES	3814	2870	2869	575774	16342.70				

TABLE 4.6

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 ENDING DECEMBER 31, 1984

Carrier Group / Air Carrier / Type of Operation / Type of Service	Aircraft departures: Total performed	Aircraft departures: Scheduled	Aircraft departures: Scheduled completed	Enplaned passengers	Enplaned revenue tons: Freight	Enplaned revenue tons: Express	Enplaned revenue tons: Priority	Enplaned revenue tons: Nonpriority	Enplaned revenue tons: Foreign mail
BRITT									
DOMESTIC----------SCHEDULED	30313	31683	30313	308558	227.60				
EMPIRE									
DOMESTIC----------SCHEDULED	9276	9990	9276	230209	108.10		18.90		
NONSCHEDULED	29				48.10				
ALL SERVICES	9305	9990	9276	230209	156.20		18.90		
EMPIRE									
DOMESTIC----------SCHEDULED	51140	52485	50788	1070611	263.19	159.07	214.72		
NONSCHEDULED	287			5561					
ALL SERVICES	51427	52485	50788	1076172	263.19	159.07	214.72		
EVERGREEN									
DOMESTIC----------SCHEDULED	1612	1604	1604		16463.00				
NONSCHEDULED	2402				24823.39				
ALL SERVICES	4014	1604	1604		41286.39				
FLORIDA EXPRESS									
DOMESTIC----------SCHEDULED	8976	9297	8968	363904					
FRONTIER HORIZON									
DOMESTIC----------SCHEDULED	7623	7691	7620	506864	702.79		510.30		
NONSCHEDULED	8			218					
ALL SERVICES	7631	7691	7620	507082	702.79		510.30		
HORIZON									
DOMESTIC----------SCHEDULED	20735	21349	20708	225124	365.24		119.23	119.14	
JET AMERICA									
DOMESTIC----------SCHEDULED	7416	7536	7411	581500	2701.90	78.30	168.90		
NONSCHEDULED	349			48840					
ALL SERVICES	7765	7536	7411	630340	2701.90	78.30	168.90		
MARKAIR									
DOMESTIC----------SCHEDULED	13410	14771	13037	158895	15068.00		4102.00	12500.00	
MIDWAY EXPRESS									
DOMESTIC----------SCHEDULED	2660	2768	2660	103867					
NONSCHEDULED	7			896					
ALL SERVICES	2667	2768	2660	104763					
MIDWEST EXPRESS									
DOMESTIC----------SCHEDULED	2037	2075	2032	23240					
MISE									
DOMESTIC----------SCHEDULED	35390	36063	35355	1979950	416.00				
NONSCHEDULED	11			1514					
ALL SERVICES	35401	36063	35355	1981464	416.00				
NORTHEASTERN									
DOMESTIC----------SCHEDULED	18935	19154	18910	1654751	1984.69		452.46	3.60	
NONSCHEDULED	584			76889					
ALL SERVICES	19519	19154	18910	1731640	1984.69		452.46	3.60	
PEEWEE									
DOMESTIC----------SCHEDULED	3781	3908	3742	50621	2084.92		3729.78		
NONSCHEDULED	297			3551	329.11		5.98		
ALL SERVICES	4078	3908	3742	54172	2414.03		3735.76		
SOUTH PACIFIC									
INTERNATIONAL-----SCHEDULED	14121	14102	14102	202345	1363.03		1241.88		38.03
NONSCHEDULED	15			1661					
ALL SERVICES	14136	14102	14102	204006	1363.03		1241.88		38.03
SUNCORP									
DOMESTIC----------SCHEDULED	7967	8030	7944	323680		8.00	35.00	17.00	
NONSCHEDULED	10			528					
ALL SERVICES	7977	8030	7944	324208		8.00	35.00	17.00	
TOWER									
INTERNATIONAL-----SCHEDULED	352	352	352	79531	307.84		42.42		
NONSCHEDULED	7782			52014					
ALL SERVICES	8134	352	352	131545	307.84		42.42		
ZANTOP									
DOMESTIC----------SCHEDULED	17825	8481	8476		111408.00				
NONSCHEDULED	138				1643.00				
ALL SERVICES	17963	8481	8476		113051.00				
TOTAL, LARGE REGIONALS									
DOMESTIC----------SCHEDULED	449017	455593	437691	12372102	161047.93	366.63	10008.90	12639.74	
NONSCHEDULED	4696			219898	29924.10		5.98		
ALL SERVICES	453713	455593	437691	12592000	190972.03	366.63	10014.88	12639.74	
INTERNATIONAL-----SCHEDULED	14793	14743	14742	297524	2734.37		1284.30		38.03
NONSCHEDULED	8433			135900	5285.60				
ALL SERVICES	23188	14743	14742	433424	8021.97		1284.30		38.03
TOTAL----------SCHEDULED	463772	470336	452433	12669626	163784.30	366.63	11293.20	12639.74	38.03
NONSCHEDULED	13129			355798	35209.70		5.98		
ALL SERVICES	476901	470336	452433	13025424	198994.00	366.63	11299.18	12639.74	38.03
MEDIUM REGIONALS==========									
AERIAL TRANSIT									
DOMESTIC----------SCHEDULED	21	21	21		199.40				
AIRPAC									
DOMESTIC----------SCHEDULED	2730	3280	2669	32058					
NONSCHEDULED	26			312					
ALL SERVICES	2756	3280	2669	32370					
BEST									
DOMESTIC----------SCHEDULED	4850	5054	4850	86654					
CHALLENGE									
INTERNATIONAL-----SCHEDULED	45	45	45		964.00				

TABLE 4.5

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 ENDING DECEMBER 31, 1984

Carrier Group / Air Carrier / Type of Operation / Type of Service	Aircraft departures			Enplaned passengers	Enplaned revenue tons				
	Total performed	Scheduled	Scheduled completed		Freight	Express	Priority	Nonpriority	Foreign mail
NORTHERN AIR									
DOMESTIC----------SCHEDULED	3698	3315	3337		5409.54		224.20	7024.80	
SKYWEST									
DOMESTIC----------SCHEDULED	38317	38812	38171	217590	482.60		366.70		
TOTAL									
DOMESTIC----------SCHEDULED	60	60	60	16923					
NONSCHEDULED	16			7684					
ALL SERVICES	76	60	60	24607					
TOTAL, MEDIUM REGIONALS									
DOMESTIC----------SCHEDULED	49676	50542	49078	353225	6091.54		590.90	7024.80	
NONSCHEDULED	42			7996					
ALL SERVICES	49718	50542	49078	361221	6091.54		590.90	7024.80	
INTERNATIONAL-----SCHEDULED	45	45	45		564.30				
TOTAL----------SCHEDULED	49721	50587	49123	353225	7055.54		590.90	7024.80	
NONSCHEDULED	42			7996					
ALL SERVICES	49763	50587	49123	361221	7055.54		590.90	7024.80	
OVER-ALL TOTAL, ALL CARRIERS									
DOMESTIC----------SCHEDULED	5206214	5285133	5165426	319860616	2520795.99	54873.28	1013662.52	234525.60	1031.82
NONSCHEDULED	19801			1275793	32248.84		10.99		
ALL SERVICES	5226015	5285133	5165426	321136409	2553044.83	54873.28	1013673.51	234525.60	1031.82
INTERNATIONAL-----SCHEDULED	213510	213270	208730	23346966	961585.09	547.75	88290.57	35255.83	16336.58
NONSCHEDULED	10016			348343	9165.15				
ALL SERVICES	223526	213270	208703	23695309	970750.24	547.75	88290.57	35255.83	16336.58
TOTAL----------SCHEDULED	5419724	5498353	5374126	343207582	3482381.08	55421.03	1101953.49	265821.43	17368.80
NONSCHEDULED	29817			1624136	41413.99		10.99		
ALL SERVICES	5449541	5498353	5374126	344831718	3523795.07	55421.03	1101964.48	265821.43	17368.80

TABLE 4.6

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 ENDING DECEMBER 31, 1984

State or Country / Type of Operation / Type of Service	Aircraft departures			Enplaned passengers	Enplaned revenue tons				
	Total performed	Scheduled	Scheduled completed		Freight	Express	U.S. Mail: Priority	U.S. Mail: Nonpriority	Foreign mail
50 U. S. STATES									
ALABAMA									
DOMESTIC--SCHEDULED	40242	40660	39899	1353132	2787.72	670.34	2256.37	63.60	.43
NONSCHEDULED	70			4374					
ALL SERVICES	40312	40660	39899	1354426	2787.72	670.34	2256.37	63.60	.43
INTERNATIONAL--SCHEDULED	1								
TOTAL--SCHEDULED	40243	40660	39899	1353132	2787.72	670.34	2256.37	63.60	.43
NONSCHEDULED	70			4374					
ALL SERVICES	40313	40660	39899	1354426	2787.72	670.34	2256.37	63.60	.43
ALASKA									
DOMESTIC--SCHEDULED	70250	72150	66621	1954758	242023.92	989.25	19492.51	34714.87	38.41
NONSCHEDULED	359			6409	334.94		6.58		
ALL SERVICES	70609	72150	66621	1961167	242357.86	989.25	19499.89	34714.87	38.41
INTERNATIONAL--SCHEDULED	1724	1320	1240	12197	58373.96	.01	3357.68	1720.16	63.68
NONSCHEDULED	11			858					
ALL SERVICES	1735	1320	1240	13055	58373.96	.01	3357.68	1720.16	63.68
TOTAL--SCHEDULED	71974	73470	67861	1966955	300394.88	989.26	23350.59	36435.03	102.09
NONSCHEDULED	370			7267	334.94		6.58		
ALL SERVICES	72344	73470	67861	1974222	300731.82	989.26	23356.57	36435.03	102.09
ARIZONA									
DOMESTIC--SCHEDULED	119363	120081	118915	1792376	13667.91	541.77	13247.95	2632.12	
NONSCHEDULED	103			6397					
ALL SERVICES	119466	120081	118915	1798473	13667.91	541.77	13247.95	2632.12	
ARKANSAS									
DOMESTIC--SCHEDULED	13124	13312	13097	700491	990.00	52.87	1491.65	.17	
NONSCHEDULED	7			784					
ALL SERVICES	13131	13312	13097	701275	990.00	52.87	1491.65	.17	
CALIFORNIA									
DOMESTIC--SCHEDULED	495226	513737	492606	3[illegible]35624	465473.94	9836.01	104656.35	32947.55	33.17
NONSCHEDULED	2333			110957	9242.94				
ALL SERVICES	497559	513737	492606	3[illegible]46581	474716.52	9836.01	104656.35	32947.55	33.17
INTERNATIONAL--SCHEDULED	5444	5532	5422	225764	18894.13	87.17	3713.45	1075.85	1.54
NONSCHEDULED	60			21145	774.17				
ALL SERVICES	5544	5532	5422	246929	19613.27	87.17	3713.45	1075.85	1.54
TOTAL--SCHEDULED	500710	519234	498028	3[illegible]61412	484363.08	9923.18	108409.84	34027.40	31.71
NONSCHEDULED	2393			131702	9966.71				
ALL SERVICES	503103	519234	498028	3[illegible]92614	494329.79	9923.18	108409.84	34027.40	31.71
COLORADO									
DOMESTIC--SCHEDULED	183186	187060	182669	13343514	56622.85	1774.06	41426.41	3570.66	2.96
NONSCHEDULED	811			17438	5841.00				
ALL SERVICES	183947	187060	182669	13360952	62463.85	1774.06	41426.41	3570.66	2.96
CONNECTICUT									
DOMESTIC--SCHEDULED	28917	28472	27926	1533527	5931.21	210.00	7519.38	2342.25	
NONSCHEDULED	71			1841					
ALL SERVICES	28988	28472	27926	1535368	5931.21	210.00	7519.38	2342.25	
INTERNATIONAL--SCHEDULED	19								
TOTAL--SCHEDULED	28936	28472	27926	1533527	5931.21	210.00	7519.38	2342.25	
NONSCHEDULED	71			1841					
ALL SERVICES	28107	28472	27926	1535368	5931.21	210.00	7519.38	2342.25	
DELAWARE									
DOMESTIC--SCHEDULED	415	421	413	2559	2.09	.08	.04		
DIST. OF COL.									
DOMESTIC--SCHEDULED	118005	118687	115813	8079668	22115.32	475.43	36612.55	11055.06	
NONSCHEDULED	170			10516					
ALL SERVICES	118175	118687	115813	8090184	22115.32	475.43	36612.55	11055.06	
INTERNATIONAL--SCHEDULED	575	565	561	100591	1452.73		1134.57		
NONSCHEDULED	1			305					
ALL SERVICES	576	565	561	100896	1452.73		1134.57		
TOTAL--SCHEDULED	118580	119252	116374	8180259	23568.05	475.43	36747.16	11055.06	
NONSCHEDULED	171			10821					
ALL SERVICES	118751	119252	116374	8191080	23568.05	475.43	36747.16	11055.06	
FLORIDA									
DOMESTIC--SCHEDULED	314619	319051	313275	21730932	115177.57	2418.63	45528.32	3555.40	23.31
NONSCHEDULED	2310			220328	997.17				
ALL SERVICES	316929	319051	313275	21951260	116174.74	2418.63	45528.32	3555.40	23.31
INTERNATIONAL--SCHEDULED	12345	12442	12237	1422075	22290.07	250.37	4669.63	435.20	175.04
NONSCHEDULED	239			12582	2621.90				
ALL SERVICES	12584	12442	12237	1434657	24911.97	250.37	4669.63	435.20	175.04
TOTAL--SCHEDULED	326964	331493	325512	23153007	137467.64	2669.00	50197.95	4434.60	198.35
NONSCHEDULED	2549			232910	3619.07				
ALL SERVICES	329513	331493	325512	23385917	141086.71	2669.00	50197.95	4434.60	198.35
GEORGIA									
DOMESTIC--SCHEDULED	283284	285824	282293	19268040	150868.96	12693.67	89622.63	2008.62	.20
NONSCHEDULED	704			14831	2362.79				
ALL SERVICES	283988	285824	282293	19282871	153231.75	12693.67	89622.63	2008.62	.20
INTERNATIONAL--SCHEDULED	2411	2405	2392	357044	4678.42	7.73	680.53	2.34	
NONSCHEDULED	2			230					
ALL SERVICES	2413	2405	2392	357274	4678.42	7.73	680.53	2.34	
TOTAL--SCHEDULED	285695	288229	284685	19625084	155547.38	12701.40	90303.16	2010.96	.20
NONSCHEDULED	706			15061	2362.79				
ALL SERVICES	286401	288229	284685	19640145	157910.17	12701.40	90303.16	2010.96	.20
HAWAII									
DOMESTIC--SCHEDULED	99781	104448	94320	8694063	95259.70	811.07	11578.69	4116.73	143.37
NONSCHEDULED	1641			148173	304.00				
ALL SERVICES	101422	104448	94320	8842236	95563.70	811.07	11578.69	4116.73	143.37

TABLE 4.6

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 ENDING DECEMBER 31, 1984

State or Country / 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	
HAWAII									
INTERNATIONAL---SCHEDULED	2852	2823	2794	485479	11846.18	.14	5244.36	777.96	8.60
NONSCHEDULED	17			2011	35.88				
ALL SERVICES	2869	2823	2794	487490	11882.06	.14	5244.36	777.96	8.60
TOTAL----------SCHEDULED	107633	107271	97114	9179542	107105.88	811.21	16843.05	4854.69	151.97
NONSCHEDULED	1658			150184	339.88				
ALL SERVICES	104291	107271	97114	9329726	107445.76	811.21	16843.05	4854.69	151.97
IDAHO									
DOMESTIC--------SCHEDULED	20782	20823	20300	457063	661.85	72.54	1576.13	58.50	
NONSCHEDULED	3			114					
ALL SERVICES	20785	20823	20300	457177	661.85	72.54	1576.13	58.50	
ILLINOIS									
DOMESTIC--------SCHEDULED	312603	318916	311454	20218054	299455.44	4888.20	94997.13	29648.61	78.50
NONSCHEDULED	1084			44293	4071.07				
ALL SERVICES	313687	318916	311454	20262347	303526.51	4888.20	94997.13	29648.61	78.50
INTERNATIONAL---SCHEDULED	1311	1318	1309	215137	2942.37		1150.21	2.36	
NONSCHEDULED	1				84.24				
ALL SERVICES	1312	1318	1309	215137	3026.61		1150.21	2.36	
TOTAL----------SCHEDULED	313914	320234	312763	20433191	302397.81	4888.20	96147.34	29650.97	78.50
NONSCHEDULED	1085			44293	4155.31				
ALL SERVICES	314999	320234	312763	20477484	306553.12	4888.20	96147.34	29650.97	78.50
INDIANA									
DOMESTIC--------SCHEDULED	61664	62683	61111	2011332	10264.82	380.37	8035.63	1857.30	
NONSCHEDULED	183			7624					
ALL SERVICES	61847	62683	61111	2018956	10264.82	380.37	8035.63	1857.30	
IOWA									
DOMESTIC--------SCHEDULED	24498	25035	24417	789385	1439.17	94.46	5769.49	44.81	
NONSCHEDULED	172			8205	665.80				
ALL SERVICES	24670	25035	24417	797590	2104.97	94.46	5769.49	44.81	
KANSAS									
DOMESTIC--------SCHEDULED	42092	45286	41639	676757	1129.84	68.20	2597.32	4.94	
NONSCHEDULED	31			548					
ALL SERVICES	42123	45286	41639	677305	1129.94	68.20	2597.32	4.94	
KENTUCKY									
DOMESTIC--------SCHEDULED	31230	31547	31094	1139903	2600.02	208.34	6391.79	100.91	
NONSCHEDULED	67			3140	.15				
ALL SERVICES	31297	31547	31094	1143043	2600.17	208.34	6391.79	100.91	
LOUISIANA									
DOMESTIC--------SCHEDULED	68491	69191	68295	3888076	8602.67	289.76	8036.59	583.70	.09
NONSCHEDULED	111			7074	.30				
ALL SERVICES	68602	69191	68295	3895150	8602.97	289.76	8036.59	583.70	.09
INTERNATIONAL---SCHEDULED	800	802	795	56660	103.21	11.51	5.16	.76	
TOTAL----------SCHEDULED	69291	69993	69090	3944736	8705.88	301.27	8041.75	584.46	.09
NONSCHEDULED	111			7074	.30				
ALL SERVICES	69402	69993	69090	3951810	8706.18	301.27	8041.75	584.46	.09
MAINE									
DOMESTIC--------SCHEDULED	8382	8590	8333	568400	3409.54	87.65	503.27	65.30	
NONSCHEDULED	12			56					
ALL SERVICES	8374	8590	8333	568456	3409.54	87.65	503.27	65.30	
INTERNATIONAL---SCHEDULED	30				77.28				
NONSCHEDULED	13				32.50				
ALL SERVICES	43				109.78				
TOTAL----------SCHEDULED	8392	8590	8333	568400	3486.82	87.65	503.27	65.30	
NONSCHEDULED	25			56	32.50				
ALL SERVICES	8417	8590	8333	568456	3519.32	87.65	503.27	65.30	
MARYLAND									
DOMESTIC--------SCHEDULED	54196	55018	53935	2740552	15933.90	354.19	14115.36	2055.36	
NONSCHEDULED	264			11463					
ALL SERVICES	54460	55018	53935	2752015	15933.90	354.19	14115.36	2055.36	
INTERNATIONAL---SCHEDULED	766	785	753	124373	1311.80	35.00	1144.91		
NONSCHEDULED	2			558					
ALL SERVICES	768	785	753	124931	1311.80	35.00	1144.91		
TOTAL----------SCHEDULED	54962	55803	54688	2864925	17245.70	429.19	15260.27	2055.36	
NONSCHEDULED	266			12021					
ALL SERVICES	55228	55803	54688	2876946	17245.70	429.19	15260.27	2055.36	
MASSACHUSETTS									
DOMESTIC--------SCHEDULED	93994	95389	92880	8280797	87415.45	710.84	19271.25	10164.09	295.31
NONSCHEDULED	426			29722	29.00				
ALL SERVICES	94420	95389	92880	8310519	87444.45	710.84	19271.25	10164.09	295.31
INTERNATIONAL---SCHEDULED	2066	2051	2025	389414	10905.01		1404.67	80.55	
NONSCHEDULED	19			2963					
ALL SERVICES	2085	2051	2025	392377	10905.01		1404.67	80.55	
TOTAL----------SCHEDULED	96060	97440	94905	8670211	98320.46	710.84	20675.92	10244.68	295.31
NONSCHEDULED	445			32685	29.00				
ALL SERVICES	96505	97440	94905	8702896	98349.46	710.84	20675.92	10244.68	295.31
MICHIGAN									
DOMESTIC--------SCHEDULED	141035	139955	136750	6436615	73712.47	818.43	20535.01	5526.75	
NONSCHEDULED	616			31612	1662.60				
ALL SERVICES	141651	139955	136750	6468227	75375.07	818.43	20535.01	5526.75	
INTERNATIONAL---SCHEDULED	7								
TOTAL----------SCHEDULED	141042	139955	136750	6436615	73712.47	818.43	20535.01	5526.75	
NONSCHEDULED	616			31612	1662.60				
ALL SERVICES	141658	139955	136750	6468227	75375.07	818.43	20535.01	5526.75	

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 ENDING DECEMBER 31, 1984

State or Country / Type of Operation / Type of Service	Aircraft departures: Total performed	Aircraft departures: Scheduled	Aircraft departures: Scheduled completed	Enplaned passengers	Enplaned revenue tons: Freight	Enplaned revenue tons: Express	Enplaned revenue tons: U.S. Mail: Priority	Enplaned revenue tons: U.S. Mail: Nonpriority	Enplaned revenue tons: Foreign mail
MINNESOTA									
DOMESTIC--------SCHEDULED	107477	108820	106916	6261518	57694.40	649.74	27553.45	5313.56	379.59
NONSCHEDULED	541			58579	2.63				
ALL SERVICES	108018	108820	106916	6320097	57697.03	649.74	27553.45	5313.56	379.59
INTERNATIONAL---SCHEDULED	253	244	244	73014	1371.44		85.61		.17
TOTAL----------SCHEDULED	107730	109064	107160	6334532	59065.84	649.74	27639.06	5313.56	379.76
NONSCHEDULED	541			58579	2.63				
ALL SERVICES	108271	109064	107160	6393111	59068.47	649.74	27639.06	5313.56	379.76
MISSISSIPPI									
DOMESTIC--------SCHEDULED	17921	18078	17785	491046	1339.33	39.68	1354.71	5.28	
NONSCHEDULED	10			425					
ALL SERVICES	17931	18078	17785	491471	1339.33	39.68	1354.71	5.28	
MISSOURI									
DOMESTIC--------SCHEDULED	221576	224409	219533	11244820	41829.56	885.71	50412.01	8018.09	
NONSCHEDULED	1045			54196	2409.08				
ALL SERVICES	222621	224409	219533	11299016	44238.64	885.71	50412.01	8018.09	
MONTANA									
DOMESTIC--------SCHEDULED	26390	26809	26337	734114	1132.09	85.32	3382.01	5.65	
NONSCHEDULED	10			1041					
ALL SERVICES	26400	26809	26337	735155	1132.09	85.32	3382.01	5.65	
NEBRASKA									
DOMESTIC--------SCHEDULED	32919	33572	32774	1192485	2351.16	231.15	7203.64	144.55	
NONSCHEDULED	61			3451					
ALL SERVICES	32980	33572	32774	1195936	2351.16	231.15	7203.64	144.55	
NEVADA									
DOMESTIC--------SCHEDULED	83527	84165	82930	5554769	5397.04	261.59	4505.06	84.02	
NONSCHEDULED	448			64771	.29		.01		
ALL SERVICES	83975	84165	82930	5619540	5397.33	261.59	4505.07	84.02	
INTERNATIONAL---SCHEDULED	2								
TOTAL----------SCHEDULED	83529	84165	82930	5554769	5397.04	261.59	4505.06	84.02	
NONSCHEDULED	448			64771	.29		.01		
ALL SERVICES	83977	84165	82930	5619540	5397.33	261.59	4505.07	84.02	
NEW HAMPSHIRE									
DOMESTIC--------SCHEDULED	405	423	402	8536	1.91	.49	183.84		
NONSCHEDULED	3								
ALL SERVICES	408	423	402	8536	1.91	.49	183.84		
NEW JERSEY									
DOMESTIC--------SCHEDULED	126798	129044	125341	11671471	47004.21	672.23	17624.18	11921.25	
NONSCHEDULED	138			6944					
ALL SERVICES	126936	129044	125341	11678415	47004.21	672.23	17624.18	11921.25	
INTERNATIONAL---SCHEDULED	766	756	752	220587	1544.86	27.20	78.13	47.68	
NONSCHEDULED	1			353					
ALL SERVICES	767	756	752	220940	1944.86	27.20	78.13	47.68	
TOTAL----------SCHEDULED	127064	129800	126093	11892058	48549.07	699.43	17702.31	11968.93	
NONSCHEDULED	139			7297					
ALL SERVICES	127203	129800	126093	11899355	48549.07	699.43	17702.31	11968.93	
NEW MEXICO									
DOMESTIC--------SCHEDULED	45963	46977	45819	1780058	1727.53	97.95	4559.21	616.21	
NONSCHEDULED	12			607					
ALL SERVICES	45975	46977	45819	1780665	1727.53	97.95	4559.21	616.21	
NEW YORK									
DOMESTIC--------SCHEDULED	308420	314606	305172	21241751	227370.25	2169.57	65786.01	31042.51	5.78
NONSCHEDULED	1230			94973	1169.78				
ALL SERVICES	309650	314606	305172	21336724	228540.03	2169.57	65786.01	31042.51	5.78
INTERNATIONAL---SCHEDULED	17574	17778	17382	3512681	54801.22	80.01	29498.31	5441.20	.48
NONSCHEDULED	8199			151909	1454.53				
ALL SERVICES	25773	17778	17382	3664590	56255.75	80.01	29498.31	5441.20	.48
TOTAL----------SCHEDULED	325994	332334	322554	24754432	282171.47	2249.58	95284.32	36483.71	6.26
NONSCHEDULED	9429			246882	2624.31				
ALL SERVICES	335423	332334	322554	25001314	284795.78	2249.58	95284.32	36483.71	6.26
NORTH CAROLINA									
DOMESTIC--------SCHEDULED	140248	141456	139624	6903377	24482.14	1383.45	21590.63	17.20	.21
NONSCHEDULED	344			8217					
ALL SERVICES	140592	141456	139624	6911594	24482.14	1383.45	21590.63	17.20	.21
NORTH DAKOTA									
DOMESTIC--------SCHEDULED	13522	13712	13435	398609	676.44	20.52	1378.26	13.51	
NONSCHEDULED	23			1233					
ALL SERVICES	13545	13712	13435	399842	676.44	20.52	1378.26	13.51	
OHIO									
DOMESTIC--------SCHEDULED	158786	161111	157826	7776170	32122.70	1285.39	27125.85	1322.65	
NONSCHEDULED	902			43496	79.86				
ALL SERVICES	159688	161111	157826	7819666	32202.56	1285.39	27125.85	1322.65	
INTERNATIONAL---SCHEDULED	3	1		218					
TOTAL----------SCHEDULED	158789	161112	157826	7776388	32122.70	1285.39	27125.85	1322.65	
NONSCHEDULED	902			43496	79.86				
ALL SERVICES	159691	161112	157826	7819884	32202.56	1285.39	27125.85	1322.65	
OKLAHOMA									
DOMESTIC--------SCHEDULED	57619	57830	57006	2834548	5531.84	177.21	8181.22	1355.92	
NONSCHEDULED	96			4854	5.20				
ALL SERVICES	57715	57830	57006	2839402	5537.04	177.21	8181.22	1355.92	
OREGON									
DOMESTIC--------SCHEDULED	50509	51393	50278	2424348	14498.67	506.08	7538.58	1015.58	
NONSCHEDULED	50			6131					
ALL SERVICES	50559	51393	50278	2430479	14498.67	506.08	7538.58	1015.58	

TABLE 4.6

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 ENDING DECEMBER 31, 1984

State or Country / Type of Operation / Type of Service	Aircraft departures			Enplaned passengers	Enplaned revenue tons				
	Total performed	Scheduled	Scheduled completed		Freight	Express	U.S. Mail: Priority	U.S. Mail: Nonpriority	Foreign mail
OREGON									
INTERNATIONAL---SCHEDULED	49	52	47	6801	93.04	.07			22.29
TOTAL----------SCHEDULED	90958	91445	90325	2431149	14591.71	506.15	7538.58	1015.58	22.29
NONSCHEDULED	50			6131					
ALL SERVICES	90608	91445	90325	2437280	14591.71	506.15	7538.58	1015.58	22.29
PENNSYLVANIA									
DOMESTIC--------SCHEDULED	180779	183572	180065	11029880	40043.47	1414.57	46593.81	12780.83	.18
NONSCHEDULED	1014			77589	24.12				
ALL SERVICES	181793	183572	180065	11107469	40067.59	1414.57	46593.81	12780.83	.18
INTERNATIONAL---SCHEDULED	430	482	477	62413	475.60	9.88	212.04	3.54	
NONSCHEDULED	23			5443					
ALL SERVICES	453	482	477	67856	475.60	9.88	212.04	3.54	
TOTAL----------SCHEDULED	181209	184054	180542	11092293	40519.07	1424.45	46805.85	12784.37	.18
NONSCHEDULED	1037			83032	24.12				
ALL SERVICES	182246	184054	180542	11175325	40543.19	1424.45	46805.85	12784.37	.18
RHODE ISLAND									
DOMESTIC--------SCHEDULED	9072	9215	9032	398610	605.06	24.98	1246.00	1.35	
NONSCHEDULED	125			3346					
ALL SERVICES	9197	9215	9032	398756	605.06	24.98	1246.00	1.35	
SOUTH CAROLINA									
DOMESTIC--------SCHEDULED	29090	29242	28758	1303656	1839.88	342.63	3487.17	9.41	
NONSCHEDULED	41			1316					
ALL SERVICES	29091	29242	28758	1304972	1839.88	342.63	3487.17	9.41	
SOUTH DAKOTA									
DOMESTIC--------SCHEDULED	14635	14974	14557	339396	869.57	75.83	2011.97	12.90	
NONSCHEDULED	24			1181					
ALL SERVICES	14659	14974	14557	340577	869.57	75.83	2011.97	12.90	
TENNESSEE									
DOMESTIC--------SCHEDULED	105736	106556	104994	4255814	24622.86	1025.98	18087.51	428.69	
NONSCHEDULED	179			9808	.51				
ALL SERVICES	105915	106556	104994	4265622	24623.37	1025.98	18087.51	428.69	
TEXAS									
DOMESTIC--------SCHEDULED	511756	517938	510846	34465234	136165.71	2325.39	86785.15	6988.93	2.04
NONSCHEDULED	844			59269	1811.94		5.00		
ALL SERVICES	512600	517938	510846	34524503	137977.65	2325.39	86790.15	6988.93	2.04
INTERNATIONAL---SCHEDULED	6304	6328	6232	606259	3646.00	6.29	805.24	1.07	6.75
TOTAL----------SCHEDULED	518060	523866	517078	35071493	137811.71	2331.68	87590.39	6990.00	6.79
NONSCHEDULED	844			59269	1811.94		5.00		
ALL SERVICES	518904	523866	517078	35130762	139623.65	2331.68	87595.39	6990.00	6.79
UTAH									
DOMESTIC--------SCHEDULED	64996	65620	64669	3501212	17336.68	1005.01	12151.35	625.73	
NONSCHEDULED	38			2753					
ALL SERVICES	65034	65620	64669	3503965	17336.68	1005.01	12151.35	625.73	
VERMONT									
DOMESTIC--------SCHEDULED	6024	6257	6020	356329	352.44	6.75	139.95		
NONSCHEDULED	4								
ALL SERVICES	6028	6257	6020	356329	352.44	6.75	139.95		
VIRGINIA									
DOMESTIC--------SCHEDULED	51108	51804	50881	2324151	3084.33	175.61	4018.51	141.68	
NONSCHEDULED	146			6259					
ALL SERVICES	51254	51804	50881	2330410	3084.33	175.61	4018.51	141.68	
INTERNATIONAL---SCHEDULED	1			66					
TOTAL----------SCHEDULED	51109	51804	50881	2324217	3084.33	175.61	4018.51	141.68	
NONSCHEDULED	146			6259					
ALL SERVICES	51255	51804	50881	2330476	3084.33	175.61	4018.51	141.68	
WASHINGTON									
DOMESTIC--------SCHEDULED	83819	85205	83072	5407739	87919.52	995.69	26117.49	3570.00	29.69
NONSCHEDULED	170			10943	240.41				
ALL SERVICES	83989	85205	83072	5418682	88159.93	995.69	26117.49	3570.00	29.69
INTERNATIONAL---SCHEDULED	1545	1563	1497	284220	6865.07	.35	2360.64	313.90	936.54
NONSCHEDULED	12				1065.34				
ALL SERVICES	1557	1563	1497	284220	7930.41	.35	2360.64	313.90	936.54
TOTAL----------SCHEDULED	85364	86768	84569	5691959	94784.59	996.04	28478.13	3883.90	966.23
NONSCHEDULED	182			10943	1305.75				
ALL SERVICES	85546	86768	84569	5702902	96090.34	996.04	28478.13	3883.90	966.23
WEST VIRGINIA									
DOMESTIC--------SCHEDULED	8354	8482	8326	285327	226.85	29.73	456.12		
NONSCHEDULED	47			1861					
ALL SERVICES	8401	8482	8326	287188	226.85	29.73	456.12		
WISCONSIN									
DOMESTIC--------SCHEDULED	59862	61139	59312	1849893	5133.72	193.65	6894.73	136.80	
NONSCHEDULED	153			6147	.16				
ALL SERVICES	60015	61139	59312	1856040	5133.88	193.65	6894.73	136.80	
WYOMING									
DOMESTIC--------SCHEDULED	6388	6458	6343	142256	265.82	38.28	396.39	.04	

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 ENDING DECEMBER 31, 1984

State or Country / Type of Operation / Type of Service	Aircraft departures			Enplaned passengers	Enplaned revenue tons				
	Total performed	Scheduled	Scheduled completed		Freight	Express	U.S. Mail: Priority	U.S. Mail: Nonpriority	Foreign mail
TOTAL FOR 48 U. S. STATES.....									
DOMESTIC--------SCHEDULED	9147618	9224773	9106108	315071209	2495168.58	54606.34	1009067.19	233221.64	1030.24
NONSCHEDULED	19246			1209339	31297.34		10.99		
ALL SERVICES	9166864	9224773	9106108	316280548	2526465.92	54606.34	1009078.14	233221.64	1030.24
INTERNATIONAL---SCHEDULED	97318	97197	96199	8793013	202067.36	919.73	99969.14	9968.61	1219.09
NONSCHEDULED	8600			168357	6018.56				
ALL SERVICES	69918	97197	96199	8963370	208085.92	919.73	99969.14	9968.61	1219.09
TOTAL----------SCHEDULED	9204936	9281970	9162267	323868222	2697235.94	55122.07	1064032.29	243128.25	2249.33
NONSCHEDULED	27846			1407696	37275.90		10.99		
ALL SERVICES	9232782	9281970	9162267	325275918	2694511.84	55122.07	1064043.28	243128.25	2249.33
OTHER U. S. AREAS==========									
AMERICAN SAMOA.....									
INTERNATIONAL---SCHEDULED	2733	2733	2733	39672	308.23		127.07		
CAROLINE ISLANDS.....									
INTERNATIONAL---SCHEDULED	1276	1267	1253	35929	938.54		158.47		4.80
GUAM.....									
DOMESTIC--------SCHEDULED	154	159	154	6295	24.36		177.36	32.43	1.58
INTERNATIONAL---SCHEDULED	5413	5409	5375	283437	3561.68		1662.21	92.37	2.11
NONSCHEDULED	1			350					
ALL SERVICES	5414	5409	5375	283787	3561.68		1662.21	92.37	2.11
TOTAL----------SCHEDULED	5567	5568	5529	289732	3588.04		1839.57	124.80	3.69
NONSCHEDULED	1			350					
ALL SERVICES	5568	5568	5529	290082	3588.04		1839.57	124.80	3.69
JOHNSTON ISLAND.....									
INTERNATIONAL---SCHEDULED	205	207	201	398	1.91		5.73		
MARIANA ISLANDS.....									
INTERNATIONAL---SCHEDULED	7397	7344	7320	135104	483.44		70.13		.59
MARSHALL ISLANDS.....									
INTERNATIONAL---SCHEDULED	628	620	620	10712	71.02		106.48		
MIDWAY ISLAND.....									
INTERNATIONAL---SCHEDULED	2								
PUERTO RICO.....									
DOMESTIC--------SCHEDULED	10617	10811	10534	1671085	57277.93	153.46	2997.38	1128.16	
NONSCHEDULED	135			25336	991.50				
ALL SERVICES	10752	10811	10534	1696421	58269.43	153.46	2997.38	1128.16	
INTERNATIONAL---SCHEDULED	1833	1837	1805	126137	5399.05	1.85	5.49	1.18	
NONSCHEDULED	3			31					
ALL SERVICES	1836	1837	1805	126168	5399.05	1.85	5.49	1.18	
TOTAL----------SCHEDULED	12450	12648	12339	1797222	62676.98	155.31	3002.87	1129.34	
NONSCHEDULED	138			25367	991.50				
ALL SERVICES	12588	12648	12339	1822589	63668.48	155.31	3002.87	1129.34	
VIRGIN ISLANDS, U.S.....									
DOMESTIC--------SCHEDULED	3427	3489	3409	185308	309.67	.88	156.26	2.30	
INTERNATIONAL---SCHEDULED	372	365	362	17694	38.74	3.30	16.92	.11	
TOTAL----------SCHEDULED	3799	3854	3771	203002	348.41	4.18	173.18	2.41	
TOTAL FOR OTHER U. S. AREAS....									
DOMESTIC--------SCHEDULED	14198	14459	14097	1862688	57613.96	154.34	3331.00	1162.89	1.58
NONSCHEDULED	135			25336	991.50				
ALL SERVICES	14333	14459	14097	1888024	58605.46	154.34	3331.00	1162.89	1.58
INTERNATIONAL---SCHEDULED	19859	19782	19669	648679	10402.61	5.15	2149.50	53.66	7.70
NONSCHEDULED	4			381					
ALL SERVICES	19863	19782	19669	649060	10402.61	5.15	2149.50	53.66	7.70
TOTAL----------SCHEDULED	34057	34241	33766	2511367	68016.57	159.49	5480.50	1256.55	9.28
NONSCHEDULED	139			25717	991.50				
ALL SERVICES	34196	34241	33766	2537084	69008.07	159.49	5480.50	1256.55	9.28
FOREIGN COUNTRIES==========									
ANGOLA.....									
DOMESTIC--------SCHEDULED		517	514	19362	.07		20.39		
ARGENTINA.....									
INTERNATIONAL---SCHEDULED	855	875	836	47045	5685.03		22.47	16.81	10.10
AUSTRALIA.....									
DOMESTIC--------SCHEDULED		406	376	14501	15.26		74.36	1.00	
INTERNATIONAL---SCHEDULED	1621	1593	1552	144354	11444.99		77.86	.63	120.49
TOTAL----------SCHEDULED	1621	1999	1928	158855	11460.25		152.22	1.63	120.49
AUSTRIA.....									
INTERNATIONAL---SCHEDULED	160	169	153	5969	1.65				
NONSCHEDULED	4			1078					
ALL SERVICES	164	169	153	7047	1.65				
BAHAMAS.....									
DOMESTIC--------SCHEDULED	588	584	584	23923	1.47				
NONSCHEDULED	29			4461					
ALL SERVICES	617	584	584	28384	1.47				
INTERNATIONAL---SCHEDULED	5144	5180	5069	570425	486.83	1.66	2.45	.05	
NONSCHEDULED	33			5203					
ALL SERVICES	5177	5180	5069	575628	486.83	1.66	2.45	.05	
TOTAL----------SCHEDULED	5732	5764	5653	594348	488.30	1.66	2.45	.05	
NONSCHEDULED	62			9664					
ALL SERVICES	5794	5764	5653	604012	488.30	1.66	2.45	.05	

TABLE 4.6
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 ENDING DECEMBER 31, 1984

State or Country / Type of Operation / Type of Service	Aircraft departures			Enplaned passengers	Enplaned revenue tons				
	Total performed	Scheduled	Scheduled completed		Freight	Express	U.S. Mail: Priority	U.S. Mail: Nonpriority	Foreign mail
BAHRAIN									
INTERNATIONAL---SCHEDULED	3				144.34				
BARBADOS									
INTERNATIONAL---SCHEDULED	2528	2542	2488	137249	1085.85		32.17	2.11	12.83
BELGIUM									
INTERNATIONAL---SCHEDULED	1552	1574	1506	91335	6926.78	.08	160.22	.10	4.99
BERMUDA									
DOMESTIC--------SCHEDULED	61	57	57	9106	7.13			.67	
NONSCHEDULED	57			8821					
ALL SERVICES	118	57	57	17927	7.13			.67	
INTERNATIONAL---SCHEDULED	3285	3306	3264	397681	317.69	.31	215.04	23.98	18.24
NONSCHEDULED	13			2090					
ALL SERVICES	3298	3306	3264	399571	317.69	.31	215.04	23.98	18.24
TOTAL----------SCHEDULED	3346	3363	3321	406587	324.82	.31	215.04	24.65	18.24
NONSCHEDULED	70			10911					
ALL SERVICES	3416	3363	3321	417498	324.82	.31	215.04	24.65	18.24
BOLIVIA									
INTERNATIONAL---SCHEDULED	305	331	300	10015	55.55		3.90	14.91	
BRAZIL									
INTERNATIONAL---SCHEDULED	1973	1961	1906	142146	23452.69		314.60	8.18	24.61
NONSCHEDULED	1			337					
ALL SERVICES	1974	1961	1906	142483	23452.69		314.60	8.18	24.61
BRITISH HONDURAS									
INTERNATIONAL---SCHEDULED	26	26	26	548			.98		
BRITISH WEST INDIES									
DOMESTIC--------SCHEDULED	732	732	728	49165	31.46	.06	.57	.05	
INTERNATIONAL---SCHEDULED	2405	2442	2367	96136	379.64	.75	28.35	11.70	2.28
TOTAL----------SCHEDULED	3137	3174	3095	145301	411.10	.81	28.92	11.75	2.28
CANADA									
DOMESTIC--------SCHEDULED	40821	41391	40767	2674420	7048.61	112.54	1169.00	135.35	
NONSCHEDULED	247			16387					
ALL SERVICES	41068	41391	40767	2690807	7048.61	112.54	1169.00	135.35	
INTERNATIONAL---SCHEDULED	106	59	59	11315	2490.07		10.65	15.13	
TOTAL----------SCHEDULED	40927	41450	40826	2685735	9538.68	112.54	1179.65	150.48	
NONSCHEDULED	247			16387					
ALL SERVICES	41174	41450	40826	2702122	9538.68	112.54	1179.65	150.48	
CHILE									
INTERNATIONAL---SCHEDULED	590	600	586	36841	1479.08		25.15	1.12	
CHINA									
INTERNATIONAL---SCHEDULED	261	270	260	27557	768.38				
NONSCHEDULED	1			230					
ALL SERVICES	262	270	260	27787	768.38				
COLOMBIA									
INTERNATIONAL---SCHEDULED	1219	1223	1210	111982	4468.57	2.33	61.84	36.38	
COSTA RICA									
INTERNATIONAL---SCHEDULED	345	345	344	33050	56.65	1.62			
CUBA									
DOMESTIC--------SCHEDULED	1	1	1						
DENMARK									
INTERNATIONAL---SCHEDULED	219	221	218	19548	754.86		1.53	3.82	
DOMINICAN REPUBLIC									
INTERNATIONAL---SCHEDULED	2033	2061	2009	270820	10482.28	.16	3.51	.21	
ECUADOR									
INTERNATIONAL---SCHEDULED	1348	1348	1326	61821	474.01	6.16	46.50	5.41	
ARAB REPUBLIC OF EGYPT									
INTERNATIONAL---SCHEDULED	712	724	712	65731	361.95		133.10	.02	8.19
EL SALVADOR									
INTERNATIONAL---SCHEDULED	122	127	119	5301	.44	.49	4.04		
FIJI									
INTERNATIONAL---SCHEDULED	297	216	214	14475	4682.59		50.85		7.08
FRANCE									
INTERNATIONAL---SCHEDULED	2447	2455	2423	414814	11827.44		288.25	46.15	
NONSCHEDULED	6			1650					
ALL SERVICES	2453	2455	2423	416464	11827.44		288.25	46.15	
FRENCH ANTILLES									
INTERNATIONAL---SCHEDULED	1164	1098	1091	69465	80.56		1.58	1.70	
NONSCHEDULED	1								
ALL SERVICES	1165	1098	1091	69465	80.56		1.58	1.70	
FRENCH POLYNESIA									
INTERNATIONAL---SCHEDULED	53	53	53	4611	29.80				7.00
GABON									
INTERNATIONAL---SCHEDULED	2				47.97				
GERMANY									
INTERNATIONAL---SCHEDULED	31927	31073	30322	2847897	54528.46		6009.12	6702.73	9159.78
NONSCHEDULED	1032			118249	476.71				
ALL SERVICES	32959	31073	30322	2966146	55005.17		6009.12	6702.73	9159.78

TABLE 4.6
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 ENDING DECEMBER 31, 1984

State or Country / 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	
GREECE									
INTERNATIONAL---SCHEDULED	1035	1039	1024	160001	941.16		208.64	111.31	45.02
GUATEMALA									
INTERNATIONAL---SCHEDULED	744	752	742	93769	3566.43	.55	14.40	4.53	3.92
PAPUA NEW GUINEA									
INTERNATIONAL---SCHEDULED	813	813	813	1566	9.60		.90		4.10
HAITI									
INTERNATIONAL---SCHEDULED	1388	1398	1385	148383	5107.61	.03	52.41	.56	
NONSCHEDULED	175			1098	2489.80				
ALL SERVICES	1563	1398	1385	149481	7597.41	.03	52.41	.56	
HONDURAS									
INTERNATIONAL---SCHEDULED	221	274	211	8755	5.54	.69	.22		
HONG KONG									
INTERNATIONAL---SCHEDULED	2782	2730	2631	390760	74884.91		686.15	950.59	1417.50
HUNGARY									
INTERNATIONAL---SCHEDULED	153	149	140	6067	42.02				
INDIA									
INTERNATIONAL---SCHEDULED	342	338	338	81627	4065.29		2.77		1.76
IRELAND									
INTERNATIONAL---SCHEDULED	631	649	601	67199	2212.23		21.60	27.88	11.45
ISRAEL									
INTERNATIONAL---SCHEDULED	753	763	752	151485	1166.09		88.93	38.19	6.67
ITALY									
INTERNATIONAL---SCHEDULED	2501	2547	2494	457259	13113.91		998.35	340.97	35.52
JAMAICA									
INTERNATIONAL---SCHEDULED	2299	2311	2280	245946	2619.57	.50	4.47	.21	
NONSCHEDULED	7			1491					
ALL SERVICES	2306	2311	2280	247437	2619.57	.50	4.47	.21	
JAPAN									
INTERNATIONAL---SCHEDULED	13694	13934	13454	1759881	248374.96		9379.17	10908.63	1815.41
NONSCHEDULED	1								
ALL SERVICES	13695	13934	13454	1759881	248374.96		9379.17	10908.63	1815.41
KENYA									
INTERNATIONAL---SCHEDULED	99	99	99	10709	357.34		5.50		28.55
KUWAIT									
INTERNATIONAL---SCHEDULED	99	102	98	1132	2.16		.01		.30
LIBERIA									
INTERNATIONAL---SCHEDULED	407	407	407	11787	440.28		25.26	.33	44.48
MALAYSIA									
INTERNATIONAL---SCHEDULED	105	106	86		4391.16		4.08	31.12	
MEXICO									
DOMESTIC---------SCHEDULED	2117	2133	2116	131708	7.30				
NONSCHEDULED	87			11449					
ALL SERVICES	2204	2133	2116	143157	7.30				
INTERNATIONAL---SCHEDULED	13159	13265	13098	1082018	4619.35	8.75	4.32	.56	
NONSCHEDULED	2			75					
ALL SERVICES	13161	13265	13098	1082093	4619.35	8.75	4.32	.56	
TOTAL----------SCHEDULED	15276	15398	15214	1213726	4626.65	8.75	4.32	.56	
NONSCHEDULED	89			11524					
ALL SERVICES	15365	15398	15214	1225250	4626.65	8.75	4.32	.56	
NETHERLANDS									
INTERNATIONAL---SCHEDULED	492	498	490	37055	790.38		86.50		
NETHERLANDS ANTILLES									
INTERNATIONAL---SCHEDULED	3596	3552	3520	276579	4673.04		33.69	2.84	.32
NONSCHEDULED	21			6100					
ALL SERVICES	3617	3552	3520	282679	4673.04		33.69	2.84	.32
NEW ZEALAND									
INTERNATIONAL---SCHEDULED	806	810	802	88971	7587.89		22.67	28.43	52.93
NIGERIA									
INTERNATIONAL---SCHEDULED	196	198	196	13585	399.93		15.88		
NORWAY									
INTERNATIONAL---SCHEDULED	177	180	177	17056	611.71		5.73	6.20	
OMAN									
INTERNATIONAL---SCHEDULED	1								
PAKISTAN									
INTERNATIONAL---SCHEDULED	256	253	253	16074	325.58			6.07	2.17
PANAMA									
INTERNATIONAL---SCHEDULED	1512	1506	1464	131016	2102.80	2.79	505.61	12.05	
PARAGUAY									
INTERNATIONAL---SCHEDULED	154	175	153	5494	55.48		10.42	8.94	
PERU									
INTERNATIONAL---SCHEDULED	343	464	340	26152	745.24		20.47	11.48	
PHILIPPINES									
INTERNATIONAL---SCHEDULED	1140	1144	1128	212165	11303.73		1299.86	1759.09	95.51
PORTUGAL									
INTERNATIONAL---SCHEDULED	412	412	408	47788	1163.30		33.65	18.27	12.29

TABLE 4.6
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 ENDING DECEMBER 31, 1984

State or Country / Type of Operation / Type of Service	Aircraft departures			Enplaned passengers	Enplaned revenue tons				
	Total performed	Scheduled	Scheduled completed		Freight	Express	U.S. Mail: Priority	U.S. Mail: Nonpriority	Foreign mail
SAUDI ARABIA									
INTERNATIONAL---SCHEDULED	300	264	261	25735	1274.67		375.20	2.02	21.76
SENEGAL									
INTERNATIONAL---SCHEDULED	199	199	199	7632	263.65				12.76
SINGAPORE									
INTERNATIONAL---SCHEDULED	614	674	580	67772	12521.62		81.66	58.15	15.68
SOUTH AFRICA									
INTERNATIONAL---SCHEDULED	104	104	104	19998	591.83		1.59		
SOUTH KOREA									
INTERNATIONAL---SCHEDULED	1612	1673	1605	199295	25416.90		1918.78	2576.35	7.83
SPAIN									
INTERNATIONAL---SCHEDULED	959	987	953	137360	4190.23		344.80	157.03	
SWEDEN									
INTERNATIONAL---SCHEDULED	138	139	138	16908	563.42		2.57	.57	
SWITZERLAND									
INTERNATIONAL---SCHEDULED	2094	2097	2076	123716	6602.83		9.66	8.25	134.42
NONSCHEDULED	47			5873					
ALL SERVICES	2141	2097	2076	129589	6602.83		9.66	8.25	134.42
TAIWAN									
DOMESTIC---SCHEDULED	78	80	78	4534	902.15		.05		
INTERNATIONAL---SCHEDULED	2142	2245	2063	150860	79527.77		1241.27	88.75	1004.92
TOTAL---SCHEDULED	2220	2325	2141	155394	80429.92		1241.32	88.75	1004.92
TONGA									
INTERNATIONAL---SCHEDULED	855	855	855	7658	57.70				20.13
TRINIDAD & TOBAGO									
INTERNATIONAL---SCHEDULED	1463	1463	1463	91942	157.76		7.66	.02	.16
TURKEY									
INTERNATIONAL---SCHEDULED	334	332	332	20755	102.91		107.52	15.00	.28
NONSCHEDULED	37			3590					
ALL SERVICES	371	332	332	24345	102.91		107.52	15.00	.28
UNITED ARAB EMIRATES									
INTERNATIONAL---SCHEDULED	293	234	225	17875	75.67		.31		1.09
UNITED KINGDOM									
INTERNATIONAL---SCHEDULED	9655	9687	9434	1741306	73099.27		5436.05	1085.53	920.45
NONSCHEDULED	7			375	180.08				
ALL SERVICES	9662	9687	9434	1741681	73279.35		5436.05	1085.53	920.45
URUGUAY									
INTERNATIONAL---SCHEDULED	104	105	103	4185	521.14			8.32	14.71
VENEZUELA									
INTERNATIONAL---SCHEDULED	833	865	829	127593	5949.50		21.44	2.52	.51
WESTERN SAMOA									
INTERNATIONAL---SCHEDULED	1266	1266	1266	17681	6.20				2.00
YUGOSLAVIA									
INTERNATIONAL---SCHEDULED	436	421	399	16823	.11			.22	
NONSCHEDULED	24			2166					
ALL SERVICES	460	421	399	18989	.11			.22	
TOTAL FOR FOREIGN COUNTRIES									
DOMESTIC---SCHEDULED	44398	45901	45221	2926719	8013.45	112.60	1264.37	141.07	
NONSCHEDULED	420			41118					
ALL SERVICES	44818	45901	45221	2967837	8013.45	112.60	1264.37	141.07	
INTERNATIONAL---SCHEDULED	136333	136241	132872	13943274	749115.12	26.87	30576.33	25255.56	15114.19
NONSCHEDULED	1412			149605	3146.59				
ALL SERVICES	137745	136241	132872	14092879	752261.71	26.87	30576.33	25255.56	15114.19
TOTAL---SCHEDULED	180731	182142	178093	16869993	757128.57	139.47	31840.70	25436.63	15114.19
NONSCHEDULED	1832			190723	3146.59				
ALL SERVICES	182563	182142	178093	17060716	760275.16	139.47	31840.70	25436.63	15114.19
OVER-ALL TOTAL FOR ALL STATES, AREAS, AND COUNTRIES									
DOMESTIC---SCHEDULED	5206214	5285133	5165426	319860616	2520795.99	54873.28	1013662.52	234525.60	1031.82
NONSCHEDULED	19801			1275793	32248.84		10.99		
ALL SERVICES	5226015	5285133	5165426	321136409	2553044.83	54873.28	1013673.51	234525.60	1031.82
INTERNATIONAL---SCHEDULED	213510	213220	208700	23346966	961585.09	547.75	88290.57	35255.83	16336.58
NONSCHEDULED	10016			348343	9165.15				
ALL SERVICES	223526	213220	208700	23695309	970750.24	547.75	88290.57	35255.83	16336.58
TOTAL---SCHEDULED	5419724	5498353	5374126	343207582	3482381.08	55421.03	1101953.49	269821.43	17368.80
NONSCHEDULED	29817			1624136	41413.99		10.99		
ALL SERVICES	5449541	5498353	5374126	344831718	3523795.07	55421.03	1101964.48	269821.43	17368.80

TABLE 4.7
AIRCRAFT DEPARTURES, ENPLANED REVENUE PASSENGERS, AND ENPLANED REVENUE TONS OF CARGO AND MAIL IN TOTAL OPERATIONS, ALL SERVICES AT LARGE AIR TRAFFIC HUBS
12 MONTHS ENDING DECEMBER 31, 1984

Community (Airport Name) Percent of Enplanements	Aircraft departures			Enplaned passengers	Enplaned revenue tons				
	Total performed	Scheduled	Scheduled completed		Freight	Express	U.S. Mail		Foreign mail
							Priority	Nonpriority	
ATLANTA, GEORGIA									
(WILLIAM B HARTSFIELD INT'L) 5.77	271072	272778	269474	18920261	156975.50	12534.01	90115.94	2005.52	.20
BOSTON, MASSACHUSETTS									
(LOGAN INTERNATIONAL) 2.66	96504	97440	94905	8702896	98349.46	710.84	20675.92	10244.68	295.31
CHARLOTTE, NORTH CAROLINA									
(DOUGLAS MUNI) 1.79	76021	76493	75647	4226187	18084.46	550.72	14254.27	10.69	.21
CHICAGO, ILLINOIS									
(MIDWAY) 0.29	21229	21617	21202	941751	39.60	.06	.02		
(MEIGS FIELD) 0.00	460	475	460	3566	1.21				
(O'HARE INTERNATIONAL) 5.82	273598	277673	271444	19084699	305982.43	4862.23	95872.15	25650.97	76.50
COMMUNITY TOTAL 6.11	295287	299765	293106	20030016	306023.24	4862.29	95872.17	25650.97	76.50
DALLAS-FORT WORTH, TEXAS									
(LOVE FIELD) 0.97	52490	53287	52464	3174545	104.00				
(DALLAS-FT.WORTH REGIONAL) 4.67	200598	201544	199545	15307689	92139.53	873.62	60907.79	5743.24	
COMMUNITY TOTAL 5.64	253088	254831	252009	18482238	92243.53	873.62	60907.79	5743.24	
DENVER, COLORADO									
(STAPLETON INTERNATIONAL) 3.91	170751	173509	169693	12812656	62171.40	1717.01	41348.20	3570.66	2.56
DETROIT/ANN ARBOR, MICHIGAN									
(DETROIT CITY) 0.00	3								
(DETROIT METROPOLITAN WAYNE CTY) 1.63	92089	93157	91263	5357166	32230.91	701.36	19716.08	5464.31	
(WILLOW RUN) 0.00	7317	3598	3598		41743.00				
COMMUNITY TOTAL 1.63	99409	96755	94861	5357166	73973.91	701.36	19716.08	5464.31	
HONOLULU, OAHU, HAWAII									
(HICKAM AFB) 0.00	1				65.69				
(HONOLULU INTERNATIONAL) 1.82	50870	52811	48171	5978421	94893.72	519.90	14175.84	4151.81	151.57
COMMUNITY TOTAL 1.82	50871	52811	48171	5978421	94959.41	519.90	14175.84	4151.81	151.57
HOUSTON, TEXAS									
(HOUSTON INTERCONTINENTAL) 1.72	82922	83887	82644	5637010	33264.59	1008.95	16025.46	854.80	8.37
(WILLIAM P HOBBY) 1.09	56806	57479	56643	3561597	2295.80	92.07	11.10	14.69	
COMMUNITY TOTAL 2.81	139728	141366	139287	9198607	35560.39	1101.02	16036.56	869.49	8.37
LAS VEGAS, NEVADA									
(MC CARRAN INTL) 1.32	59053	58874	58265	4322838	4163.98	119.40	2881.08	68.73	
LOS ANGELES/BURBNK/LNG.BCH.CAL									
(HOLLYWOOD-BURBANK) 0.41	22977	23654	22745	1352023	2570.34	10.12	31.81	9.15	
(LONG BEACH) 0.16	6308	6384	6282	523183	2230.19	11.72	1.50	.02	
(LOS ANGELES INTERNATIONAL) 4.42	151852	153402	150365	14500496	266981.95	5993.65	49568.60	17850.86	17.20
(ORANGE COUNTY) 0.41	14519	14648	14397	1338115	1437.75	50.29	3.42	15.33	
COMMUNITY TOTAL 5.40	195656	198088	193789	17713817	273220.23	6065.78	49605.33	17875.36	17.20
MIAMI/FT LAUDERDALE, FLORIDA									
(FT. LAUDERDALE-HOLLYWOOD INTL) 0.84	32770	32369	31897	2814547	9355.52	155.31	3693.69	63.20	
(MIAMI INTERNATIONAL) 2.18	84420	85401	83481	7135101	90572.37	1253.80	21034.22	3335.83	192.56
COMMUNITY TOTAL 3.06	117190	117766	115378	9949648	99927.89	1409.11	24727.91	3443.03	192.56
MINNEAPOLIS/ST. PAUL, MINNESOTA									
(MINNEAPOLIS-ST PAUL INTL) 1.87	97194	97747	96196	6127495	58578.47	646.19	27601.34	5368.84	375.76
NEWARK, NEW JERSEY									
(NEWARK) 3.58	124248	126718	123163	11743964	48948.88	699.41	17701.45	11568.93	
NEW YORK, NEW YORK									
(JOHN F.KENNEDY INTL) 3.73	94499	87660	85383	10574462	248552.89	863.38	54629.19	27262.57	6.26
(LA GUARDIA) 2.88	117561	118755	115176	9433856	24193.17	785.23	29563.15	8086.78	
COMMUNITY TOTAL 6.10	212060	206415	200559	20008318	272746.06	1648.61	84192.34	35345.35	6.26
ORLANDO, FLORIDA									
(ORLANDO INT'L) 1.75	59359	59145	58274	4108413	19324.77	321.94	5687.18	710.38	

TABLE 4.7
AIRCRAFT DEPARTURES, ENPLANED REVENUE PASSENGERS, AND ENPLANED REVENUE TONS OF CARGO AND MAIL IN TOTAL OPERATIONS, ALL SERVICES AT LARGE AIR TRAFFIC HUBS
12 MONTHS ENDING DECEMBER 31, 1984

Community (Airport Name) Percent of Enplanements	Aircraft departures			Enplaned passengers	Enplaned revenue tons				
	Total performed	Scheduled	Scheduled completed		Freight	Express	U.S. Mail		Foreign mail
							Priority	Nonpriority	
PHILADELPHIA,PA/CAMDEN,NJ (INTERNATIONAL) 1.35	67083	67436	66164	4365216	31179.51	703.30	25563.58	12292.24	.18
PHOENIX, ARIZONA (PHOENIX SKY HARBOR INTL) 1.75	97374	97779	96869	5750659	11571.57	422.20	8314.05	2493.01	
PITTSBURGH,PA/WHEELING W VA (GRPATER PITTSBURGH) 1.91	102398	103630	101701	6259853	8452.79	449.64	20288.72	471.31	
ST. LOUIS, MISSOURI (LAMBERT-ST LOUIS MUNI) 2.47	131127	132426	129726	7946046	32651.49	430.58	38840.65	4512.01	
SALT LAKE CITY, UTAH (SALT LAKE CITY INTL) 1.06	57016	57567	56717	3477711	17255.78	1005.01	12107.65	625.73	
SAN DIEGO, CALIFORNIA (SAN DIEGO INTNL-LINDBERGH FLD) 1.07	45197	45335	44971	3505205	8988.55	271.02	7517.35	295.07	
SAN FRANCISCO/OAKLAND, CAL. (OAKLAND METROPOLITAN INTL) 0.52	30366	30567	29615	1719438	6249.29	44.56	50.38	8.47	
(SAN FRANCISCO INTL) 3.21	128426	130182	127206	10520329	192458.50	2978.52	42367.58	14681.24	14.51
COMMUNITY TOTAL 3.73	158792	160749	156821	12239767	198707.79	3023.08	42417.96	14665.71	14.51
SEATTLE/TACOMA, WASHINGTON (BOEING FIELD INTL.) 0.00	67	15	14	2229	108.45	.04	8.77		
(SEATTLE-TACOMA INTERNATIONAL) 1.54	69585	70520	68739	5060828	94269.78	854.50	26757.61	3875.91	966.23
COMMUNITY TOTAL 1.54	69652	70535	68753	5063057	94378.23	854.54	26766.38	3875.91	966.23
TAMPA/ST.PTSBG/CLWTR/LKLND,FLA (TAMPA INTERNATIONAL) 1.11	57966	58288	57393	3632732	13018.45	475.79	9216.86	151.00	
(ST. PETERSBURG/CLWTR INTL) 0.10	4267	4384	4265	329479	10.41		.28		
COMMUNITY TOTAL 1.21	62233	62672	61658	3962211	13028.86	475.79	9217.14	151.00	
WASHINGTON, DIST. OF COL. (DULLES INTERNATIONAL) 0.48	24435	24168	23697	1575471	14586.89	119.87	4991.51	8663.94	
(WASHINGTON NATIONAL) 2.02	94316	95084	92677	6615609	8981.16	355.56	31755.65	2421.12	
COMMUNITY TOTAL 2.50	118751	119252	116374	8191080	23568.05	475.43	36747.16	11085.06	
OVER-ALL TOTAL, LARGE HUBS 72.75	3227114	3247882	3182531	238443746	2155034.20	42751.80	813280.04	187080.04	2114.22

TABLE 4.8
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 ENDING DECEMBER 31, 1984

Community (Airport Name) Percent of Enplanements	Aircraft departures			Enplaned passengers	Enplaned revenue tons				
	Total performed	Scheduled	Scheduled completed		Freight	Express	U.S. Mail Priority	U.S. Mail Nonpriority	Foreign mail
ALBUQUERQUE, NEW MEXICO									
(ALBUQUERQUE SUNPRT/KIRTLND AFB) 0.53	36270	36791	36171	1724428	1593.12	92.28	4546.76	616.21	
ANCHORAGE, ALASKA									
(ANCHORAGE INTERNATIONAL) 0.33	31090	31127	29007	1076118	274532.73	980.30	18020.11	31201.35	102.09
(ELMENDORF AFB) 0.00	2				152.88		2.11	.83	
COMMUNITY TOTAL 0.33	31092	31127	29007	1076118	274685.61	980.30	18022.22	31202.18	102.09
AUSTIN, TEXAS									
(ROBERT MUELLER MUNI) 0.50	29835	30260	29745	1643714	1523.52	51.50	2886.08	16.01	
BALTIMORE, MARYLAND									
(BALTO/WASH INTL) 0.88	55228	55803	54688	2876946	17245.70	429.19	15260.27	2055.36	
BUFFALO/NIAGARA FALLS,NEW YORK									
(GREATER BUFFALO INTERNATIONAL) 0.55	35644	36060	35003	1803770	6084.72	201.22	4328.73	803.29	
CINCINNATI, OHIO									
(GREATER CINCINNATI) 0.52	38846	39051	38584	1703819	7388.84	238.66	6910.34	356.84	
CLEVELAND, OHIO									
(HOPKINS INTERNATIONAL) 0.84	53530	53771	52218	2751460	18582.06	621.55	9838.86	526.86	
COLUMBUS, OHIO									
(PORT COLUMBUS INTERNATIONAL) 0.47	25535	25798	25374	1528154	2259.65	158.45	5427.61	432.10	
(LECKRBURN AFB) 0.00	1								
COMMUNITY TOTAL 0.47	25536	25798	25374	1528154	2259.65	158.45	5427.61	432.10	
DAYTON, OHIO									
(JAMES M COX DAYTON MUNI) 0.44	27990	28354	27945	1430970	3556.97	218.67	4429.07	4.85	
EL PASO, TEXAS									
(EL PASO INTERNATIONAL) 0.35	20562	20678	20531	1137129	2021.69	175.86	1290.40	2.07	
HARTFD.CON/SPGFLD&WESTFLD.MASS									
(BRADLEY INTL) 0.47	28107	28472	27926	1535368	5931.21	210.00	7519.38	2342.25	
INDIANAPOLIS, INDIANA									
(INDIANAPOLIS MUNI/WEIR-COOK/) 0.44	32841	32678	32223	1442102	9271.71	218.88	7753.47	1856.15	
JACKSONVILLE, FLORIDA									
(JACKSONVILLE INTERNATIONAL) 0.32	18468	18652	18356	1056365	1833.61	183.75	6022.19	7.91	
KAHULUI, MAUI, HAWAII									
(KAHULUI) 0.47	23992	25454	21951	1542726	1739.42	6.03	776.71	338.98	
KANSAS CITY, MISSOURI									
(INTERNATIONAL) 0.95	74824	75476	74027	3100434	9298.47	411.46	11506.92	3506.08	
(KANSAS CITY MUNI) 0.00	3584	3039	2787	9314	1846.05	15.78	.02		
COMMUNITY TOTAL 0.95	78408	78515	76814	3109748	11144.52	427.24	11506.94	3506.08	
LOUISVILLE, KENTUCKY									
(STANDIFORD FIELD) 0.26	22093	22208	21949	845914	2046.54	141.18	4818.69	100.91	
MEMPHIS, TENNESSEE									
(MEMPHIS INTERNATIONAL) 0.70	57528	57919	57054	2283425	17086.36	538.64	11659.70	180.53	
MILWAUKEE, WISCONSIN									
(GENERAL MITCHELL FIELD) 0.34	28113	28658	27851	1115865	3787.30	136.63	5604.86	101.17	
NASHVILLE, TENNESSEE									
(METROPOLITAN) 0.37	28801	28927	28578	1216188	5365.36	225.34	4094.72	225.80	
NEW ORLEANS, LOUISIANA									
(INTERNATIONAL/MOISANT FIELD) 0.97	50262	50707	50022	3193181	7139.10	211.82	6970.47	575.20	.09
NORFLK/VA BCH/PTSMH/CHESPKE.VA									
(NORFOLK REGIONAL) 0.46	27382	27741	27263	1505242	1260.87	124.11	1833.27	141.32	
OKLAHOMA CITY, OKLAHOMA									
(WILL ROGERS WORLD) 0.44	28502	28337	27984	1446363	3464.46	95.98	4337.28	244.87	
OMAHA, NEBRASKA									
(EPPLEY AIRFIELD) 0.30	22325	22636	22156	984893	2156.71	184.12	6933.67	144.55	
ONTARIO/SAN BERNARD/RIVERSE.CA									
(ONTARIO INTERNATIONAL) 0.45	26625	26769	26157	1488495	5170.04	87.03	300.47	16.10	

TABLE 4.8
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 ENDING DECEMBER 31, 1984

Community (Airport Name) Percent of Enplancments	Aircraft departures			Enplaned passengers	Enplaned revenue tons				
	Total performed	Scheduled	Scheduled completed		Freight	Express	U.S. Mail		Foreign mail
							Priority	Nonpriority	
PORTLAND, OREGON (PORTLAND INTERNATIONAL) 0.66	41144	41792	40884	2150617	14249.09	400.12	6211.20	1062.09	22.29
RALEIGH/DURHAM, NORTH CAROLINA (RALEIGH-DURHAM) 0.39	28639	28909	28486	1289108	2279.81	598.67	3389.19	3.94	
RENO, NEVADA (RENO INTL) 0.39	20719	21021	20460	1282283	1191.38	142.19	1606.49	15.29	
ROCHESTER, NEW YORK (ROCHESTER-MONROE COUNTY) 0.27	21660	21968	21399	899372	957.97	184.59	2593.70	1.37	
SACRAMENTO, CALIFORNIA (SACRAMENTO METROPOLITAN) 0.47	19668	20001	19540	1222399	1807.37	206.71	6508.39	688.72	
SAN ANTONIO, TEXAS (SAN ANTONIO INTERNATIONAL) 0.63	30108	30479	30033	2093088	3147.10	89.99	5379.02	313.79	.42
SAN JOSE, CALIFORNIA (SAN JOSE MUNI) 0.58	32565	33158	32275	1885972	4850.32	97.76	1221.54	444.18	
SAN JUAN, PUERTO RICO (PUERTO RICO INTERNATIONAL) 0.55	12458	12491	12209	1803083	63568.88	155.31	3002.87	1125.34	
SYRACUSE, NEW YORK (CLARENCE F HANCOCK) 0.36	33211	34087	32997	1173429	3956.19	115.32	2095.50	149.22	
TUCSON, ARIZONA (TUCSON INTL) 0.31	17649	17822	17611	1017189	2082.41	119.55	1933.94	135.10	
TULSA, OKLAHOMA (TULSA INTL) 0.43	29213	29493	29022	1393037	2072.58	81.23	3843.94	1111.05	
WEST PALM BEACH/PALM BEACH, FLA (PALM BEACH INTERNATIONAL) 0.56	24428	24851	24291	1823150	2082.30	87.53	1600.45	62.37	5.79
OVER-ALL TOTAL, MEDIUM HUBS 17.83	1139442	1151398	1124757	58426108	514580.26	8036.96	192458.35	50907.65	130.68

TABLE 4.9
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 ENDING DECEMBER 31, 1984

Community (Airport Name) Percent of Enplanements	Aircraft departures			Enplaned passengers	Enplaned revenue tons				
	Total performed	Scheduled	Scheduled completed		Freight	Express	U.S. Mail Priority	U.S. Mail Nonpriority	Foreign mail
ALBANY, NEW YORK (ALBANY COUNTY) 0.19	11591	11763	11503	498581	798.38	44.28	1914.16	175.14	
ALLENTOWN/BETHLEHEM/EASTON, PA (ALLENTOWN-BETHLEHEM-EASTON) 0.05	4276	4393	4252	164576	502.88	17.67	526.03	19.73	
AMARILLO/BORGER, TEXAS (AMARILLO AIR TERMINAL) 0.13	7135	7205	7080	428777	279.37	7.60	350.91	.83	
BATON ROUGE, LOUISIANA (RYAN) 0.10	7052	7096	7028	318398	481.29	37.93	54.60	4.70	
BILLINGS, MONTANA (LOGAN FIELD) 0.09	8228	8341	8215	284856	380.13	36.47	2246.00	6.97	
BIRMINGHAM, ALABAMA (BIRMINGHAM MUNI) 0.18	14973	14956	14741	603114	1228.64	180.44	1776.43	38.14	.43
BOISE, IDAHO (BOISE AIR TERMINAL/GOWEN FLD) 0.11	10158	9971	9696	364713	522.77	57.66	1485.84	47.10	
BROWNSVILLE/HRLGN/SAN ANTO.TEX (HARLINGEN INDUSTRIAL AIRPARK) 0.12	5078	5117	5077	392677	310.35		.14		
(RIO GRANDE VALLEY INTL.) 0.01	760	755	740	19840	3135.78	1.25		.01	
COMMUNITY TOTAL 0.13	5838	5872	5817	412517	3446.13	1.25	.14	.01	
BURLINGTON, VERMONT (BURLINGTON INTERNATIONAL) 0.11	6028	6257	6020	356329	352.44	6.75	139.95		
CHARLESTON, SOUTH CAROLINA (CHARLESTON AFB/MUNI) 0.13	9462	9539	9412	414995	551.07	64.51	848.30	4.24	
CHARLESTON/DUNBAR, W. VIRGINIA (KANAWHA) 0.06	5766	5847	5733	206076	153.48	23.08	378.78		
CHATTANOOGA, TENNESSEE (LOVELL FIELD) 0.06	4493	4445	4391	207552	798.82	108.23	806.05	2.29	
COLORADO SPRINGS, COLORADO (PETERSON FIELD) 0.13	7722	7796	7539	409981	112.46	38.85	3.23		
COLUMBIA, SOUTH CAROLINA (COLUMBIA METROPOLITAN) 0.12	9198	9248	9089	395480	590.71	114.36	1445.43	1.03	
CORPUS CHRISTI, TEXAS (CORPUS CHRISTI INTERNATIONAL) 0.14	8301	8448	8296	446430	566.28	15.03	293.28	4.56	
DAYTONA BEACH, FLORIDA (DAYTONA BEACH REGIONAL) 0.07	4950	4990	4929	235700	364.09	8.80	2.46		
DES MOINES, IOWA (DES MOINES MUNI) 0.18	15934	16135	15783	588877	1695.88	67.34	5682.17	44.81	
EUGENE, OREGON (MAHLON SWEET FIELD) 0.09	4417	4495	4404	176063	232.20	32.28	863.92	8.13	
FAIRBANKS, ALASKA (FAIRBANKS INTERNATIONAL) 0.08	8972	9223	8706	252832	5889.40	1.35	1971.44	3960.91	
FAYETTEVILLE, NORTH CAROLINA (FAYETTEVILLE MUNI/GRANNIS FLD) 0.05	3826	3862	3794	178476	258.78	29.82	469.31		
FT. MYERS, FLA. (SOUTHWEST) 0.18	9602	9664	9578	579416	952.89	29.83	439.11	10.13	
FORT WAYNE, INDIANA (MUNICIPAL/BAER FIELD) 0.07	9626	9966	9585	234146	382.32	105.78	234.56	.59	
FRESNO, CALIFORNIA (FRESNO AIR TERMINAL) 0.12	7914	8058	7873	383793	565.18	66.25	772.71	15.04	
GRAND RAPIDS, MICHIGAN (KENT COUNTY) 0.16	13069	13268	12976	510322	758.18	71.11	289.82	13.04	
GREEN BAY/CLINTONVILLE, WIS. (AUSTIN-STRAUBEL FIELD) 0.05	6191	6268	6093	171375	308.54	24.92	310.94	12.39	
GREENSBORO/HIGH PT/WINSTN.N.C. (GREENSBORO-HIGH PT-WINSTN REG.) 0.24	22336	22333	21995	785241	3383.88	374.46	3059.59	2.97	
GREENVILLE/SPARTANBURG, S.C. (GREENVILLE-SPARTANBURG) 0.11	7196	7186	7032	351049	597.62	162.16	1193.38	4.14	

TABLE 4.8
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 ENDING DECEMBER 31, 1984

Community (Airport Name) Percent of Enplanements	Aircraft departures			Enplaned passengers	Enplaned revenue tons				
	Total performed	Scheduled	Scheduled completed		Freight	Express	U.S. Mail		Foreign mail
							Priority	Nonpriority	
AGANA, GUAM (AGANA FIELD) 0.09	5568	5568	5529	290082	3588.04		1839.57	124.80	3.69
HARRISBURG/YORK, PA. (HARRISBURG INTERNATIONAL) 0.07	4283	4373	4253	214086	278.55	37.26	385.00		
HILO, HAWAII, HAWAII (GENERAL LYMAN FIELD) 0.17	6948	6916	6535	408925	7306.05	276.79	1193.35	31.94	
HUNTSVILLE/DECATUR, ALABAMA (MADISON COUNTY JETPORT) 0.08	7914	8030	7871	266277	569.79	333.68	240.39	14.52	
INDIO/PALM SPRINGS, CALIFORNIA (PALM SPRINGS MUNI) 0.07	5068	5167	5038	234051	105.83	6.47	9.34	.11	
ISLIP, LONG ISLAND, NEW YORK (LONG ISLAND-MACARTHUR) 0.10	6106	6359	6096	319534	133.44	19.09	118.74	1.32	
JACKSON-VICKSBURG, MISS. (ALLEN C THOMPSON FIELD) 0.10	8154	8176	8132	337160	920.38	27.61	1312.38		
JUNEAU, ALASKA (JUNEAU MUNI) 0.05	3578	3635	3516	164916	1758.62	7.58	822.47	164.03	
KAILUA-KONA, HAWAII, HAWAII (KE-AHOLE) 0.17	8663	8616	8287	556746	2706.06	8.19	332.98	154.11	
KNOXVILLE, TENNESSEE (MC GHEE TYSON) 0.17	10161	10262	10068	408244	864.25	91.78	1119.85	16.07	
LEXINGTON/FRANKFORT, KENTUCKY (BLUE GRASS) 0.09	7930	7999	7871	290556	551.58	67.16	1573.10		
LIHUE, KAUAI, HAWAII (LIHUE) 0.24	11131	11210	10166	782032	579.72	.30	332.55	153.42	
LITTLE ROCK, ARKANSAS (ADAMS FIELD) 0.21	12628	12806	12594	685779	963.67	48.98	1991.55	.17	
LUBBOCK, TEXAS (LUBBOCK REGIONAL) 0.15	8937	9029	8925	507545	246.73	9.81	348.17		
MADISON, WISCONSIN (TRUAX FIELD) 0.10	9562	9641	9398	329074	588.60	12.31	843.34	5.13	
MELBOURNE, FLORIDA (CAPE KENNEDY REGIONAL) 0.10	5317	5433	5307	317686	486.93	19.23	5.28	.76	
MIDLAND/ODESSA, TEXAS (MIDLAND REGIONAL) 0.20	11665	11833	11657	656421	452.13	5.36	78.29		
MOBILE, AL/PASCAGOULA, MISS (BATES FIELD) 0.08	9903	10090	9845	275102	335.40	41.86	145.76	5.71	
PENSACOLA, FLORIDA (PENSACOLA REGIONAL) 0.07	5058	5134	5040	224770	1234.14	47.57	1345.55	3.42	
PORTLAND, MAINE (PORTLAND INTERNATIONAL JETPORT) 0.14	5925	6117	5904	451124	1702.41	85.37	405.67		
PROVIDENCE, RHODE ISLAND (THEODORE FRANCIS GREEN STATE) 0.12	9197	9215	9032	398756	605.06	24.98	1246.00	1.35	
RICHMOND, VIRGINIA (RICHARD E BYRD FLYING FIELD) 0.17	14667	14759	14504	564687	1186.71	49.71	1979.33	.38	
ROANOKE, VIRGINIA (ROANOKE MUNI) 0.06	6396	6453	6334	205564	510.97	1.73	202.78		
SARASOTA/BRADENTON, FLORIDA (SARASOTA-BRADENTON) 0.20	10176	10333	10135	653968	746.13	28.81	13.78	.20	
SAVANNAH, GEORGIA (SAVANNAH MUNI) 0.13	9105	9227	9079	413089	301.04	41.40	125.01	3.20	
SHREVEPORT, LOUISIANA (GREATER SHREVEPORT MUNI) 0.09	7311	7373	7296	289203	791.46	39.83	949.40		
SIOUX FALLS, SOUTH DAKOTA (JOE FOSS FIELD) 0.06	7599	7721	7550	191576	521.64	45.74	1757.48	6.17	
SOUTH BEND, INDIANA (ST JOSEPH COUNTY) 0.05	8461	8745	8412	165115	240.91	19.71	16.74	.19	

TABLE 4.9
AIRCRAFT DEPARTURES, ENPLANED REVENUE PASSENGERS, AND ENPLANED REVENUE TONS OF CARGO AND MAIL IN TOTAL OPERATIONS. ALL SERVICES AT SMALL AIR TRAFFIC HUBS
12 MONTH
12 MONTHS ENDING DECEMBER 31, 1984

Community (Airport Name) Percent of Enplanements	Aircraft departures			Enplaned passengers	Enplaned revenue tons				
	Total performed	Scheduled	Scheduled completed		Freight	Express	U.S. Mail		Foreign mail
							Priority	Nonpriority	
SPOKANE, WASHINGTON (SPOKANE INTERNATIONAL) 0.17	11592	11838	11537	570271	1631.98	122.62	1704.02	2.69	
TALLAHASSEE, FLORIDA (TALLAHASSEE MUNI) 0.07	6111	6189	6053	225042	739.50	33.52	831.43	3.14	
TOLEDO, OHIO (TOLEDO EXPRESS) 0.09	9049	9268	9022	283654	301.12	26.63	417.40		
WICHITA, KANSAS (WICHITA MUNI) 0.18	19183	19571	18973	575977	1033.07	60.04	2576.86	4.94	
OVER-ALL TOTAL, SMALL HUBS 6.78	507600	513691	501519	22216627	60095.72	3369.30	53822.44	5082.64	4.12

COMMUTERS

These data were published in the "Air Carrier Industry Scheduled Service Traffic Statistics" by the Research & Special Programs Administration (RSPA).

The changing nature of airline operations under deregulation necessitated a re-evaluation and restructuring of air carrier groupings for statistical and financial data aggregation and analysis. The RSPA (formerly CAB) sanctioned the elimination of the pre-deregulation or historical carrier groupings and adopted newly defined groupings based on size, as measured by total operating revenue as listed below.

Carrier Groups	Carriers with Annual Operating Revenues of:
Majors	$1,000,000,000+
Nationals	$75,000,000 - $1,000,000,000
Large Regionals	$10,000,000 - $74,999,999
Medium Regionals	0 - $9,999,999 (or that operate only small aircraft with 60 seats or less, or 18,000 pounds maximum payload or less)

In view of this need to convert to the new financial and statistical data groupings, and the increasing incompleteness of the old semi-annual commuter publication, these data were generated to include traffic and capacity detail for each air carrier in the medium regionals group and only showing group totals for the other three groups. Part 298 exemption authority air carriers (Commuters) are placed in the medium regionals category since no financial data is regularly available to classify them.

These data are obtained from the carriers' reports to the DOT on either RSPA Form 41, Schedule T-1(a) or RSPA Form 298-C, Schedules A-1 and T-1. Scheduled service statistics are only presented since the Part 298 exemption

authority air carriers only report their scheduled service traffic. Only system scheduled service totals are presented for each carrier since the RSPA Form 298-C, Schedule A-1 does not give a domestic and international break-out.

Section 418 domestic all-cargo carriers, reporting on RSPA Form 291, are not included. All cargo statistics reported by the certificated carriers and Part 298 carriers were initially included in this data. However, Regulation ER-1289, effective March 22, 1982, changed the definition of commuter air carrier by removing small uncertificated all-cargo and mail carriers from that classification. Thus beginning with the March 1982 quarter, all-cargo and mail carrier data submitted by those former commuter air carriers will no longer appear. Only carriers with scheduled passenger service will report the RSPA Form 298-C.

TABLE 4.10

COMMUTER AIR CARRIERS
AS OF DECEMBER 31, 1984

AAA - Air Enterprises, Inc.	Atlantis Airlines, Inc.
Aerial Transit Co.	Audi Air, Inc.
Aero Virgin Islands Corp.	Baker Aviation, Inc.
Aeromech, Inc.	Bankair, Inc.
Air Kentucky Air Lines	Bar Harbor Airways
Air Nevada Airlines, Inc.	Bas Beaver Aviation
Air New Orleans	Bellair, Inc.
Air North/Nenana	Bemidji Airlines
Air Resorts Airlines	Best Airlines, Inc.
Air Sedona	Big Sky Airlines, Inc.
Air Spirit	C&M Airlines
Air Sunshine, Inc.	Cape Smythe Air Service
Air Vermont, Inc.	Capitol Airlines
Air Virginia	Caribbean Express, Inc.
Air-Lift Associates, Inc.	Catskill Airways, Inc.
Airmarc Airlines, Inc.	Cen-Tex Airlines, Inc.
Airpac, Inc.	Centennial Airlines
Airways of New Mexico, Inc.	Chalks Int'l Airlines, Inc.
Airspur Helicopters, Inc.	Challenge Air Transport, Inc.
Alaska Aeronautical Indust.	Channel Flying, Inc.
Alaska Island Air, Inc.	Chaparral Airlines, Inc.
All Seasons Air Pacific	Chautauqua Airlines, Inc.
Alpine Air	Chitina Air Service
Altus Airlines	Christman Air System
American Central Airlines	Clinton Aero Corporation
Ana Ltd.	Colgan Airways, Inc.
Arcata Flying Service	Comair, Inc.
Atlanta Express	Combs Airways, Inc.
Atlantic Air	Command Airways, Inc.
Atlantic Southeast Airlines	Coral Air, Inc.
Atlantic-Gulf Airlines	Crown Airways, Inc.

TABLE 4.10 (continued)

COMMUTER AIR CARRIERS
AS OF DECEMBER 31, 1984

Crownair	Henson Aviation, Inc.
Cumberland Airlines	Hermens Air, Inc.
Dash Air Corporation	Holiday Airlines, Inc.
Desert Sun Airlines	Imperial Airlines, Inc.
Direct Air, Inc.	Isle Royale Seaplane Serv.
Dolphin Airways, Inc.	Jetstream Int'l Airlines
Eagle Commuter Airlines, Inc.	Kodiak Airways, Inc.
East Hampton Aire, Inc.	L.A.B. Flying Service, Inc.
Eastern Metro Express	Lake Union Air Service
Ellis Air Taxi, Inc.	Lakeland Aviation
Empire Airways (Clearwater)	Las Vegas Airlines
ERA Helicopters, Inc.	Long Island Airlines
Executive Charter	Mall Airways, Inc.
Fischer Bros. Aviation, Inc.	Manuia Air Transport, Inc.
Flamenco Airways, Inc.	Marco Island Airways, Inc.
Flight Line, Inc.	Mesaba Aviation
Ford-Aire, Inc.	Metroflight Airlines
Freedom Air	Michigan Airways, Inc.
Freedom Airlines, Inc.	Mid Pacific Airlines, Inc.
Frontier Commuter	Mid-Atlantic Exp. Airlines
Frontier Flying Service	Mid-South Aviation, Inc.
Golden Pacific Airlines	Midstate Airlines, Inc.
Grand Canyon	Midwest Aviation (WV)
Grand Canyon Helicopters	Mississippi Valley Airlines
Great Lakes Aviation, Ltd.	Munz Northern Airlines, Inc.
Green Hills Aviation, Ltd.	National Commuter Airlines
Gull Air, Inc.	National Florida Airlines
Guy-America Airways, Inc.	New England Airlines, Inc.
Hammonds Commuter Air Serv.	New York Helicopter Corp.
Harbor Airlines, Inc.	Newair Flight, Inc.
Harold's Air Service	North American Airlines, Inc.
Havasu Airlines	Oceanair Line

TABLE 4.10 (continued)

COMMUTER AIR CARRIERS
AS OF DECEMBER 31, 1984

Pacific CAL Air	Southcentral Air, Inc.
Pacific Coast Airlines	Southeastern Commuter
Panorama Air Tours	Southern Jersey Airways
PBA Provincetown-Boston	Spirit Helicopter
Peninsula Airways, Inc.	Suburban Airlines
Pennsylvania Airlines	Sun Aire Lines
Phillips Airlines	Sunaire (Aviation Assoc.)
Pioneer Airways	Sunbelt Airlines, Inc.
Pocono Airlines, Inc.	Sunbird Airlines, Inc.
Ponderosa Aviation, Inc.	Sunbird, Inc.
Precision Valley Aviation	Sundorph Aeronautical Corp.
Princeville Airways, Inc.	Sunwest Airlines
Pro Air Services	Tennessee Airways, Inc.
Puerto Rico Int'l Airlines	The Time Machine
Ransome Airlines	Trans Air, Inc.
Resort Air, Inc.	Trans East International
Resort Airlines, Inc.	Trans Mo Airlines
Resorts Int'l Airline	Trans Southern Airways
Rio Airways, Inc.	Trans Western Airlines Utah
Rocky Mountain Airways, Inc.	Trans-Central Airlines, Inc.
Ross Aviation, Inc.	Trans-Colorado Airlines
Royal Hawaiian Airways, Inc.	Tri-State Airlines, Inc.
Ryan Air Service, Inc.	Tropic Airlines, Inc.
San Juan Airlines, Inc.	Tyee Airlines, Inc.
Scenic Airlines, Inc.	Valdez Airlines
Scheduled Skyways	Valley Airlines
Seair Alaska Airlines, Inc.	Vieques Air Link, Inc.
Semo Aviation, Inc.	Virgin Air, Inc.
SFO Helicopter Airlines, Inc.	Virgin Islands Seaplane
Simmons Airlines	Walker's International
Sky West Aviation, Inc.	Waring Air
Slocum Air, Inc.	Westair Commuter Airlines

TABLE 4.10 (continued)

COMMUTER AIR CARRIERS
AS OF DECEMBER 31, 1984

Wheeler Flying Service	Wings West
Will's Air	Wright Air Lines, Inc.
Wings Airways	Yute Air Alaska, Inc.
Wings of Alaska	40-Mile Air

Source: "Air Carrier Industry Scheduled Service Traffic Statistics", 12/31/84, Research & Special Programs Administration.

TABLE 4.11

COMMUTER TRAFFIC DATA
12 MONTHS ENDING DECEMBER, 1984, 1983, 1982, AND 1981

Category	1984	1983(R)	1982	1981
Revenue Passenger Miles (000)	2,619,396	2,228,453	2,905,243	2,160,350
Passenger Emplanements (000)	18,468	15,941	17,444	15,642
Passenger Ton Miles (000)	261,891	222,189	286,608	210,026
Cargo Ton Miles (000)	6,927	7,752	30,911	32,812
Aircraft Revenue Miles (000)	260,273	242,120	264,176	254,682
Aircraft Revenue Hours	1,585,577	1,464,879	1,504,406	1,558,025
Aircraft Departures	2,484,194	2,287,504	2,353,081	2,341,469

(R) Revised.

Source: "Air Carrier Industry Scheduled Service Traffic Statistics", RSPA (with totals within Medium Regionals).

TABLE 4.12

COMMUTER TRAFFIC AVERAGES
1984, 1983, 1982, AND 1981

Category	1984	1983(R)	1982	1981
Passengers Per Aircraft Mile	10.1	9.2	11.0	8.5
Available Seats Per Aircraft Mile	22.5	20.7	23.7	18.2
Revenue Tons Per Aircraft Mile	1.0	1.0	1.2	1.0
Available Tons Per Aircraft Mile	2.4	2.3	2.8	2.1

(R) Revised.

Source: "Air Carrier Industry Scheduled Service Traffic Statistics", RSPA (with totals within Medium Regionals).

AD-A162 626 FAA STATISTICAL HANDBOOK OF AVIATION CALENDAR YEAR 1984 2/3
(U) FEDERAL AVIATION ADMINISTRATION WASHINGTON DC
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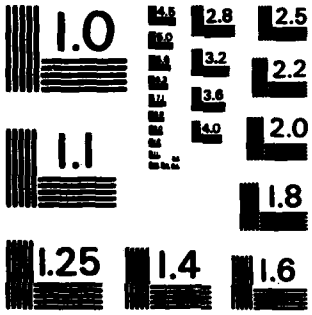

MICROCOPY RESOLUTION TEST CHART
NATIONAL BUREAU OF STANDARDS-1963-A

V. U.S. CIVIL AIR CARRIER FLEET--CENSUS DATA

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 1984.

The air carrier fleet size shown for 1979 in 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 multiengine 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 1975 - 1984

Year	Total	Fixed-wing Aircraft					Rotary-Wing Aircraft		
		Total Fixed-Wing	Turbine			Piston	Total Rotary-Wing	Turbine	Piston
			Total	Turbojet	Turboprop				
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	3,052	2,486	566	547	1	1	---
1980	3,808	3,806	3,218	2,531	687	588	2	2	---
1981	3,973	3,969	3,363	2,511	852	603	4	4	---
1982	4,072	4,067	3,501	2,674	827	566	5	5	---
1983	4,203	4,194	3,643	2,767	876	551	9	9	---
1984	4,370	4,358	3,915	3,806	956	443	12	12	---

Note: Includes only those aircraft used during the last quarter. 1974-1978 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, all cargo air service operators, and multi-engine aircraft in passenger operations of commuters.

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 5.2

TOTAL AIRCRAFT IN OPERATION BY THE U.S AIR CARRIER FLEET BY TYPE OF CARRIER AND BY TYPE OF AIRCRAFT: DECEMBER 1983 and 1984

Type of Aircraft	All Air Carriers		Certified Route Air Carriers		Supplemental Air Carriers		Commercial Operators		Air Taxi Operators		Commuter Operators		All Cargo Operators		Air Travel Clubs	
	1984	1983	1984	1983	1984	1983	1984	1983	1984	1983	1984	1983	1984	1983	1984	1983
TOTAL	4,370	4,203	2,692	2,618	194	151	74	67	95	77	1,132	1,143	162	137	21	10
Fixed-wing--total	4,358	4,194	2,692	2,618	194	151	74	67	95	77	1,132	1,134	162	137	21	10
Turbine-powered total	3,915	3,643	2,682	2,610	167	128	60	49	60	49	792	689	133	108	21	10
Turbojet--total	2,959	2,767	2,572	2,492	117	80	35	33	22	13	92	53	100	86	21	10
4-engine	349	309	230	222	56	43	34	33	4	---	13	3	12	8	---	---
3-engine	1,438	1,393	1,277	1,275	48	29	---	---	5	12	34	20	74	57	---	---
2-engine	1,172	1,065	1,065	995	13	8	1	---	13	1	45	30	14	21	21	10
Turboprop-total	956	876	110	118	50	48	25	16	38	36	700	636	33	22	---	---
4-engine	109	99	22	19	41	39	11	4	2	5	31	32	2	---	---	---
2-engine	847	777	88	99	9	9	14	12	36	31	669	604	31	22	---	---
Piston-powered-total	443	551	10	8	27	23	14	18	35	28	328	445	29	29	---	---
4-engine	50	52	---	---	26	22	2	2	3	4	4	11	13	13	---	---
3-engine	4	1	---	---	---	---	---	---	---	---	4	1	---	---	---	---
2-engine	389	498	10	8	1	1	12	16	32	24	320	433	16	16	---	---
Rotary-wing--total	12	9	---	---	---	---	---	---	---	---	12	9	---	---	---	---
Turbine-powered	12	9	---	---	---	---	---	---	---	---	12	9	---	---	---	---

TABLE 5.3

COMPOSITION OF U.S. AIR CARRIER FLEET BY MANUFACTURER

AND MODEL: 1983 and 1984

Type of Aircraft Number of Engines and Model	1984	1983
TOTAL	4,370	4,203
Fixed-wing--total	4,358	4,194
Turbine-powered--total	3,915	3,643
4-engine--total	458	408
Turbojet--total	349	309
Boeing B707	22	24
Boeing B720	---	1
Boeing B747	156	146
British Aerospace Aircraft Group BAE-146	14	3
Convair CV22	---	2
Douglas DC8	157	133
Turboprop--total	109	99
Canadair CL44	5	2
DeHavilland DHC 7	46	46
Lockheed L188	34	37
Lockheed L382	22	11
Vickers V745	2	3
3-engine--total	1,438	1,393
Turbojet--total	1,438	1,393
Boeing B727	1,161	1,122
Douglas DC10	174	155
Lockheed L1011	103	116
2 engine--total	2,019	1,842
Turbojet--total	1,172	1,065
Airbus A300	38	34
Boeing B737	391	348
Boeing B757	19	15
Boeing B767	53	49
British Aircraft BA111	33	36
Cessna C500/C501	1	1
Dassault MD10	2	---
Dassault MD20	9	12
Douglas DC9	594	557
Fokker F28	23	6
Grumman G1159	1	1
Hamberger Flugzeugeau HFB 320	---	1
Learjet LR35	8	4
Sud Aviation SE210	---	1
Turboprop--total	847	777
Beech BE90	2	2
Beech BE99	85	101
Beech BE100	2	1
Beech BE200	6	4
Beech BE1900	17	---
Beech STC18	1	1
Cessna C441	3	1
Contrucciones Aeronautics C212	27	28
Convair CV580/640	95	84
Convair CV600	12	16
DeHavilland DHC6	107	112
Embraer EM110	81	83
Fairchild F27	23	19
Fairchild FH227	9	9
Fokker F27	14	7
Grumman G73	---	4
Grumman G159	21	16
Handley-Page HP137	10	10
Hawker-Siddeley HS748	2	5
Mitsubishi MU2	1	2
Nihon YS11	30	35
Nord ND262	9	5
Nord STC262	5	4
Piper PA31T	8	6
Rockwell AC690	4	1

TABLE 5.3 (continued)

COMPOSITION OF U.S. AIR CARRIER FLEET BY MANUFACTURER

AND MODEL: 1983 and 1984

Type of Aircraft Number of Engines and Model	1984	1983
Scottish Aviation BP340A	3	---
Short SC7	1	1
Short SD3	78	66
Swearingen SA226	121	99
Swearingen SA227	70	55
Piston-powered--total	443	551
4-engine--total	50	52
DeHavilland DHC114	6	11
Douglas DC4	3	3
Douglas DC6	41	38
3-engine--total	4	1
Britten-Norman BN 2MK3	4	1
2-engine--total	389	498
Aero Commander AC500	---	2
Beech BE18	15	20
Beech BE55	---	1
Beech BE58	9	6
Beech BE65	---	3
Beech BE76	3	1
Beech BE80	8	---
Beech 99	---	1
Britten-Norman BN2	27	29
Cessna C207T	---	1
Cessna C310	2	3
Cessna C320	1	---
Cessna C402	112	152
Cessna C404	4	8
Cessna C411	1	---
Cessna C414	1	1
Cessna C421	1	---
Convair CV240	15	10
Convair CV340/440	14	22
Curtiss-Wright C46	2	4
Douglas DC3	30	42
Fairchild C82	---	2
Grumman G21	4	3
Grumman S44	1	1
Grumman G73	5	5
Grumman G111	---	4
Martin M404	1	13
Piper PA23	10	16
Piper PA 28	---	7
Piper PA30	1	2
Piper PA31	110	121
Piper PA34	11	17
Piper PA44	1	1
Rotary-wing-total	12	9
Turbine-powered--total	12	9
Bell HB206	5	5
Bell HB212	1	1
Sikorsky S61	3	---
Westland WL30	3	3

NOTE: Includes only large aircraft (operating under FAR 121) and multiengine aircraft in passenger operations of commuters.

TABLE 5.4

TOTAL FLIGHT TIME BY TYPE OF AIRCRAFT IN THE U.S. AIR

CARRIER FLEET: 1983 and 1984

Type of Aircraft Number of Engines and Model	Hours 1984	Hours 1983
TOTAL	9,694,867	8,555,580
Total Fixed-wing	9,686,869	8,546,543
Turbine-powered--total	9,248,598	8,088,663
4-engine--total	1,077,794	1,023,059
Turbojet--total	861,389	816,624
Boeing B707	39,243	64,819
Boeing B720	136	438
Boeing B747	537,142	504,573
British Aircraft BA146	14,140	1,623
Douglas DC8	270,728	245,171
Turboprop--total	216,405	206,435
Canadair CL44	7,567	6,066
DeHavilland DHC7	106,287	103,528
Lockheed L188	45,182	47,981
Lockheed L382	56,165	47,877
Vickers V745	1,204	983
3-engine--total	3,786,832	3,278,501
Turbojet--total	3,786,832	3,278,501
Boeing B727	2,990,821	2,529,074
Douglas DC10	487,831	423,824
Lockheed L1011	308,180	325,603
2-engine--total	4,383,972	3,787,103
Turbojet-total	2,872,265	2,494,072
Airbus A300	101,143	84,674
Boeing B737	1,006,238	829,359
Boeing B757	50,022	17,090
Boeing B767	172,705	104,222
British Aircraft BA111	59,555	79,011
Cessna C500/C501	657	652
Dassault MD10	698	---
Dassault MD20	3,218	11,097
Douglas DC9	1,438,339	1,348,511
Fokker F28	33,036	13,224
Grumman G1159	660	309
Hamburger Fluqzeugbau HFB 320	102	734
Israel Aircraft IL1121	---	8
Learjet LR23	---	1,227
Learjet LR24	---	537
Learjet LR35	5,892	3,148
Rockwell International NA265	---	49
SUD Aviation SE210	---	220
Turboprop--total	1,511,707	1,293,031
Beech BE90	443	626
Beech BE99	199,205	183,534
Beech BE100	202	13

TABLE 5.4 (continued)

TOTAL FLIGHT TIME BY TYPE OF AIRCRAFT IN THE U.S. AIR

CARRIER FLEET: 1983 and 1984

Type of Aircraft Number of Engines and Model	Hours 1984	Hours 1983	Type of Aircraft Number of Engines and Model	Hours 1984	Hours 1983
Beech BE200	2,522	1,868	Piston-powered--Total	438,271	457,880
Beech BE1900	23,289	---			
Beech STC18	648	632	4-engine--total	29,215	33,616
Cessna C441	1,672	1,265	DeHavilland DH114	7,847	16,835
Contrucciones			Douglas DC4	720	1,187
Aeronautics C212	34,252	33,902	Douglas DC6	20,648	15,594
Convair CV580	101,392	78,168			
Convair CV600	20,007	25,507	3-engine--total	2,983	1,191
DeHavilland DHC6	176,233	169,980	Britten Norman BN2 MK3	2,983	1,191
Embraer EM110	199,536	196,128			
Fairchild F27	35,521	24,777	2-engine--total	406,073	423,073
Fairchild F227	17,053	19,525	Aero Commander AC500	300	878
Fokker F27	25,056	13,151	Aero Commander AC680	---	581
GAF Nomad N22	---	69	Beech BE18	9,723	10,721
Grumman GA73	4,214	4,415	Beech BE55	284	674
Grumman G159	20,773	18,339	Beech BE58	2,637	1,430
Hawker-Siddeley HS748	7,385	9,320	Beech BE65	---	3,385
Handley-Page HP137	27,712	18,485	Beech BE76	586	306
Israel Aircraft AR101B	---	587	Beech BE80	7,667	---
Mitsubishi MU-2	314	14	Beech BE95	---	---
Nihon YS11	48,246	43,260	Beech BE99	---	3,719
Nord ND262	12,563	13,153	Britten-Norman BN2	28,306	31,204
Nord STC262	8,257	9,293	Cessna C207	---	218
Piper PA31T	10,103	2,692	Cessna C303	207	---
Rockwell AC690	2,683	22	Cessna C310	956	1,059
Short SC7	475	733	Cessna C320	20	---
Short SD3	150,714	123,385	Cessna C340	6	---
Swearingen SA226	218,716	194,324	Cessna C401	---	788
Swearingen SA227	141,674	87,754	Cessna C402	166,914	152,596
Swearingen SA340	386	---	Cessna C404	6,730	9,694

TABLE 5.4 (continued)

TOTAL FLIGHT TIME BY TYPE OF AIRCRAFT IN THE U.S. AIR

CARRIER FLEET: 1983 and 1984

Type of Aircraft Number of Engines and Model	Hours 1984	Hours 1983
Cessna C411	135	---
Cessna C414	522	2,267
Cessna C421	26	32
Cessna T210M	45	244
Convair CV240	7,861	6,609
Convair CV340/440	6,910	15,932
Curtiss-Wright CW46	966	1,821
DeHavilland DH104	---	---
Douglas DC3	23,498	21,836
Fairchild C82	708	1,252
Grumman G21	1,927	1,453
Grumman G111	4,298	1817
Grumman GA44	151	96
Grumman G73	3,455	3,277
Martin M404	5,094	5,732
Piper PA23	4,691	6,658
Piper PA28	---	42
Piper PA30	460	721
Piper PA31	114,330	128,305
Piper PA34	6,660	7,298
Piper PA44	---	259
Piper PA600AS/601	---	169

Type of Aircraft Number of Engines and Model	Hours 1984	Hours 1983
Rotary-wing--total	7,998	9,037
Bell Helicopter HB206	3,469	3,331
Bell Helicopter HB212	12	72
Bell Helicopter HB222	---	3,826
Sikorsky SK61	668	---
Westland WL30	3,849	1,808

1983 includes 6,383,729 hours for Certificated Route Air Carriers; 268,005 hours for Supplemental Carriers; 57,352 hours for Commercial Carriers; 70,493 hours for Air Taxi; 1,633,621 hours for commuters; 7,764 hours for Air Travel Clubs and 134,616 for All Cargo Carriers.

1984 includes 7,233,471 hours for Certificated Route Air Carriers; 291,738 hours for Supplemental Carriers; 84,201 hours for Commercial Carriers; 90,776 hours for Air Taxi; 1,789,471 hours for commuters; 49,515 hours for Air Travel Clubs and 155,695 for All Cargo Carriers.

NOTE: Includes only large aircraft (operating under FAR121) and multi-engine aircraft in passenger operations of commuters.

TABLE 5.5

TOTAL AIRCRAFT IN CERTIFICATED ROUTE AIR CARRIER OPERATIONS

BY CARRIER AND BY ENGINE TYPE: DECEMBER 1984

(LARGE AIRCRAFT ONLY)

Name of Carrier	Total	Turbojet				Turboprop			Piston			
		Total Turbojet	4-engine	3-engine	2-engine	Total Turboprop	4-engine	2-engine	Total Piston	4-engine	3-engine	2-engine
TOTAL	2,692	2,572	230	1,277	1,065	110	22	88	10	---	---	10
Aero America, Inc.	2	---	---	---	---	---	---	---	2	---	---	2
Air California	25	25	---	---	25	---	---	---	---	---	---	---
Air Florida	6	6	---	---	6	---	---	---	---	---	---	---
Air Illinois	1	1	---	---	1	---	---	---	---	---	---	---
Airpac Inc.	6	1	.	---	---	3	---	3	2	---	---	2
Air-Lift Associates	2	---	---	---	---	---	---	---	2	---	---	2
Air Midwest Inc.	24	---	---	---	---	24	---	24	---	---	---	---
Air One Inc.	6	6	---	6	---	---	---	---	---	---	---	---
Air West Airlines Ltd.	1	---	---	---	---	1	1	---	---	---	---	---
Air Wisconsin	14	5	5	---	---	9	9	---	---	---	---	---
Air Specialties Corp.	2	2	---	2	---	---	---	---	---	---	---	---
Alaska Airlines	23	23	---	18	5	---	---	---	---	---	---	---
Aloha Airlines	9	9	---	1	8	---	---	---	---	---	---	---
American Airlines	260	260	---	217	43	---	---	---	---	---	---	---
American Central Airlines, Inc.	13	---	---	---	---	13	---	13	---	---	---	---
American Travel Air	5	5	---	5	---	---	---	---	---	---	---	---
Aspen Airways	12	1	1	---	---	11	---	11	---	---	---	---
Atlantic Gulf Airlines	3	---	---	---	---	3	---	3	---	---	---	---
Best Airlines	2	2	---	---	2	---	---	---	---	---	---	---
Braniff Airways	30	30	---	30	---	---	---	---	---	---	---	---
Buffalo Airways	2	2	2	---	---	---	---	---	---	---	---	---

TABLE 5.5 (continued)

TOTAL AIRCRAFT IN CERTIFICATED ROUTE AIR CARRIER OPERATIONS

BY CARRIER AND BY ENGINE TYPE: DECEMBER 1984

(LARGE AIRCRAFT ONLY)

Name of Carrier	Total	Turbojet				Turboprop			Piston			
		Total Turbojet	4-engine	3-engine	2-engine	Total Turboprop	4-engine	2-engine	Total Piston	4-engine	3-engine	2-engine
Connie Kallitta SVCS, Inc.	4	4	3	---	1	---	---	---	---	---	---	---
Continental Airlines	107	107	---	71	36	---	---	---	---	---	---	---
Delta Airlines	235	235	13	138	84	---	---	---	---	---	---	---
Eastern Airlines	282	282	---	150	132	---	---	---	---	---	---	---
Empire Airlines	11	11	---	---	11	---	---	---	---	---	---	---
Florida Express Inc.	5	5	---	---	5	---	---	---	---	---	---	---
Flying Tiger Line	36	36	26	10	---	---	---	---	---	---	---	---
Frontier Airlines	53	53	---	---	53	---	---	---	---	---	---	---
Frontier Horizon Inc.	7	7	---	7	---	---	---	---	---	---	---	---
Galaxy Airlines	4	---	---	---	---	4	4	---	---	---	---	---
Great Lakes Aviation Ltd.	2	---	---	---	---	---	---	---	2	---	---	2
Hawiian Airlines	18	12	4	---	8	6	6	---	---	---	---	---
International Air Service	6	6	---	6	---	---	---	---	---	---	---	---
ITR Airlines, Inc.	11	---	---	---	---	11	---	11	---	---	---	---
Jet America Airlines	8	8	1	---	7	---	---	---	---	---	---	---
Midway Airlines	19	19	---	---	19	---	---	---	---	---	---	---
Midwest Express Airlines	3	3	---	---	3	---	---	---	---	---	---	---
Muse Air Corp	11	11	---	---	11	---	---	---	---	---	---	---
Northwest Airlines	118	118	34	84	---	---	---	---	---	---	---	---
Ozark Airlines	47	47	---	---	47	---	---	---	---	---	---	---
Pacific Interstate Airline	1	1	---	1	---	---	---	---	---	---	---	---
Pacific SW Airlines	37	37	7	---	30	---	---	---	---	---	---	---

TABLE 5.5 (continued)

TOTAL AIRCRAFT IN CERTIFICATED ROUTE AIR CARRIER OPERATIONS

BY CARRIER AND BY ENGINE TYPE: DECEMBER 1984

(LARGE AIRCRAFT ONLY)

Name of Carrier	Total	Turbojet				Turboprop			Piston			
		Total Turbojet	4-engine	3-engine	2-engine	Total Turboprop	4-engine	2-engine	Total Piston	4-engine	3-engine	2-engine
Pan Am World Airways	119	119	48	51	20	---	---	---	---	---	---	---
Peoples Express	64	64	4	38	22	---	---	---	---	---	---	---
Piedmont Airlines	108	108	---	34	74	---	---	---	---	---	---	---
Reeve Aleutian Airways	7	2	---	2	---	5	2	3	---	---	---	---
Renown Aviation, Inc.	1	---	---	---	---	---	---	---	1	---	---	1
Republic Airlines	158	143	---	15	128	15	---	15	---	---	---	---
Sky Freight Inc.	1	---	---	---	---	---	---	---	1	---	---	1
Southwest Airlines	54	54	---	6	48	---	---	---	---	---	---	---
Sunworld Int'l Airlines	4	4	---	---	4	---	---	---	---	---	---	---
Tower Air Inc.	2	2	2	---	---	---	---	---	---	---	---	---
Transamerican Airlines	6	6	6	---	---	---	---	---	---	---	---	---
Transworld Airlines	150	150	15	111	24	---	---	---	---	---	---	---
United Airlines	327	327	55	204	68	---	---	---	---	---	---	---
US-Air	133	133	---	14	119	---	---	---	---	---	---	---
Western Airlines	77	77	---	56	21	---	---	---	---	---	---	---
Worldwide Airways, Inc.	3	3	3	---	---	---	---	---	---	---	---	---
Wright Airlines	5	---	---	---	---	5	---	5	---	---	---	---

TABLE 5.6

AIRCRAFT IN OPERATION BY CERTIFICATED ROUTE AIR CARRIERS, BY MANUFACTURER AND MODEL

DECEMBER 31, 1975 - 1984

(LARGE AIRCRAFT ONLY)

Aircraft Make and model	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984
TOTAL	2,261	2,261	2,254	2,346	2,466	2,425	2,523	2,468	2,618	2,692
Turbojet--4-engine-- total	561	533	520	465	455	373	280	254	222	230
Boeing B707	264	240	244	198	170	135	45	24	---	6
Boeing B727	23	18	15	10	2	---	---	---	---	---
Boeing B747	97	104	107	115	130	141	142	139	140	140
British Aerospace Aircraft Groupe BAE146	---	---	---	---	---	---	---	---	3	14
Concorde	---	---	---	---	9	---	---	---	---	---
Douglas DC8	177	171	154	142	144	97	93	91	79	70
Turbojet--3-engine-- total	962	992	1,035	1,140	1,232	1,311	1,284	1,260	1,275	1,277
Boeing B727	765	793	836	931	1,014	1,070	1,033	1,002	1,022	1,028
Douglas DC10	121	122	122	127	131	139	145	147	137	148
Lockheed L1011	76	77	77	82	87	102	106	111	116	101
Turbojet--2-engine-- total	500	518	529	579	621	572	731	863	995	1,065
Airbus A300	---	---	2	6	12	19	25	30	34	38
British Aircraft BAC111	30	31	31	30	28	27	27	36	35	27
Boeing B737	133	138	141	173	201	214	235	289	337	364
Boeing B757	---	---	---	---	---	---	---	2	15	19
Boeing B767	---	---	---	---	---	---	---	13	49	53
Douglas DC9	337	349	355	370	376	306	432	479	518	542
Fokker F28	---	---	---	---	---	3	9	11	6	22
Hamberger Flugzeugbam B320	---	---	---	---	---	---	---	---	1	---
Learjet LR23	---	---	---	---	2	2	---	2	---	---
Learjet LR24	---	---	---	---	1	1	3	1	---	---
Learjet LR25	---	---	---	---	1	---	---	---	---	---
Turboprop--4--engine-- total	16	21	6	9	9	13	15	17	19	22
DeHavilland DHC7	--	---	---	---	3	10	12	14	16	16
Lockheed L188	16	21	6	9	6	3	3	3	3	6

TABLE 5.6 (continued)

AIRCRAFT IN OPERATION BY CERTIFICATED ROUTE AIR CARRIERS, BY MANUFACTURER AND MODEL

DECEMBER 31, 1975 - 1984

(LARGE AIRCRAFT ONLY)

Aircraft Make and model	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984
TOTAL	2,261	2,261	2,254	2,346	2,466	2,425	2,523	2,468	2,618	2,692
Turbojet--4-engine-- total	561	533	520	465	455	373	280	254	222	230
Boeing B707	264	240	244	198	170	135	45	24	---	6
Boeing B727	23	18	15	10	2	---	---	---	---	---
Boeing B747	97	104	107	115	130	141	142	139	140	140
British Aerospace Aircraft Groupe BAE146	---	---	---	---	---	---	---	---	3	14
Concorde	---	---	---	---	9	---	---	---	---	---
Douglas DC8	177	171	154	142	144	97	93	91	79	70
Turbojet--3-engine-- total	962	992	1,035	1,140	1,232	1,311	1,284	1,260	1,275	1,277
Boeing B727	765	793	836	931	1,014	1,070	1,033	1,002	1,022	1,028
Douglas DC10	121	122	122	127	131	139	145	147	137	148
Lockheed L1011	76	77	77	82	87	102	106	111	116	101
Turbojet--2-engine-- total	500	518	529	579	621	572	731	863	995	1,065
Airbus A300	---	---	2	6	12	19	25	30	34	38
British Aircraft BAC111	30	31	31	30	28	27	27	36	35	27
Boeing B737	133	138	141	173	201	214	235	289	337	364
Boeing B757	---	---	---	---	---	---	---	2	15	19
Boeing B767	---	---	---	---	---	---	---	13	49	53
Douglas DC9	337	349	355	370	376	306	432	479	518	542
Fokker F28	---	---	---	---	---	3	9	11	6	22
Hamberger Flugzeugbam B320	---	---	---	---	---	---	---	---	1	---
Learjet LR23	---	---	---	---	2	2	---	2	---	---
Learjet LR24	---	---	---	---	1	1	3	1	---	---
Learjet LR25	---	---	---	---	1	---	---	---	---	---
Turboprop--4--engine-- total	16	21	6	9	9	13	15	17	19	22
DeHavilland DHC7	--	---	---	---	3	10	12	14	16	16
Lockheed L188	16	21	6	9	6	3	3	3	3	6

TABLE 5.6 (continued)

AIRCRAFT IN OPERATION BY CERTIFICATED ROUTE AIR CARRIERS, BY MANUFACTURER AND MODEL

DECEMBER 31, 1975 - 1984

(LARGE AIRCRAFT ONLY)

Aircraft Make and model	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984
Turboprop--2--engine-- total	177	159	150	146	143	150	208	71	99	88
Beech BE99	3	3	---	---	---	5	---	---	2	---
Cessna C441	---	---	---	---	---	---	---	---	1	1
Convair CV580/640	69	69	68	60	59	55	177	26	28	43
Convair CV600	19	12	8	8	4	5	5	7	7	2
DeHavilland DHC6	21	18	14	13	16	14	5	6	9	---
Embraer EM110	---	---	---	---	---	---	---	---	16	13
Fairchild FH27	10	7	4	5	1	3	---	---	---	1
Fairchild FH227	29	27	22	23	21	6	---	---	1	1
Hawker-Siddeley HS74	---	---	---	---	---	2	2	1	---	---
Handley Page HP137	---	---	---	---	---	2	2	2	2	---
Nihon YS11	23	23	23	19	12	9	7	3	8	3
Nord ND262	---	---	5	9	---	10	---	---	---	---
Short SC7	3	---	---	---	---	---	---	---	---	---
Short SHD330	---	---	---	1	1	---	---	---	---	---
Swearingen SA226	---	---	6	8	29	39	10	26	25	24
Piston--4-engine-- total	1	2	---	---	4	6	3	---	---	---
Douglas DC6	1	2	---	---	4	3	3	---	---	---
DeHavilland DH114	---	---	---	---	---	3	---	---	---	---
Piston--2-engine-- total	37	31	11	4	2	---	2	3	8	10
Beech BE58	---	---	---	---	---	---	---	---	---	1
Beech BE76	---	---	---	---	---	---	---	---	---	2
Convair CV440	---	---	---	---	---	---	---	---	---	1
Curtiss-Wright C46	---	---	---	---	---	---	---	---	---	2
Douglas DC3	---	---	---	---	---	---	---	---	---	1
Gulfstream American GAG21	---	---	---	---	---	---	---	---	---	2
Piper PA31	---	---	---	---	---	---	---	---	---	1
Helicopters-- total	7	5	3	3	---	---	---	---	---	---

TABLE 5.7

AIRCRAFT IN OPERATION BY SUPPLEMENTAL CARRIERS, BY

CARRIER, AND BY ENGINE TYPE: DECEMBER 31, 1984

(LARGE AIRCRAFT ONLY)

Name of Carrier	Total Aircraft	Turbojet				Turboprop			Piston		
		Total Turbojet	4-engine	3-engine	2-engine	Total Turboprop	4-engine	2-engine	Total Piston	4-engine	2-engine
TOTAL	194	117	56	48	13	50	41	9	27	26	1
Aerostar	3	3	0	3	--	--	--	--	--	--	--
Aerial Transit Co.	3	--	--	--	--	--	--	--	3	3	--
Air Berlin, USA	1	1	--	--	1	--	--	--	--	--	--
Air Marianas Inc.	1	--	--	--	--	--	--	--	1	--	1
American Trans Air	14	14	8	6	--	--	--	--	--	--	--
Arrow Airways, Inc.	19	19	17	2	--	--	--	--	--	--	--
Capitol Int'l Airways	7	7	6	1	--	--	--	--	--	--	--
Conner Airlines	3	1	1	--	--	--	--	--	2	2	--
Evergreen Int'l Airlines	36	34	11	17	6	2	2	--	--	--	--
Great American Airways	1	1	--	--	1	--	--	--	--	--	--
Gulf Air Transport	1	--	--	--	--	1	1	--	--	--	--
Independent Air Inc.	2	2	2	--	--	--	--	--	--	--	--
Jet East Inc.	6	6	--	6	--	--	--	--	--	--	--
Mark Air Inc.	8	5	--	--	5	3	3	--	--	--	--
Pacific Air Express	6	--	--	--	--	--	--	--	6	6	--
Resort Air	4	4	4	--	--	--	--	--	--	--	--
Sun Country Airlines Inc.	2	2	--	2	--	--	--	--	--	--	--
Trans Air Link Corp.	9	--	--	--	--	--	--	--	9	9	--
TransAmerica Airlines	20	6	6	--	--	14	14	--	--	--	--
Universal Airlines, Inc.	1	--	--	--	--	--	--	--	1	1	--
World Airways	11	11	--	11	--	--	--	--	--	--	--
Zantop Int'l Airlines	36	1	1	--	--	30	21	9	5	5	--

TABLE 5.8

AIRCRAFT IN OPERATION BY SUPPLEMENTAL CARRIERS,

BY MANUFACTURER AND MODEL:

DECEMBER 1979 - 1984

(LARGE AIRCRAFT ONLY)

Aircraft Make and Model	1979	1980	1981	1982	1983	1984
TOTAL	86	148	167	182	151	194
Turbojet--total	39	59	78	103	80	117
4-engine	26	40	58	66	43	56
Boeing B707	--	6	12	20	8	11
Boeing B720	--	--	--	1	--	--
Boeing B747	1	3	5	4	4	4
Douglas DC8	25	31	41	41	31	41
3-engine	9	12	15	32	29	48
Boeing B727	--	1	3	17	18	33
Douglas DC10	9	11	12	15	11	15
2-engine	4	7	5	5	8	13
Boeing B737	4	5	1	1	1	6
Dassalut MD20	--	--	--	--	3	4
Douglas DC9	--	1	4	4	4	3
Learjet LR24	--	1	--	--	--	--
Turboprop--total	40	71	66	60	48	50
4-engine	23	55	56	51	39	41
Lockheed L188	11	38	39	35	28	25
Lockheed L382	12	17	17	16	11	16
2-engine	17	16	10	9	9	9
Beech STC18	2	2	--	--	--	--
Convair CV640	14	14	10	9	9	9
Fairchild FH227	1	--	--	--	--	--
Piston--total	7	18	23	19	23	27
4-engine	3	16	17	17	22	26
Douglas DC4	--	--	--	--	2	3
Douglas DC6	3	16	17	17	20	23
2-engine	4	2	6	2	1	1
Convair CV240	2	--	--	--	--	--
Convair CV440	--	--	2	--	--	--
Curtiss Wright C46	2	2	2	2	--	--
Martin M404	--	--	--	--	1	1
Piper PA31	--	--	2	--	--	--

TABLE 5.9

AIRCRAFT IN OPERATION BY COMMERCIAL OPERATORS, BY CARRIER,

AND BY ENGINE TYPE: DECEMBER 1984

(LARGE AIRCRAFT ONLY)

Name of Carrier	Total Aircraft	Turbojet			Turboprop			Piston		
		Total Turbojet	4-engine	2-engine	Total Turboprop	4-engine	2-engine	Total Piston	4-engine	2-engine
TOTAL	74	35	34	1	25	11	14	14	2	12
Academy Airlines	3	---	---	---	---	---	---	3	---	3
Air Atlanta, Inc.	1	---	---	---	1	1	---	---	---	---
Air Transport Int'l Air Cargo	2	2	2	---	---	---	---	---	---	---
Bluebell Aviation	3	---	---	---	3	3	---	---	---	---
Bush Air, Inc.	2	---	---	---	1	---	1	1	---	1
Challenge Air Transport, Inc.	2	---	---	---	---	---	---	2	2	---
Era Helicopter	11	---	---	---	11	1	10	---	---	---
Fairways Corporation	3	---	---	---	3	---	3	---	---	---
Flight Trails	8	---	---	---	---	---	---	8	---	8
Global Int'l Airways	4	4	4	---	---	---	---	---	---	---
Southern Air Transport	7	1	1	---	6	6	---	---	---	---
United Air Carriers	25	25	24	1	---	---	---	---	---	---
Zantop Int'l Aviation	3	3	3	---	---	---	---	---	---	---

TABLE 5.10

AIRCRAFT IN OPERATION BY COMMERCIAL OPERATORS, BY MANUFACTURER

AND MODEL: December 1978 - 1984

(LARGE AIRCRAFT ONLY)

Aircraft Make and Model	1978	1979	1980	1981	1982	1983	1984
TOTAL	123	118	24	33	49	67	74
Turbojet -- total	18	15	8	10	24	33	35
4-engine	18	14	8	10	24	33	34
Boeing B707	3	4	3	5	11	15	4
Boeing B720	4	---	1	1	---	1	---
Boeing B747						2	6
Convair CV22	---	---	1	2	2	2	---
Douglas DC8	10	9	3	2	11	13	24
Lockheed L1329	1	1	---	---	---	---	---
2-engine	---	1	---	---	---	---	1
Douglas DC9	---	1	---	---	---	---	1
Turboprop -- total	52	57	7	13	11	16	25
4-engine	32	32	4	5	5	4	11
Canadair CL44	---	1	1	2	2	2	3
Lockheed L188	24	23	---	---	---	1	1
Lockheed L382	8	8	3	3	3	---	6
DeHavilland DHC-7	---	---	---	---	---	1	1
2-engine	20	25	3	8	6	12	14
Beech BE99	---	---	---	1	1	1	1
Convair CV580	2	2	2	5	3	3	3
Convair CV640	14	14	---	---	---	---	---
DeHavilland DHC6	---	2	---	1	1	7	9
Fairchild F27	2	2	---	---	---	---	---
Grumman G159	1	1	1	1	1	1	1
Handley Page HP137	---	3	---	---	---	---	---
Hawker Siddeley HS748	1	1	---	---	---	---	---
Piston -- Total	53	46	9	10	14	18	14

TABLE 5.10 (continued)

AIRCRAFT IN OPERATION BY COMMERCIAL OPERATORS, BY MANUFACTURER

AND MODEL: December 1978 - 1984

(LARGE AIRCRAFT ONLY)

Aircraft Make and Model	1978	1979	1980	1981	1982	1983	1984
4-engine	39	38	3	4	2	2	2
Douglas DC4	36	1	1	2	---	---	---
Douglas DC6	---	36	2	2	2	2	2
Douglas DC7	1	---	---	---	---	---	---
Lockheed L1049	2	1	---	---	---	---	---
2-engine	14	8	6	6	12	16	12
Cessna C402	---	---	---	---	1	1	1
Convair CV440	---	---	---	---	9	13	8
Curtiss-Wright C46	5	4	1	2	---	1	---
DeHavilland DHC4	2	---	---	---	---	---	---
Douglas DC3	2	2	5	4	2	---	3
Fairchild C82	2	2	---	---	---	---	---
Martin M404	3	---	---	---	---	---	---
Piper PA34	---	---	---	---	---	1	---

TABLE 5.11

TOTAL AIRCRAFT IN OPERATION BY COMMUTER AIR TAXI OPERATORS, BY CARRIER, AND BY ENGINE TYPE: DECEMBER 1984

Name of Carrier	Total All Aircraft	Turbojet				Turboprop			Piston				Rotary
		Total	4-engine	3-engine	2-engine	Total	4-engine	2-engine	Total	4-engine	3-engine	2-engine	Wing
TOTAL	1,132	92	13	34	45	700	31	669	328	4	4	320	12
Air Cortez	1	---	---	---	---	1	---	1	---	---	---	---	---
Air Kentucky	6	---	---	---	---	6	---	6	---	---	---	---	---
Air Lift Associates	3	---	---	---	---	---	---	---	3	---	---	3	---
Air Mark Corporation	1	1	1	---	---	---	---	---	---	---	---	---	---
Air Molokai Ltd	7	---	---	---	---	---	---	---	7	---	---	7	---
Air Nevada Airlines Inc.	9	---	---	---	---	---	---	---	9	---	---	9	---
Air Spirit Inc.	3	---	---	---	---	3	---	3	---	---	---	---	---
Airspur Helicopters Inc.	5	---	---	---	---	2	---	2	---	---	---	---	3
Air Vectors Airways Inc.	2	---	---	---	---	---	---	---	2	---	---	2	---
Air Virginia	17	---	---	---	---	17	---	17	---	---	---	---	---
Airways of New Mexico	8	---	---	---	---	---	---	---	8	---	---	8	---
Alaska Aero Ind Inc.	3	---	---	---	---	3	---	3	---	---	---	---	---
Allstar Airline Inc.	3	3	---	---	3	---	---	---	---	---	---	---	---
Alpine Aviation Inc.	3	---	---	---	---	---	---	---	3	---	---	3	---
American Central Airlines	7	---	---	---	---	---	---	---	7	---	---	7	---
Arcata Flying Svc	1	---	---	---	---	---	---	---	1	---	---	1	---
Arctic Circle Air Service	5	---	---	---	---	2	---	2	3	---	---	3	---
Atlantic Air Inc.	6	---	---	---	---	3	---	3	3	---	---	3	---
Atlantic Southeast	21	---	---	---	---	21	5	16	---	---	---	---	---
Atlantis Airlines	12	---	---	---	---	6	---	6	6	---	---	6	---
Audi Air Inc.	1	---	---	---	---	---	---	---	1	---	---	1	---
Aviation Associates, Inc.	3	---	---	---	---	2	---	2	1	---	---	1	---
Bankair Inc.	11	---	---	---	---	5	---	5	6	---	---	6	---
Bemidji Airlines	3	---	---	---	---	---	---	---	3	---	---	3	---
Big Sky Airlines	7	---	---	---	---	3	---	3	4	---	---	4	---
Brennan & Hargreaves	3	---	---	---	---	---	---	---	3	---	---	3	---
Britt Airways	42	1	---	---	1	41	---	41	---	---	---	---	---
Cape Smythe Air Service	6	1	---	---	1	5	---	5	---	---	---	---	---

TABLE 5.11 (continued)

TOTAL AIRCRAFT IN OPERATION BY COMMUTER AIR TAXI OPERATORS, BY CARRIER, AND BY ENGINE TYPE: DECEMBER 1984

Name of Carrier	Total All Aircraft	Turbojet				Turboprop			Piston				Rotary
		Total	4-engine	3-engine	2-engine	Total	4-engine	2-engine	Total	4-engine	3-engine	2-engine	Wing
Capital Air Service	7	---	---	---	---	2	---	2	5	---	---	5	---
Cascade Airways Inc.	17	4	---	---	4	13	---	13	---	---	---	---	---
Catskill Airways	2	---	---	---	---	1	---	1	1	---	---	1	---
Centennial Airlines	1	---	---	---	---	1	---	1	---	---	---	---	---
Channel Flying Inc.	1	---	---	---	---	---	---	---	1	---	---	1	---
Chaparral Airlines	8	---	---	---	---	8	---	8	---	---	---	---	---
Chautaugua Airlines	13	---	---	---	---	13	---	13	---	---	---	---	---
Clearwater Flying Service Inc.	2	---	---	---	---	2	---	2	---	---	---	---	---
Clinton Aero	6	---	---	---	---	6	---	6	---	---	---	---	---
Colgan Airways	6	---	---	---	---	6	---	6	---	---	---	---	---
ComAir	27	---	---	---	---	27	---	27	---	---	---	---	---
Command Airways Inc.	9	---	---	---	---	9	---	9	---	---	---	---	---
Coral Air Inc.	3	---	---	---	---	1	---	1	2	---	---	2	---
Cosmopolitan Airlines	2	---	---	---	---	---	---	---	2	---	---	2	---
Crown Airways	6	---	---	---	---	6	---	6	---	---	---	---	---
Crownair	14	---	---	---	---	5	---	5	9	---	---	9	---
Cumberland Airlines	6	---	---	---	---	---	---	---	6	---	---	6	---
Custom Aviation Inc.	5	---	---	---	---	2	---	2	3	---	---	3	---
DHL Airlines, Inc.	13	7	---	3	4	2	---	2	1	---	---	1	3
Direct Air	2	---	---	---	---	---	---	---	2	---	---	2	---
Directair Inc.	1	---	---	---	---	1	---	1	---	---	---	--	---
Emerald Airlines	4	3	---	---	3	1	---	1	---	---	---	---	---
Empire Airlines	6	---	---	---	---	6	---	6	---	---	---	---	---
Finair Express Inc.	18	---	---	---	---	5	---	5	13	---	---	13	---
Fischer Bros Avn Inc.	5	---	---	---	---	5	---	5	---	---	---	---	---
Flamenco Airways	3	---	---	---	---	---	---	---	3	---	---	3	---
Flight Line Inc.	14	---	---	---	---	4	---	4	10	---	---	10	---
Frontier Flying Service	6	---	---	---	---	---	---	---	6	---	---	6	---
Golden Pacific Airlines	4	---	---	---	---	---	---	---	4	---	---	4	---
Grand Canyon Airlines Inc.	2	---	---	---	---	2	---	2	---	---	---	---	---

TABLE 5.11 (continued)

TOTAL AIRCRAFT IN OPERATION BY COMMUTER AIR TAXI OPERATORS, BY CARRIER, AND BY ENGINE TYPE: DECEMBER 1984

Name of Carrier	Total All Aircraft	Turbojet				Turboprop			Piston				Rotary
		Total	4-engine	3-engine	2-engine	Total	4-engine	2-engine	Total	4-engine	3-engine	2-engine	Wing
Great Lakes Aviation Ltd.	2	---	---	---	---	2	---	2	---	---	---	---	---
Green Hills Aviation	2	---	---	---	---	---	---	---	2	---	---	2	---
Gulf Air Transport	6	1	---	1	---	5	---	5	---	---	---	---	---
Gull Air, Inc.	21	---	---	---	---	4	---	4	17	---	---	17	---
Harbor Airlines	2	---	---	---	---	---	---	---	2	---	---	2	---
Ha-old's Air Service Inc.	3	---	---	---	---	1	---	1	2	---	---	2	---
Henson Aviation	19	---	---	---	---	19	5	14	---	---	---	---	---
Herman's Air Inc.	1	---	---	---	---	---	---	---	1	---	---	1	---
Holiday Airlines Inc.	3	---	---	---	---	2	---	2	1	---	---	1	---
Horizon Air	31	---	---	---	---	31	---	31	---	---	---	---	---
Huachuca Airlines Inc.	2	---	---	---	---	1	---	1	1	---	---	1	---
Imperial Commuter Airlines Inc.	9	---	---	---	---	9	---	9	---	---	---	---	---
Indian Wells Airline	2	---	---	---	---	---	---	---	2	---	---	2	---
J.I.B. Inc.	2	---	---	---	---	---	---	---	2	---	---	2	---
Key Airlines	7	5	---	5	---	2	---	2	---	---	---	---	---
L.A.B. Flying Service Inc.	4	---	---	---	---	---	---	---	4	---	---	4	---
Las Vegas Airlines Inc.	4	---	---	---	---	---	---	---	4	---	---	4	---
Lincoln Airlines Inc.	2	---	---	---	---	2	---	2	---	---	---	---	---
Mall Airways	9	---	---	---	---	6	---	6	3	---	---	3	---
Marco Island Airways	2	---	---	---	---	---	---	---	2	---	---	2	---
Mesa Aviation Service	3	---	---	---	---	3	---	3	---	---	---	---	---
Mesaba Aviation	9	---	---	---	---	9	---	9	---	---	---	---	---
Metro Airlines	21	---	---	---	---	21	---	21	---	---	---	---	---
Mid Pacific Airlines	11	---	---	---	---	11	---	11	---	---	---	---	---
Midstate Airlines	15	---	---	---	---	15	---	15	---	---	---	---	---
Midwest Aviation	2	---	---	---	---	---	---	---	2	---	---	2	---
Mississippi Valley	16	---	---	---	---	16	---	16	---	---	---	---	---
National Air	10	---	---	---	---	9	---	9	1	---	---	1	---
National Executive Airlines	6	---	---	---	---	---	---	---	6	---	---	6	---

TABLE 5.11 (continued)

TOTAL AIRCRAFT IN OPERATION BY COMMUTER AIR TAXI OPERATORS, BY CARRIER, AND BY ENGINE TYPE: DECEMBER 1984

Name of Carrier	Total All Aircraft	Turbojet				Turboprop			Piston				Rotary
		Total	4-engine	3-engine	2-engine	Total	4-engine	2-engine	Total	4-engine	3-engine	2-engine	Wing
New Air Inc.	9	---	---	---	---	7	---	7	2	---	---	2	---
New England Airlines	3	---	---	---	---	---	---	---	3	---	---	3	---
New York Airlines Inc.	20	20	---	---	20	---	---	---	---	---	---	---	---
North Pacific Airlines Inc.	4	---	---	---	---	---	---	---	4	---	---	4	---
Oklahoma Airways Inc.	1	---	---	---	---	---	---	---	1	---	---	1	---
Orion Air	45	45	12	25	8	---	---	---	---	---	---	---	---
Pam Pano Airways	6	---	---	---	---	3	---	3	3	---	---	3	---
Panorama Air Tour	14	---	---	---	---	---	---	---	14	---	---	14	---
Pee Dee Air Express	2	---	---	---	---	1	---	1	1	---	---	1	---
Pennsylvania Aviation Inc.	5	---	---	---	---	---	---	---	5	---	2	3	---
Pennsylvania Commuter	16	---	---	---	---	16	---	16	---	---	---	---	---
Phillips Michigan City Flying Service Inc.	4	---	---	---	---	---	---	---	4	---	---	4	---
Pilgrim Arlines	12	1	---	---	1	11	---	11	---	---	---	---	---
Pioneer Airways Inc.	11	---	---	---	---	11	---	11	---	---	---	---	---
Pocono Airlines	8	---	---	---	---	8	---	8	---	---	---	---	---
Princeville Airways	2	---	---	---	---	2	---	2	---	---	---	---	---
Providence Airlines Inc.	6	---	---	---	---	---	---	---	6	---	---	6	---
Puerto Rico Int'l Airlines	13	---	---	---	---	9	---	9	4	4	---	---	---
Ransome Airlines	12	---	---	---	---	12	8	4	---	---	---	---	---
Reeves Aviation, Inc.	4	---	---	---	---	---	---	---	4	---	---	4	---
Resort Air	4	---	---	---	---	4	---	4	---	---	---	---	---
Resorts Int.'l. Airways	3	---	---	---	---	---	---	---	---	---	---	---	3
Rio Airways	14	---	---	---	---	14	4	10	---	---	---	---	---
Rocky Mountain Airways	10	---	---	---	---	10	6	4	---	---	---	---	---
Ross Aviation, Inc	2	---	---	---	---	2	---	2	---	---	---	---	---
Royale Airline, Inc.	20	---	---	---	---	20	---	20	---	---	---	---	---
Royal American	2	---	---	---	---	2	2	---	---	---	---	---	---

TABLE 5.11 (continued)

TOTAL AIRCRAFT IN OPERATION BY COMMUTER AIR TAXI OPERATORS, BY CARRIER, AND BY ENGINE TYPE: DECEMBER 1984

Name of Carrier	Total All Aircraft	Turbojet				Turboprop			Piston				Rotary
		Total	4-engine	3-engine	2-engine	Total	4-engine	2-engine	Total	4-engine	3-engine	2-engine	Wing
Royal Hawiian Air Service	17	---	---	---	---	2	---	2	15	---	---	15	---
San Juan Airlines	12	---	---	---	---	3	---	3	9	---	---	9	---
Scenic Airlines	6	---	---	---	---	6	---	6	---	---	---	---	---
Scheduled Skyways Inc.	17	---	---	---	---	15	---	15	2	---	---	2	---
Sea Airmotive Inc.	19	---	---	---	---	18	---	18	---	---	---	---	1
SPO Helicopter Airlines	2	---	---	---	---	---	---	---	---	---	---	---	2
Simmons Airlines	20	---	---	---	---	20	---	20	---	---	---	---	---
Sky West Aviation	13	---	---	---	---	12	---	12	1	---	---	1	---
SMB Stage Lines	11	---	---	---	---	11	---	11	---	---	---	---	---
Southern Jersey Airlines	7	---	---	---	---	7	1	6	---	---	---	---	---
South Central Air Inc.	7	---	---	---	---	2	---	2	5	---	---	5	---
Sunbird Airlines Inc.	1	---	---	---	---	---	---	---	1	---	---	1	---
Sun Aire Airlines	15	---	---	---	---	15	---	15	---	---	---	---	---
Sun West Airlines	6	---	---	---	---	5	---	5	1	---	---	1	---
Susquenhanna Airlines	6	---	---	---	---	2	---	2	4	---	---	4	---
Tennessee Airways Inc.	6	---	---	---	---	4	---	4	2	---	---	2	---
Texas Int'l. Airlines Inc.	3	---	---	---	---	---	---	---	3	---	---	3	---
Trans Colorado Airlines	5	---	---	---	---	5	---	5	---	---	---	---	---
Transmidwest Airlines Inc.	3	---	---	---	---	---	---	---	3	---	---	3	---
Trans Missouri Airlines	2	---	---	---	---	---	---	---	2	---	---	2	---
Unalakleet Air Taxi	14	---	---	---	---	4	---	4	10	---	---	10	---
Valley Flying Service	3	---	---	---	---	---	---	---	3	---	---	3	---
Virgin Air, Inc.	8	---	---	---	---	---	---	---	8	---	---	8	---
Virgin Island Seaplane Shuttle Inc.	4	---	---	---	---	---	---	---	4	---	---	4	---
Walker's Cay Air Terminal	2	---	---	---	---	1	---	1	1	---	---	1	---
Westair	14	---	---	---	---	7	---	7	7	---	---	7	---
Wills Air	6	---	---	---	---	---	---	---	6	---	2	4	---
Wings West Airlines	13	---	---	---	---	13	---	13	---	---	---	---	---

TABLE 5.12

AIRCRAFT IN OPERATION BY COMMUTER AIR TAXI OPERATORS,

BY MANUFACTURER AND MODEL: DECEMBER 1979 - 1984

(MULTI-ENGINE AIRCRAFT IN PASSENGER OPERATIONS ONLY)

Aircraft Make and Model	1979	1980	1981	1982	1983	1984
TOTAL	495	836	967	1,110	1,143	1,132
Fixed Wing Total	495	836	965	1,105	1,134	1,120
Turbojet--total	---	9	14	45	53	92
4-engine	---	4	---	1	3	13
Boeing B707	---	---	---	---	1	1
Boeing B747	---	---	---	1	---	6
Douglas DC8	---	4	---	---	2	6
3-engine	---	---	7	20	20	34
Boeing B727	---	---	7	20	20	34
2-engine	---	5	7	24	30	45
British Aircraft BAC111	---	---	---	---	---	5
Cessna C500/501	---	---	1	2	1	1
Dassault MD20	---	---	---	2	---	---
Douglas DC9	---	3	5	18	24	34
Fokker F28	---	2	---	---	---	1
Grumman G1159	---	---	1	1	1	---
Lear Jet L23	---	---	---	1	---	---
Lear Jet L35	---	---	---	---	4	4
Turboprop--total	177	376	488	602	636	700
4-engine	5	8	18	32	32	31
DeHavilland DH7	5	8	17	29	29	29
Vickers Viscount V745	---	---	1	3	3	2
2-engine	172	368	470	570	604	669
Beech BE90	3	2	2	4	2	2
Beech BE99	50	82	101	107	95	79
Beech BE100	---	---	---	---	1	1
Beech BE200	1	1	2	2	4	3
Beech BE1900	---	---	---	---	---	17
Cessna C441	---	1	---	2	---	2
Construcciones Aeronauticas C212	---	2	15	16	28	27

TABLE 5.12 (continued)

AIRCRAFT IN OPERATION BY COMMUTER AIR TAXI OPERATORS,

BY MANUFACTURER AND MODEL: DECEMBER 1979 - 1984

(MULTI-ENGINE AIRCRAFT IN PASSENGER OPERATIONS ONLY)

Aircraft Make and Model	1979	1980	1981	1982	1983	1984
Convair CV580	2	12	22	24	26	22
Convair CV600/640	2	10	13	14	10	11
DeHavilland DHC6	56	90	88	89	94	97
DeHavilland DH104	1	---	---	---	---	---
Embraer EM110	4	34	66	81	65	68
Fairchild F27	---	1	9	7	17	20
Fairchild FH227	---	2	6	9	8	7
Fokker F27	---	1	---	4	7	14
GAF Nomad N22	---	9	2	2	---	---
GAF Nomad N24	1	---	---	---	---	---
Grumman G159	---	9	13	14	14	11
Gulf Stream G73	---	---	1	4	4	---
Hadker Siddeley HS748	---	---	---	4	5	2
Handley-Page HP137	8	8	5	4	2	3
Israel Aircraft						
Arava 101B	---	---	2	3	---	---
Mitsubishi MU-2	---	---	---	---	2	1
Nihon YS11	---	---	5	11	14	14
Nord ND262	9	8	8	8	5	9
Nord STC262	4	4	7	7	4	5
Piper PA31T	---	---	1	1	6	7
Rockwell AC690	---	---	---	---	1	4
Scottish Aviation SA340A	---	---	---	---	---	3
Short SD3	---	29	34	46	60	72
Short SC7	---	2	2	2	1	1
Short SD330	7	---	---	---	---	---
Swearingen SA26	1	---	---	---	---	---
Swearingen SA226	23	61	62	79	74	97
Swearingen SA227	---	---	4	26	55	70
Piston--total	318	451	463	458	445	328
4-engine	4	24	22	18	11	4
DeHavilland DH114	4	24	21	17	11	4
Douglas DC4	---	---	1	1	---	---
3-engine	---	---	---	---	1	4
Britten Norman BN2A MKIII	---	---	---	---	1	4

TABLE 5.12 (continued)

AIRCRAFT IN OPERATION BY COMMUTER AIR TAXI OPERATORS,

BY MANUFACTURER AND MODEL: DECEMBER 1979 - 1984

(MULTI-ENGINE AIRCRAFT IN PASSENGER OPERATIONS ONLY)

Aircraft Make and Model	1979	1980	1981	1982	1983	1984
2-engine	313	427	441	440	433	320
Aero Commander AC500	1	3	1	1	2	---
Aero Commander AC680	2	3	1	1	---	---
Beech BE18	18	10	13	11	17	12
Beech BE55	3	2	2	2	1	---
Beech BE58	---	3	3	5	6	8
Beech BE65	2	1	4	2	3	---
Beech BE76	---	---	---	1	---	1
Beech BE80	1	2	---	---	---	8
Beech BE95	1	1	1	---	---	---
Beech STC18	---	3	---	---	---	---
Britten-Norman BN2	11	31	31	33	29	27
Cessna C207	---	---	---	1	---	---
Cessna C-T210	---	---	---	---	1	---
Cessna C310	11	7	5	4	3	2
Cessna C320	---	---	---	---	---	1
Cessna C337	2	---	---	---	---	---
Cessna C340	2	2	1	---	---	---
Cessna C401	---	2	---	2	---	---
Cessna C402	92	115	130	128	150	99
Cessna C404	17	20	17	22	8	4
Cessna C411	1	1	1	---	---	1
Cessna C414	2	1	3	---	1	1
Cessna C421	---	1	---	1	---	1
Convair CV240	---	3	7	6	3	9
Convair CV340	---	1	2	1	3	1
Convair CV440	---	5	4	3	1	1
Curtiss-Wright CW46	---	1	1	1	1	---
DeHavilland DH104	---	---	2	---	---	---
DeHavilland DH114	---	---	---	---	---	2
Douglas DC3	2	20	21	19	22	4
Dornier DO28	1	1	2	---	---	---
Grumman G21	1	6	1	3	---	2
Grumman G73	---	4	1	5	5	5
Grumman G111	---	---	---	2	4	---
Gulf Stream G44	---	---	1	1	1	1
Martin M404	---	11	11	11	12	---

TABLE 5.12 (continued)

AIRCRAFT IN OPERATION BY COMMUTER AIR TAXI OPERATORS,

BY MANUFACTURER AND MODEL: DECEMBER 1979 - 1984

(MULTI-ENGINE AIRCRAFT IN PASSENGER OPERATIONS ONLY)

Aircraft Make and Model	1979	1980	1981	1982	1983	1984
Piper PA23	15	26	19	18	16	10
Piper PA28	---	---	---	---	7	---
Piper PA30	2	2	2	2	2	1
Piper PA31	112	126	138	136	119	107
Piper PA34	10	12	15	16	15	11
Piper PA44	1	1	1	1	1	1
Piper PA600/PA601P	3	---	---	1	---	---
Rotary Wing total	---	---	2	5	9	12
Turbine	---	---	2	5	9	12
Bell Helicopter HB206	---	---	2	1	5	5
Bell Helicopter HB212	---	---	---	1	1	1
Bell Helicopter HB222	---	---	---	3	---	---
Sikorsky SKS61	---	---	---	---	---	3
Westland WL30	---	---	---	---	3	3

TABLE 5.13

TOTAL AIRCRAFT IN OPERATION BY AIR TAXI OPERATORS,

BY CARRIER, AND BY ENGINE TYPE: DECEMBER 1984

(LARGE AIRCRAFT ONLY)

Name of Carrier	Total all Aircraft	Turbojet				Turboprop			Piston		
		Turbojet Total	4-engine	3-engine	2-engine	Turboprop Total	4-engine	2-engine	Piston Total	4-engine	2-engine
TOTAL	95	22	4	5	13	38	2	36	35	3	32
Aero Virgin Island	3	---	---	---	---	---	---	---	3	---	3
Air Cargo America	12	---	---	---	---	---	---	---	12	---	12
Apollo Airways Inc.	7	---	---	---	---	7	---	7	---	---	---
Basler Flight Service	6	---	---	---	---	---	---	---	6	---	6
Carribbean Air Service	4	---	---	---	---	4	---	4	---	---	---
Century Airlines	3	---	---	---	---	---	---	---	3	---	3
Consolidated Airways	1	---	---	---	---	1	---	1	---	---	---
DHL Cargo	3	---	---	---	---	---	---	---	3	3	---
Florida Airmotive	3	---	---	---	---	---	---	---	3	---	3
Interstate Airlines Inc.	11	9	4	5	---	2	2	---	---	---	---
Jet Fleet Corporation	1	1	---	---	1	---	---	---	---	---	---
Sierra Pacific Airlines	5	---	---	---	---	5	---	5	---	---	---
Skybird Aviation Inc.	1	1	---	---	1	---	---	---	---	---	---
Southern Flyer	2	---	---	---	---	---	---	---	2	---	2
Surburban Airlines Inc.	8	---	---	---	---	8	---	8	---	---	---
Trans Florida Airlines	3	---	---	---	---	---	---	---	3	---	3
V.A. Deverian	15	11	---	---	11	4	---	4	---	---	---
Viking Int'l Airlines	5	---	---	---	---	5	---	5	---	---	---
Wise Air	2	---	---	---	---	2	---	2	---	---	---

TABLE 5.14

AIRCRAFT IN OPERATION BY AIR TAXI OPERATORS BY

MANUFACTURER AND MODEL: December 1978 - 1984

(LARGE AIRCRAFT ONLY)

Aircraft Make and Model	1978	1979	1980	1981	1982	1983	1984
TOTAL	334	344	135	117	105	77	95
Fixed-wing--total	334	343	133	115	105	77	95
Turbojet--total	96	52	29	22	36	13	22
4-engine--total	---	2	---	---	---	---	4
Boeing B720	---	1	---	---	---	---	---
Boeing B707	---	1	---	---	---	---	---
Douglas DC8	---	---	---	---	---	---	4
3-engine--total	9	---	---	16	21	12	5
Boeing B727	9	---	---	16	21	12	5
2-engine--total	87	50	29	6	15	1	13
British Aircraft Corp. BAC-111	---	---	---	---	---	1	1
Cessna C500	---	4	---	---	---	---	---
Canadair CL600	---	---	---	---	1	---	---
Dassault MD10	---	---	---	---	---	---	2
Dassault MD20	45	12	10	3	5	---	5
DeHavilland DH125	1	---	---	---	---	---	---
Douglas DC9	1	---	---	---	---	---	---
Grumman G1159	6	6	5	2	1	---	1
Hamburger/Flugzenbau HR320	6	4	---	---	---	---	---

Aircraft Make and Model	1978	1979	1980	1981	1982	1983	1984
Hawker SiddeleyHS125	---	---	---	---	2	---	---
Israel Aircraft 1123	1	1	---	---	---	---	---
Israel Aircraft 1124	1	1	1	---	1	---	---
Learjet LR23	1	3	---	---	---	---	---
Learjet LR24	---	2	1	---	---	---	---
Learjet LR25	13	5	7	1	---	---	---
Learjet LR35	8	4	3	---	3	---	4
Learjet LR55	---	---	---	---	1	---	---
Rockwell Int'l NA265	4	2	2	---	1	---	---
Sud Aviation SE210	---	6	---	---	---	---	---
Turboprop--total	58	140	37	32	34	36	38
4-engine--total	7	---	---	---	---	5	2
DeHavilland DHC7	1	---	---	---	---	---	---
Lockheed L188	6	---	---	---	---	5	2
2-engine--total	51	140	37	32	34	31	36
Beech B99	---	35	---	---	---	3	5
Beech B100	---	---	---	---	---	---	1
Beech B200	---	3	---	---	---	---	3
Beech STC18	---	---	---	---	1	1	1
Convair CV580	12	23	11	11	6	6	5
Convair CV600	4	9	2	3	2	2	2
Convair CV640	---	---	---	---	2	2	2

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TABLE 5.14 (continued)

AIRCRAFT IN OPERATION BY AIR TAXI OPERATORS BY

MANUFACTURER AND MODEL: December 1978 - 1984

(LARGE AIRCRAFT ONLY)

Aircraft Make and Model	1978	1979	1980	1981	1982	1983	1984
DeHavilland DH6	---	4	3	2	5	2	1
DeHavilland DH104	---	1	---	---	---	---	
Embraer EMB110	---	---	---	---	2	2	---
Fairchild Fa27	---	3	---	---	---	---	1
GAF Nomad N22	---	---	---	1	---	---	---
Grumman G159	7	14	6	3	4	1	1
Handley-Page HP137	---	5	5	5	6	6	7
Nihon YS11	---	6	5	2	---	---	---
Nord ND262	20	11	---	---	---	---	---
Piper PA 31T	---	---	---	---	---	---	1
Short SD3/SD330	8	13	5	5	6	6	6
Swearingen SA226	---	13	---	---	---	---	---
Piston--total	180(r)	151(r)	67	61	35	28	35
4-engine--total	4(r)	6	4	5	4	4	3
Douglas DC4	2	---	1	1	---	---	---
Douglas DC6	2	3	3	4	4	4	3
DeHavilland DH114	---	3	---	---	---	---	---
2-engine--total	176(r)	145(r)	63	56	31	24	32
Beech BE18	---	---	1	5	---	1	---

Aircraft Make and Model	1978	1979	1980	1981	1982	1983	1984
Britten-Norman BN2	---	---	---	4	---	---	---
Cessna C402	---	1	---	1	1	---	12
Convair CV240	2	1	1	2	2	3	3
Convair CV340/440	22	15	12	11	1	3	---
Curtiss-Wright CW46	5	6	6	4	2	2	---
DeHavilland DH4	1	1	1	---	---	---	---
Douglas DC3	130	77	38	26	24	15	17
Martin M404	16	20	3	---	---	---	---
Piper PA23	---	3	---	---	---	---	---
Piper PA31	---	10	---	3	1	---	---
Piper 600AS	---	11	1	---	---	---	---
Rotary wing--total	---	1	2	2	---	---	---
Turbine--total	---	1	2	2	---	---	---
Kawasaki KV107	---	1	2	---	---	---	---
Sikorsky	---	---	---	2	---	---	---

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TABLE 5.15

TOTAL AIRCRAFT IN OPERATION BY AIR CARGO ALL SERVICE OPERATORS,

BY CARRIER, AND BY ENGINE TYPE: DECEMBER 1984

(LARGE AIRCRAFT ONLY)

Name of Carrier	Total all Aircraft	Turbojet				Turboprop			Piston		
		Turbojet Total	4-engine	3-engine	2-engine	Turboprop Total	4-engine	2-engine	Piston Total	4-engine	2-engine
TOTAL	162	100	12	74	14	33	2	31	29	13	16
Airborne Express	27	14	---	---	14	13	---	13	---	---	---
Air Express Int'l.	2	---	---	---	---	2	2	---	---	---	---
Bo-S-Air Air'l	8	---	---	---	---	---	---	---	8	---	8
Federal Express	61	61	---	61	---	---	---	---	---	---	---
General Aviation, Inc.	14	---	---	---	---	8	---	8	6	---	6
Int'l. Air Service	2	2	---	2	---	---	---	---	---	---	---
Northern Air Cargo	9	---	---	---	---	---	---	---	9	7	2
Pacific Alaska Airlines	2	---	---	---	---	2	---	2	---	---	---
Rosenbalm Aviation	12	12	12	---	---	---	---	---	---	---	---
Ryan Aviation, Inc.	11	11	---	11	---	---	---	---	---	---	---
Summit Airlines	8	---	---	---	---	8	---	8	---	---	---
Trans Continential Airlines	6	---	---	---	---	---	---	---	6	6	---

TABLE 5.16

AIRCRAFT IN OPERATION BY ALL CARGO AIR SERVICE

OPERATORS, BY MANUFACTURER AND MODEL:
DECEMBER 1979 - 1984

(LARGE AIRCRAFT ONLY)

Aircraft Make and Model	1979	1980	1981	1982	1983	1984
TOTAL	93	146	152	155	137	162
Turbojet--total	60	76	82	87	86	100
4-engine	8	7	8	8	8	12
Douglas DC8	8	7	8	8	8	12
3-engine	15	24	40	53	57	74
Boeing B727	15	21	36	49	50	61
Douglas DC10	---	3	4	4	7	11
Lockheed L1011	---	---	---	---	---	2
2-engine	37	45	34	26	21	14
Boeing B737	5	5	0	0	---	---
Dassault MD20	32	32	24	16	9	---
Douglas DC9	---	---	6	8	11	14
Sud Aviation SE210	---	5	2	2	1	---
Sud Aviation SN601	---	3	2	---	---	---
Turboprop--total	14	24	29	31	22	33
4-engine	9	9	10	10	---	2
Canadair CL44	---	1	2	2	---	2
Lockheed L188	9	8	8	8	---	---
2-engine	5	15	19	21	22	31
Convair CV580	5	5	5	5	7	8
Fairchild F27	---	2	1	3	2	1
Fairchild FH227	---	---	---	---	---	1
Gulfstream American GAG159	---	---	---	---	---	8
Ninon YS11	---	8	13	13	13	13
Piston--total	19	46	41	37	29	29
4-engine	3	20	17	17	13	13
Douglas DC4	3	3	2	2	1	---
Douglas DC6	---	17	15	15	12	13
2-engine	16	26	24	20	16	16
Beach BE18	---	2	2	3	3	3
Cessna C500	---	5	---	---	---	---
Convair C240	---	---	3	3	4	3
Convair CV440	7	8	9	8	2	3
Curtis Wright C46	---	3	3	---	---	---
Douglas DC3	9	6	5	5	5	5
Fairchild C82	---	2	2	1	2	0
Piper PA31	---	---	---	---	---	2

TABLE 5.17

AIRCRAFT IN OPERATION BY AIR TRAVEL CLUBS BY

CARRIER AND BY ENGINE TYPE:

DECEMBER 1984

(LARGE AIRCRAFT ONLY)

Name of Carrier	Total Aircraft	Turbojet			Turboprop		Piston	
		4-engine	3-engine	2-engine	4-engine	2-engine	4-engine	2-engine
TOTAL	21	--	--	21	--	--	--	--
America West Airlines Inc.	21	--	--	21	--	--	--	--

TABLE 5.18

AIRCRAFT IN OPERATION BY TRAVEL CLUBS,

BY MANUFACTURER AND MODEL:

DECEMBER 1979 - 1984

(LARGE AIRCRAFT ONLY)

Aircraft Make and Model	1979	1980	1981	1982	1983	1984
TOTAL	15	12	11	3	10	21
Turbojet--total	12	9	10	2	10	21
4-engine	12	9	9	1	--	--
Boeing B707	--	2	4	--	--	--
Boeing B720	4	2	1	--	--	--
Convair CV30	6	5	4	1	--	--
Douglas DC8	2	--	--	--	--	--
3-engine	--	--	1	1	--	--
Boeing B727	--	--	1	1	--	--
2-engine	--	--	--	--	10	21
Boeing B737	--	--	--	--	10	21
Turboprop--total	3	3	1	1	--	--
4-engine	3	3	1	1	--	--
Lockheed L188	3	3	1	1	--	--

VI. U.S. CIVIL AIR CARRIER FLEET--OPERATING DATA

The air carrier data contained in this chapter were obtained from the following sources published by the Research & Special Programs Administration of the Department of Transportation.

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

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

Beginning with the January 1981 issue of the RSPA (formerly CAB) publication "Air Carrier Traffic Statistics" new carrier groupings have been established. The changing nature of airline operations under deregulation necessitated a re-evaluation and restructuring of air carrier groupings for statistical and financial data aggregation and analysis. The RSPA (formerly CAB) sanctioned the elimination of the pre-deregulation or historical carrier groupings and adopted newly defined groupings based on size, as measured by total operating revenue as listed below.

Carrier Groups	Carriers with Annual Operating Revenues of:
Majors	$1,000,000,000+
Nationals	$75,000,000 - $1,000,000,000
Large Regionals	$10,000,000 - $74,999,999
Medium Regionals	0 - $9,999,999 (or that operate only small aircraft with 60 seats or less, or 18,000 pounds maximum payload or less)

The data herein are classified in two broad operational categories: namely "domestic" and "international". Beginning January 1, 1981, "domestic" encompasses operations within and between the 50 states of the United States, the District of Columbia, the Commonwealth of Puerto Rico and

the Virgin Islands. It also encompasses Canadian transborder operations and for certain carriers, Mexican transborder operations. All other categories are considered "international". For periods prior to January 1, 1981, the data are classified in this same manner, except statistics for Puerto Rico and Virgin Islands operations are included in the international category rather than the domestic.

All changes are stated on a percentage basis, including those relating to load factors. Changes in the magnitude of 1,000 or more are shown as 999.9*. Changes relating to computed items (averages, load factors, etc.) are calculated from computations refined to more decimal places than are shown in this report.

TABLE 6.1

TRAFFIC DATA, ALL SERVICES (SCHEDULED AND NONSCHEDULED)
OF THE CERTIFICATED ROUTE AIR CARRIERS
1983 AND 1984

Traffic Category	Total All Services		Total Domestic Service		Total International	
	1983 (R)	1984(P)	1983 (R)	1984 (P)	1983 (R)	1984 (P)
Revenue Passenger Miles Flown (000)	295,143,775	318,129,941	232,164,952	249,670,173	61,823,284	66,934,716
Available Seat Miles (000)	480,977,020	531,565,870	386,137,903	430,699,434	93,509,888	99,098,204
Revenue Passenger Enplanements (000)	324,688	349,946	299,678	323,615	24,528	25,678
Revenue Ton Miles Flown (000)*	38,011,227	41,105,321	28,271,465	30,435,343	9,624,208	10,517,476
Passenger	29,514,319	31,813,013	23,216,516	24,967,041	6,182,249	6,693,467
Freight	6,950,651	7,613,310	3,929,980	4,247,769	3,020,671	3,365,541
Express	66,177	62,395	59,584	61,265	6,593	1,130
U.S. Mail	1,449,824	1,581,331	1,062,502	1,157,330	387,322	424,001
Foreign Mail	30,258	35,264	2,885	1,932	27,373	33,332
Revenue Aircraft Miles Flown (000)	2,922,583	3,241,068	2,552,942	2,854,299	362,994	378,165

* Details may not add to total due to rounding.
(P) Preliminary
(R) Revised

TABLE 6.2

REVENUE AIRCRAFT DEPARTURES, MILES AND HOURS FLOWN, AND AVERAGE SPEED IN ALL DOMESTIC SERVICES OF THE CERTIFICATED ROUTE AIR CARRIERS 1975 - 1984

Year	Revenue Aircraft Departures[1]	Revenue Aircraft Miles Flown (000)	Revenue Aircraft Hours Flown	Average Airborne Speed (Miles Per Hour)
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	5,232,381	2,471,401	6,090,313	406
1980	5,222,879	2,523,375	6,247,795	404
1981	5,099,380	2,442,294	6,080,401	402
1982	4,860,482	2,442,292	5,962,431	410
1983 (R)	4,920,125	2,552,942	6,174,957	413
1984 (P)	5,304,710	2,854,299	6,897,513	414

[1] Revenue Aircraft Departures figures prior to 1977 do not include nonscheduled services.

(R) Revised.

(P) Preliminary.

TABLE 6.3

REVENUE AIRCRAFT DEPARTURES, MILES AND HOURS FLOWN, AND AVERAGE SPEED IN ALL INTERNATIONAL SERVICES OF THE CERTIFICATED ROUTE AIR CARRIERS 1975 - 1984

Year	Revenue Aircraft Departures[1]	Revenue Aircraft Miles Flown (000)	Revenue Aircraft Hours Flown	Average Airborne Speed (Miles Per Hour)
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	253,821	387,737	788,598	492
1980	256,415	400,791	819,518	489
1981	229,661	356,270	729,827	488
1982	233,726	362,183	739,820	490
1983 (R)	243,029	362,994	740,896	490
1984 (P)	235,017	378,165	769,302	492

[1] Revenue Aircraft Departures figures prior to 1977 do not include nonscheduled services.

(R) Revised.

(P) Preliminary.

TABLE 6.4

TOTAL TON-MILES AVAILABLE IN ALL SERVICES OF THE UNITED STATES AIR CARRIERS: 1975 - 1984

(Thousands of Ton-Miles)

Year	Certificated Route Air Carriers		
	Total[1] Services	Domestic Services	International Services
1975	49,288,695	36,511,214	12,777,481
1976	51,708,842	38,819,097	12,889,745
1977	54,789,077	41,412,289	13,376,788
1978	56,869,894	43,557,208	13,312,686
1979	62,545,477	47,339,854	15,205,593
1980	66,162,896	49,396,481	16,763,237
1981	64,244,767	48,669,968	15,574,092
1982	65,769,930	49,757,601	16,012,329
1983 (R)	68,778,295	52,724,653	15,920,720
1984 (P)	75,940,114	58,648,175	17,115,116

[1] Categories may not add to total due to rounding.

(P) Preliminary.

(R) Revised.

TABLE 6.5

REVENUE TON-MILES FLOWN IN ALL SERVICES BY
CERTIFICATED ROUTE AIR CARRIERS
OF THE UNITED STATES: 1975 - 1984

(Thousands of Tons)

Year	Certificated Route Air Carriers		
	Total[1]	Domestic Operations	International Operations
1975	25,533,743	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	34,550,392	25,676,130	8,874,792
1980	34,655,519	24,964,909	9,689,068
1981	33,923,495	24,801,224	9,122,094
1982	35,050,938	25,838,708	9,212,230
1983 (R)	38,011,227	28,271,465	9,624,208
1984 (P)	41,105,321	30,435,343	10,517,476

[1] Categories may not add to total due to rounding.
(P) Preliminary.
(R) Revised.

TABLE 6.6

PASSENGER OPERATIONS IN SCHEDULED DOMESTIC SERVICE
OF THE CERTIFICATED ROUTE AIR CARRIERS
1975 - 1984

Year	Revenue Passenger Enplanements (000)	Revenue Passenger Miles (000)	Available Seat-Miles (000)	Revenue Passenger Load Factor[1]	Average On-Line Passenger Trip Length (Miles)	Average Passenger Revenue Per Passenger Miles (Cents)
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	208,890,884	332,796,130	62.8	714	8.93
1980	272,829	200,829,303	346,028,272	58.0	736	11.49
1981	265,304	198,714,755	346,171,952	57.4	749	12.74
1982	274,342	210,149,315	359,527,716	58.5	766	12.21
1983 (R)	296,721	226,908,925	379,150,158	59.8	765	12.13
1984 (P)	319,650	243,104,021	421,308,845	57.7	761	12.93

[1] Percent revenue passenger-miles of available seat-miles.

(P) Preliminary.

(R) Revised.

TABLE 6.7

PASSENGER OPERATIONS IN SCHEDULED INTERNATIONAL SERVICE
OF THE CERTIFICATED ROUTE AIR CARRIERS
1975 - 1984

Year	Revenue Passenger Enplanements (000)	Revenue Passenger Miles (000)	Available Seat-Miles (000)	Revenue Passenger Load Factor (Percent)[1]	Average On-Line Passenger Trip Length (Miles)	Average Passenger Revenue Per Passenger Miles (Cents)
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	53,132,491	83,330,299	63.8	2,199	7.66
1980	24,074	54,362,811	86,506,831	62.8	2,258	8.78
1981	20,672	50,173,046	78,725,278	63.7	2,427	9.46
1982	19,760	49,494,555	80,591,490	61.4	2,505	9.57
1983 (R)	21,917	54,920,223	85,387,821	64.3	2,506	10.21
1984 (P)	23,614	61,354,706	92,701,184	66.2	2,598	9.85

[1] Percent revenue passenger-miles of available seat-miles.

(P) Preliminary.

(R) Revised.

TABLE 6.8

REVENUE AIRCRAFT-MILES FLOWN IN ALL SERVICES
OF CERTIFICATED ROUTE CARRIERS: 1975 - 1984

Thousands of Tons

Year	Total[1]	Domestic Operations	International Operations
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	2,859,138	2,471,401	387,737
1980	2,924,234	2,523,375	400,791
1981	2,703,219	2,442,294	356,270
1982	2,804,475	2,442,292	362,183
1983 R)	2,922,583	2,552,942	362,994
1984 (P)	3,241,068	2,854,299	378,165

1 Details may not add to total due to rounding.

(P) Preliminary.

(R) Revised

TABLE 6.9

OPERATING REVENUE OF DOMESTIC OPERATORS,
CERTIFICATED ROUTE AIR CARRIERS
1975 - 1984
(Thousands of Dollars)

Year	Total Operating Revenues[1]		Passenger		U.S. Mail (Including Subsidy)		Express and Freight		Excess Baggage		Other	
	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent
1975	12,020,059	100.0	10,123,503	84.2	252,750	2.1	781,638	6.5	18,869	0.2	843,298	7.0
1976	13,898,501	100.0	11,855,266	85.3	294,175	2.1	932,958	6.7	11,014	0.2	794,610	5.7
1977	15,822,428	100.0	13,489,111	85.3	355,117	2.2	1,085,888	6.9	20,913	0.1	871,129	5.5
1978	18,189,473	100.0	15,508,727	85.3	335,525	1.8	1,326,842	7.3	22,900	0.1	995,474	5.5
1979	21,652,405	100.0	18,719,830	86.5	415,737	1.9	1,455,828	6.7	27,681	0.1	1,033,313	4.8
1980	26,403,576	100.0	23,081,487	87.4	529,572	2.0	1,552,836	5.9	32,168	0.1	1,207,184	4.6
1981	28,787,566	100.0	25,504,233	88.6	590,746	2.1	1,659,182	5.8	36,101	0.1	997,305	3.4
1982	28,727,699	100.0	25,439,640	88.6	571,822	2.0	1,505,035	5.2	42,045	0.1	1,169,148	4.1
1983(R)	31,014,393	100.0	27,519,079	88.7	537,234	1.7	1,601,895	5.2	51,967	0.2	1,304,221	4.2
1934(P)	35,373,470	100.0	31,429,296	88.8	555,224	1.6	1,707,172	4.8	70,025	0.2	1,611,753	4.6

[1] Details may not add to total due to rounding.
(P) Preliminary
(R) Revised

TABLE 6.10

OPERATING EXPENSES OF DOMESTIC OPERATORS,
CERTIFICATED ROUTE AIR CARRIERS
1975 - 1984
(Thousands of Dollars)

	Total Operating Expenses[1]		Aircraft Operating Expenses						Ground and Indirect Expense		Net Operating Income or Loss Amount
			Flight Operations		Maintenance Flight Equipment		Depreciation and Amortization Flight Equipment and Other				
	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent	
1975	11,902,956	100.0	3,919,059	32.9	1,610,751	13.5	891,217	7.5	5,481,929	46.1	117,103
1976	13,323,961	100.0	4,448,117	33.4	1,815,748	13.6	927,031	7.0	6,133,066	46.0	574,541
1977	15,165,899	100.0	5,287,884	34.9	2,001,329	13.2	966,846	6.5	6,909,839	45.5	656,529
1978	17,171,530	100.0	5,669,021	33.0	2,154,909	12.5	1,230,885	7.2	8,116,715	47.3	1,017,943
1979	21,522,972	100.0	7,998,440	37.2	2,457,497	11.4	1,372,944	6.4	9,693,961	45.0	129,433
1980	26,409,238	100.0	11,029,423	41.8	2,757,663	10.4	1,560,312	5.9	11,061,841	41.9	-5,662
1981	29,051,130	100.0	12,036,704	41.4	2,821,933	9.7	1,723,406	5.9	12,469,087	42.9	-263,564
1982	29,478,115	100.0	11,529,364	39.1	2,709,440	9.2	1,876,106	6.4	13,363,206	45.3	-750,416
1983(R)	31,185,661	100.0	11,370,479	36.5	2,877,991	9.2	2,107,283	6.8	14,829,909	47.6	-171,268
1984(P)	33,786,840	100.0	12,150,658	36.0	3,172,691	9.4	2,221,069	6.6	16,242,422	48.1	1,586,630

[1] Details may not add to total due to rounding.
(P) Preliminary
(R) Revised

TABLE 6.11

OPERATING REVENUE OF INTERNATIONAL OPERATORS,
CERTIFICATED ROUTE AIR CARRIERS
1975 - 1984
(Thousands of Dollars)

Year	Total Operating Revenues[1]		Passenger		U.S. Mail (Including Subsidy)		Express and Freight		Excess Baggage		Other	
	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent
1975	3,336,267	100.0	2,230,081	66.9	114,449	3.4	528,168	15.8	25,476	0.8	438,092	13.1
1976	3,604,687	100.0	2,410,987	66.9	103,981	2.9	564,257	15.7	27,259	0.7	498,204	13.8
1977	4,103,943	100.0	2,785,706	67.9	103,430	2.5	632,657	15.4	20,797	0.5	561,355	13.7
1978	4,702,663	100.0	3,305,236	70.3	107,903	2.3	660,040	14.0	20,020	0.4	610,168	13.0
1979	5,574,590	100.0	4,071,862	73.0	119,948	2.2	755,492	13.6	22,743	0.4	604,546	10.8
1980	6,543,033	100.0	4,777,026	73.0	163,204	2.5	875,682	13.4	24,749	0.4	702,372	10.7
1981	6,390,140	100.0	4,916,469	77.0	165,467	2.6	984,474	15.4	24,654	0.4	299,075	4.7
1982	6,434,904	100.0	4,959,347	77.1	176,930	2.8	989,620	15.4	25,358	0.4	283,448	4.4
1983(R)	7,163,275	100.0	5,604,902	78.2	152,455	2.1	999,405	14.0	23,012	0.3	383,502	5.4
1984(P)	7,871,843	100.0	6,046,211	76.8	157,703	2.0	1,169,001	14.9	27,447	0.3	471,482	6.0

1 Details may not add to total due to rounding.
(P) Preliminary.
(R) Revised.

TABLE 6.12

OPERATING EXPENSES OF INTERNATIONAL OPERATORS,
CERTIFICATED ROUTE AIR CARRIERS
1975 - 1984
(Thousands of Dollars)

	Total Operating Expenses[1]		Aircraft Operating Expenses						Ground and Indirect Expense		Net Operating Income or Loss Amount
			Flight Operations		Maintenance Flight Equipment		Depreciation and Amortization Flight Equipment and Other				
	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent	
1975	3,325,667	100.0	1,175,245	35.3	392,334	11.8	225,436	6.8	1,532,652	46.1	10,599
1976	3,457,412	100.0	1,215,273	35.2	398,914	11.5	205,169	5.9	1,638,057	47.4	147,275
1977	3,852,413	100.0	1,303,202	33.8	449,868	11.7	253,164	6.6	1,846,180	47.9	251,530
1978	4,355,044	100.0	1,351,126	31.0	498,483	11.5	323,352	7.4	2,182,082	50.1	347,620
1979	5,505,332	100.0	1,960,372	35.6	571,215	10.4	351,700	6.4	2,662,043	47.6	69,258
1980	6,765,623	100.0	2,775,331	41.0	615,982	9.1	385,396	5.7	2,988,914	44.2	-222,590
1981	6,574,441	100.0	2,756,877	42.0	539,605	8.2	382,367	5.9	2,895,591	44.0	-184,300
1982	6,451,807	100.0	2,596,134	40.2	511,795	7.9	396,159	6.1	2,947,719	45.7	-17,103
1983(R)	6,692,776	100.0	2,490,076	37.2	547,741	8.2	388,708	5.8	3,266,252	48.8	470,499
1984(P)	7,378,228	100.0	2,607,620	35.3	655,755	8.9	445,240	6.0	3,669,613	49.7	493,615

1 Details may not add to total due to rounding.
(P) Preliminary.
(R) Revised.

VII. U.S. CIVIL 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—one that was issued within the last 25 months.

TABLE 7.1

ESTIMATED ACTIVE PILOT CERTIFICATES HELD: DECEMBER 1975 - 1984

Category	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984
Pilot--Total	728,187	744,246	783,932	798,833	814,667	827,071	764,182	733,255	718,004	722,376
Student	176,978	188,801	203,510	204,874	210,180	199,833	179,912	156,361	147,197	150,081
Private	305,863	309,005	327,424	337,644	343,276	357,479	328,562	322,094	318,643	320,006
Commercial	189,342	187,801	188,763	185,833	182,097	183,442	168,580	165,093	159,095	155,929
Airline Transport	42,592	45,072	50,149	55,881	63,652	69,569	70,311	73,471	75,938	79,192
Helicopter (only)	4,932	4,804	4,819	4,874	5,218	6,030	6,453	7,034	7,237	7,532
Glider (only)[1]*	5,348	5,789	6,208	6,541	6,796	7,039	7,388	7,842	8,157	8,390
Lighter-than-air[1]*	3,132	2,974	3,059	3,186	3,448	3,679	2,976	1,360	1,337	1,166
Nonpilot--Total	323,934	334,681	348,584	362,350	377,213	393,486	398,368	420,595	432,890	447,462
Mechanic[1]	205,436	212,303	220,768	228,743	237,611	250,157	262,705	277,436	288,335	290,828
Parachute Rigger[1]	8,327	8,718	8,994	9,200	9,381	9,547	9,716	9,893	10,074	10,194
Ground Instructor[1]	51,365	53,464	55,717	57,738	59,680	61,550	63,246	65,004	66,385	67,463
Dispatcher[1]	5,741	5,838	5,972	6,161	6,446	6,799	7,094	7,580	8,223	8,900
Control Tower Operator	23,956	24,584	25,107	25,388	25,232	25,130	15,528 [a]	20,934	19,691	20,660
Flight Navigator	2,321	2,214	2,155	2,092	1,994	1,936	1,785	1,695	1,636	1,603
Flight Engineer	26,788	27,560	29,871	33,028	36,869	38,367	38,294	38,053	38,546	40,534
Flight Instructor Certificates**	44,777	46,236	49,362	52,201	54,398	60,440	57,523	62,492	62,281	61,173
Instrument Ratings[2]**	203,954	211,364	226,334	236,312	247,096	260,461	252,535	255,073	254,271	256,584

* 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.

** "Flight Instructor Certificates" and "Instrument Ratings" totals ARE NOT included in the "Nonpilot--Total".

1 No medical examination required. Number represents all certificates on record.

2 Special ratings shown on pilot certificates, i.e., do not indicate additional certificates.

a Does not include approximately 15,000 air traffic controllers. Their medical certificates are no longer processed by the Civil Aeromedical Institute (CAMI). They are being processed by a separate system, and will be included in future counts.

Estimated: 1980 is based on a 27-month criteria only. Other years are based on a 25-month criteria.

TABLE 7.2

ESTIMATED ACTIVE WOMEN PILOT CERTIFICATES HELD: DECEMBER 1975 - 1984

Category of Certificates Held	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984
Pilot--Total	37,934	41,643	47,294	49,874	51,733	52,902	47,721	45,305	43,648	44,339
Student	19,600	22,254	25,705	26,354	26,714	26,006	22,591	19,958	18,696	19,435
Private	14,952	15,838	17,702	19,267	20,275	21,554	19,602	19,388	18,801	18,616
Commercial	2,733	2,857	3,090	3,306	3,618	3,993	4,101	4,257	4,281	4,232
Airline Transport	137	160	193	270	361	480	584	749	884	1,832
Helicopter (only)	11	17	18	17	27	55	87	113	144	167
Glider (only)[1]*	301	352	391	433	461	496	540	574	599	631
Lighter-than-air[1]*	200	165	195	227	277	318	216	266	243	226
Nonpilot--Total	3,809	4,252	4,716	5,135	5,600	6,111	6,348	7,115	7,670	8,315
Mechanic[1]	360	422	505	600	695	890	1,051	1,298	1,493	1,649
Parachute Rigger[1]	504	516	535	544	553	562	580	593	605	614
Ground Instructor[1]	2,249	2,369	2,525	2,682	2,852	3,015	3,213	3,391	3,554	3,680
Dispatcher[1]	50	55	65	76	105	141	167	199	249	318
Control Tower Operator	638	874	1,044	1,151	1,250	1,332	1,147	1,418	1,519	1,724
Flight Engineer	8	16	42	82	145	171	189	215	248	336
Flight Navigator	0	0	0	0	0	0	1	1	2	2
Flight Instructor**	945	1,054	1,238	1,458	1,699	2,079	2,165	2,532	2,685	2,736

* 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.

** "Flight Instructor" totals ARE NOT included in "Nonpilot--Total".

1 No medical examination required. Number represents all certificates on record.

NOTE: Instrument ratings not reported.

Estimated: 1980 is based on a 27-month criteria only. Other years are based on a 25-month criteria.

TABLE 7.3

PILOT CERTIFICATES ISSUED, BY CATEGORY: CALENDAR YEARS 1980 - 1984

	1980		1981		1982		1983		1984	
Category of Certificates	Original Issuances	Additional Ratings	Original Issuances	Additional Ratings	Original Issuances	Additional Ratings	Original Issuances	Additional Ratings	Original Issuances	Additional Ratings
Pilot--total	180,742 (R)	38,791	177,861	33,532	163,733	36,669	150,419 (R)	30,898	141,763	30,469
Student	107,808	---	111,531	---	90,816	---	92,239 (R)	---	90,085	---
Private	50,458	16,035	45,713	14,897	52,144	16,276	41,210	12,721	36,545	11,784
Commercial	12,452	16,015	10,657	12,146	11,048	11,910	8,789	9,513	7,702	8,892
Airline Transport	7,116	6,289	4,763	5,991	5,037	7,956	5,643	8,187	5,099	9,335
Helicopter (only)	1,721	272	1,985	302	2,256	330	1,932	315	1,808	319
Glider (only)	583	151	629	164	793	184	606	162	524	139
Lighter-than-air	604	29	2,583	32	1,639 [a]	43 [a]	---	---	---	---
Non-pilot--total	17,280	7,275	18,498	7,263	21,016	8,655	17,932	7,378	17,285	6,645
Mechanic	11,640	4,254	13,673	4,790	15,622	5,636	11,676	4,470	10,719	4,042
Parachute rigger	185	50	232	17	215	31	214	13	149	12
Ground instructor	1,981	570	1,861	384	1,882	383	1,524	371	1,283	293
Dispatcher	351	---	302	1	499	1	632	1	755	3
Control tower operator	1,179	2,286	1,186	1,897	1,550	2,388	2,230	1,958	1,847	1,837
Flight navigator	9	---	8	---	3	---	15	2	14	---
Flight engineer	1,935	115	1,236	174	1,245	216	1,641	563	2,518	458
Flight instructor certificates[1]	7,188	6,953	6,461	8,767	6,228	10,397	4,614	7,698	4,075	6,828
Instrument ratings[2]	---	16,123	---	14,219	---	14,517	---	11,078	---	10,845

1 Not included in total.
2 Special ratings shown on pilot certificates represented above; not to be added to total.
a Six month total.
(R) Revised.

NOTE: Additional ratings are entered on current airman 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/senior ratings for airport where holder may control air traffic.

TABLE 7.4

INSTRUMENT RATINGS ISSUED: 1984, 1983, AND 1980

Class of Certificates	1984	1983	1980	Percent Change 1984-1983
Total—All Groups	10,845	11,078	16,123	-2
Private Pilots--Total	6,590	7,034	10,418	-6
Private Airplane (only)	6,140	6,549	9,714	-6
Private Airplane, Private Glider	91	92	112	-1
Private Airplane, Commercial Glider	3	5	6	-40
Private Airplane, Private Helicopter	27	20	15	35
Private Airplane, Commercial Helicopter	139	149	208	-7
Private Airplane, Private Glider, Private Helicopter	---	1	1	---
Private Airplane, Other	190	218	362	-12
Commercial Pilots--Total	3,275	2,956	4,753	-11
Commercial Airplane (only)	2,736	2,376	3,821	-7
Commercial Airplane, Private Glider	28	23	45	-22
Commercial Airplane, Commercial Glider	29	36	56	-19
Commercial Airplane, Private Helicopter	3	5	2	-40
Commercial Airplane, Commercial Helicopter	453	495	810	-8
Commercial Airplane, Private Glider, Commercial Helicopter	1	4	8	-75
Commercial Airplane, Commercial Glider, Commercial Helicopter	25	14	10	-79
Commercial Airplane, Other	---	3	1	---
Rotorcraft Pilots--Total	980	1,088	952	-10
Commercial Helicopter	977	1,085	927	-10
Commercial Helicopter, Airline Transport Helicopter	1	---	22	---
Commercial Helicopter, Private Glider	---	---	1	---
Commercial Helicopter, Commercial Glider	1	1	2	0
Commercial Helicopter, Other	1	2	---	50

TABLE 7.5

ESTIMATED INSTRUMENT RATINGS HELD, BY CLASS OF CERTIFICATES
DECEMBER 31, 1983 AND 1984

Class of Certificates	1984	1983	Percent Change 1984-1983
Total--All Groups	256,584	254,271	1
Private Pilots - Total	43,312	41,951	3
Private Airplane (only)	39,962	38,836	3
Private Airplane, Private Glider	964	921	5
Private Airplane, Commercial Glider	82	86	-5
Private Airplane, Private Helicopter	295	267	10
Private Airplane, Private Glider, Private Helicopter	17	19	-11
Private Airplane, Commercial Helicopter	1,968	1,797	10
Private Airplane, Private Gyroplane	3	4	-24
Private Airplane, Private Glider, Commercial Helicopter	10	10	0
Private Airplane, Commercial Glider, Commercial Helicopter	10	10	0
Private Airplane, Other	1	1	0
Commercial Pilots - Total	128,978	131,445	-2
Commercial Airplane (only)	108,916	111,188	-2
Commercial Airplane, Private Glider	1,833	1,823	1
Commercial Airplane, Commercial Glider	3,355	3,360	(*)
Commercial Airplane, Private Helicopter	203	188	8
Commercial Airplane, Commercial Helicopter	13,913	14,139	-2

TABLE 7.5 (continued)

ESTIMATED INSTRUMENT RATINGS HELD, BY CLASS OF CERTIFICATES
DECEMBER 31, 1983 AND 1984

Class of Certificates	1984	1983	Percent Change 1984-1983
Commercial Airplane, Private Glider, Commercial Helicopter	141	138	2
Commercial Airplane, Commercial Glider, Commercial Helicopter	561	558	1
Commercial Airplane, Commercial Gyroplane	14	14	0
Commercial Airplane, Commercial Helicopter Commercial Gyroplane	20	16	25
Commercial Airplane, Commercial Gyroplane Commercial Glider	2	2	0
Commercial Airplane, Commercial Glider, Private Helicopter	13	12	8
Commercial Airplane, Commercial Gyroplane, Commercial Helicopter, Commercial Glider	7	7	0
Airline Transport Pilots - Total	79,192	75,938	4
Airline Transport Airplane	77,921	74,752	4
Airline Transport Airplane, Airline Transport Helicopter	1,271	1,186	7
Rotorcraft Pilots - Total	5,102	4,937	3
Commercial Helicopter	5,016	4,864	3
Airline Transport Helicopter	73	60	22
Rotorcraft Other	13	13	0

Estimated: Data is based on a 25 - month criteria.
* Less than 0.5 percent

TABLE 7.6

ESTIMATED ACTIVE HELICOPTER PILOTS, BY CLASS OF CERTIFICATES
DECEMBER 31, 1984

Class of Certificates	Number of Certificates Held
Total	30,507
Private Helicopter	712
Private Gyroplane, Private Airplane	30
Private Helicopter, Private Airplane	1,206
Private Helicopter, Private Airplane, Private Glider	48
Private Airplane, Commercial Gyroplane, Commercial Helicopter	1
Private Airplane, Private Glider, Commercial Helicopter	21
Private Gyroplane	6
Private Airplane, Commercial Glider, Commercial Helicopter	15
Commercial Helicopter	6,415
Commercial Helicopter, Private Airplane	3,457
Commercial Airplane, Commercial Helicopter	15,817
Commercial Airplane, Private Helicopter	248
Commercial Airplane, Private Glider, Commercial Helicopter	154
Commercial Airplane, Commercial Glider, Commercial Helicopter	632
Commercial Helicopter, Private Glider	2
Commercial Helicopter, Commercial Glider	9
Commercial Gyroplane, Commercial Airplane	24
Commercial Airplane, Commercial Gyroplane, Commercial Glider	3
Commercial Airplane, Commercial Gyroplane, Commercial Helicopter	25
Commercial Airplane, Commercial Gyroplane, Commercial Helicopter Commercial Glider	7
Commercial Helicopter, Commercial Gyroplane	1
Commercial Airplane, Commercial Glider, Private Helicopter	16
Airline Transport Helicopter	387
Airline Transport Airplane, Airline Transport Helicopter	1,271

Estimated: Data is based on a 25-month criteria.

TABLE 7.7

ESTIMATED ACTIVE GLIDER PILOTS, BY CLASS OF CERTIFICATES
DECEMBER 31, 1984

Class of Certificates	Number of Certificates Held
Total	20,733
Private Glider	6,971
Private Airplane, Private Glider	4,347
Private Airplane, Commercial Glider	754
Private Airplane, Private Glider, Private Helicopter	48
Private Airplane, Private Glider, Commercial Helicopter	21
Private Airplane, Commercial Glider, Commercial Helicopter	15
Private Glider, Commercial Airplane	2,186
Private Glider, Commercial Airplane, Commercial Helicopter	154
Private Glider, Commercial Helicopter	2
Commercial Glider	1,419
Commercial Airplane, Commercial Glider	4,149
Commercial Airplane, Commercial Glider, Private Helicopter	16
Commercial Airplane, Commercial Glider, Commercial Helicopter	632
Commercial Helicopter, Commercial Glider	9
Commercial Airplane, Commercial Gyroplane, Commercial Glider, Commercial Helicopter	7
Commercial Airplane, Commercial Gyroplane, Commercial Glider	3

Estimated: Data is based on a 25-month criteria.

TABLE 7.8

ESTIMATED ACTIVE HELICOPTER AND GLIDER PILOTS
DECEMBER 31, 1980 - 1984

Calendar Year	Total Helicopter Pilots[1]		Total Glider Pilots[2]	
	Number	Percent Change	Number	Percent Change
1984	30,507	+1	20,733	+2
1983	30,090	+1	20,395	+3
1982	29,926	+2	19,806	+2
1981	29,236	-3	19,331	-2
1980	30,085	+4	19,626	+3

1 Includes pilots with ratings to fly helicopters only.
2 Includes pilots with ratings to fly gliders only.

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

TABLE 7.9

ESTIMATED TOTAL AND INSTRUMENT RATED PILOTS
DECEMBER 31, 1980 - 1984

Calendar Year	Total Pilots[1]	Instrument Rated Pilots	
		Number	Percent Of Total
1984	572,295	256,584	45
1983	570,807	254,271	45
1982	576,894	255,073	44
1981	584,270	252,535	43
1980	627,238	260,461	42

1 Excludes student pilots.

Estimated: 1980 is based on a 27-month criteria only. Other years are based on a 25-month criteria.

TABLE 7.10

ESTIMATED ACTIVE PILOT CERTIFICATES HELD

BY CATEGORY AND AGE GROUP OF HOLDER

1984, 1983, 1980

Age Group	Type of Pilot Certificates														
	Total Active Pilots			Student			Private			Commercial			Airline Transport		
	1984	1983	1980	1984	1983	1980	1984	1983	1980	1984	1983	1980	1984	1983	1980
Total	722,376	718,004	827,071	150,081	147,197	199,833	320,086	318,643	357,479	155,929	159,495	183,442	79,192	75,938	69,569
14-15	269	280	260	269	280	260	0	0	0	0	0	0	0	0	0
16-19	17,836	19,595	31,071	13,588	14,188	23,335	3,912	4,959	7,069	184	267	468	0	0	0
20-24	65,665	70,679	94,956	28,726	29,759	44,946	25,768	28,039	35,825	9,174	10,806	12,334	630	622	686
25-29	95,406	97,060	120,234	29,549	29,019	40,503	38,793	40,229	50,423	17,823	18,640	20,627	6,133	6,838	5,975
30-34	104,484	104,166	134,396	24,939	24,195	32,461	47,320	46,459	54,510	17,603	18,585	29,774	11,470	11,577	13,656
35-39	110,280	107,927	115,600	19,489	18,089	21,448	47,023	45,670	48,309	24,666	26,219	31,695	15,553	14,628	11,865
40-44	93,214	89,756	91,898	12,814	11,857	13,718	41,312	39,859	40,393	24,187	23,913	25,353	13,884	12,494	10,870
45-49	72,168	71,234	78,758	8,083	7,819	9,749	32,581	32,483	37,177	18,643	18,684	21,164	11,784	11,221	9,408
50-54	61,657	61,035	66,185	5,758	5,718	7,210	30,204	30,941	37,976	15,499	15,065	13,669	9,387	8,479	6,180
55-59	47,428	46,738	52,785	3,816	3,541	3,734	27,393	26,481	25,662	10,279	10,825	15,783	5,168	5,175	6,576
60+	53,969	49,534	40,928	3,050	2,732	2,469	25,780	23,523	20,135	17,871	16,491	12,575	6,063	5,784	4,433

TABLE 7.10 (continued)

ESTIMATED ACTIVE PILOT CERTIFICATES HELD

BY CATEGORY AND AGE GROUP OF HOLDER

1984, 1983, 1980

Age Group	Type of Pilot Certificates									Flight Instructor[1]		
	Helicopter (Only)			Glider (Only)[2]			Lighter-than-air[2]					
	1984	1983	1980	1984	1983	1980	1984	1983	1980	1984	1983	1980
Total	7,532	7,237	6,030	8,390	8,157	7,039	1,166	1,337	3,679	61,173	62,201	60,440
14-15	0	0	0	0	0	0	0	0	0	0	0	0
16-19	13	11	11	126	152	168	13	18	20	71	108	170
20-24	778	811	435	527	551	631	62	91	99	4,932	5,533	6,227
25-29	1,963	1,891	1,338	982	1,043	1,098	163	200	270	8,860	9,511	9,614
30-34	1,525	1,633	2,321	1,368	1,373	1,263	259	344	411	9,202	9,612	11,246
35-39	1,876	1,732	1,081	1,356	1,260	850	317	329	352	10,370	10,642	9,581
40-44	809	648	483	929	833	640	159	152	441	8,349	8,081	7,163
45-49	339	296	206	657	647	543	81	84	511	6,331	6,221	5,785
50-54	126	125	105	621	632	634	62	75	491	5,022	4,831	3,872
55-59	71	63	35	668	632	517	33	21	478	3,304	3,272	3,602
60+	32	27	15	1,156	1,034	695	17	23	606	4,732	4,390	3,180

Estimated: 1984 and 1983 data is based on a 25-month criteria. 1980 is based on a 27-month criteria only.

1 Not included in total active pilots.

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

TABLE 7.11

ESTIMATED ACTIVE PILOTS AND FLIGHT INSTRUCTORS,
BY FAA REGION AND STATE
DECEMBER 31, 1984

FAA Region and State	Total Pilots	Student	Private	Commercial	Airline Transport	Misc.[2]	Flight Instructor[3]
TOTAL[1]	722,376	150,081	320,086	155,929	79,192	17,088	61,173
United States—Total	704,312	147,080	316,743	150,519	73,300	16,670	60,337
Alaskan Region--Total	11,959	2,521	5,432	2,800	1,049	157	871
Central--Total	39,769	7,065	21,015	8,153	2,976	560	3,305
Iowa	9,032	1,563	5,282	1,657	400	130	684
Kansas	11,435	1,904	6,062	2,417	903	149	944
Missouri	13,115	2,563	6,211	2,724	1,379	238	1,231
Nebraska	6,187	1,035	3,460	1,355	294	43	446
Eastern--Total	91,889	21,581	38,967	19,123	9,379	2,839	8,595
Delaware	1,576	296	688	359	201	32	180
District of Columbia	655	173	276	139	33	34	45
Maryland	9,523	2,257	4,229	1,983	824	230	852
New Jersey	15,661	3,529	6,448	3,039	2,210	435	1,557
New York	26,754	6,798	11,499	5,304	2,077	1,076	2,394
Pennsylvania	20,599	4,956	9,141	3,806	2,088	608	2,017
Virginia	14,372	2,863	5,398	3,972	1,759	380	1,327
West Virginia	2,749	709	1,288	521	187	44	223
Great Lakes--Total	119,972	24,887	60,615	22,930	9,533	2,007	10,333
Illinois	28,978	6,226	13,817	5,483	2,930	522	2,601
Indiana	12,776	2,778	6,535	2,444	837	182	1,137
Michigan	20,151	4,348	10,452	3,582	1,311	458	1,655
Minnesota	15,981	2,928	8,017	3,161	1,708	167	1,307
North Dakota	3,634	770	1,845	894	88	37	249
Ohio	23,714	5,000	11,863	4,627	1,723	501	2,220
South Dakota	2,930	562	1,584	645	114	25	194
Wisconsin	11,808	2,275	6,502	2,094	822	115	970
New England--Total	33,006	8,130	13,918	6,138	3,969	851	2,685
Connecticut	9,084	2,097	3,431	1,701	1,626	229	778
Maine	3,714	878	1,736	806	248	46	259
Massachusetts	12,574	3,396	5,681	2,141	980	376	1,007
New Hampshire	4,278	914	1,548	883	824	109	380
Rhode Island	1,581	390	732	296	134	29	115
Vermont	1,775	455	790	311	157	62	146

TABLE 7.11 (continued)

ESTIMATED ACTIVE PILOTS AND FLIGHT INSTRUCTORS,
BY FAA REGION AND STATE
DECEMBER 31, 1984

FAA Region and State	Total Pilots	Student	Private	Commercial	Airline Transport	Misc.[2]	Flight Instructor[3]
Northwest Mountain--Total	69,835	13,816	32,091	14,691	7,396	1,841	6,208
Colorado	18,984	4,395	7,367	3,704	2,691	827	1,822
Idaho	4,718	822	2,408	1,101	308	79	436
Montana	4,837	946	2,535	1,058	250	48	396
Oregon	11,070	1,907	6,149	2,249	555	210	897
Utah	5,425	1,126	2,591	1,035	532	141	420
Washington	22,042	4,071	9,578	5,005	2,895	493	2,022
Wyoming	2,759	549	1,463	539	165	43	215
Southern--Total	113,685	23,963	45,824	26,774	14,343	2,781	9,621
Alabama	9,389	1,884	3,733	2,585	572	615	994
Florida	45,517	9,047	18,085	11,248	6,431	706	3,899
Georgia	16,788	3,313	6,069	3,852	3,213	341	1,330
Kentucky	5,835	1,400	2,628	1,071	482	254	486
Mississippi	5,107	1,127	2,112	1,468	310	90	389
North Carolina	13,182	3,098	5,686	2,799	1,284	315	1,037
South Carolina	6,449	1,514	2,706	1,576	535	118	496
Tennessee	11,418	2,580	4,805	2,175	1,516	342	990
Southwest--Total	94,709	19,387	40,361	22,068	10,985	1,908	8,334
Arkansas	6,390	1,379	2,859	1,670	417	65	531
Louisiana	10,538	2,291	4,155	2,867	882	343	928
New Mexico	5,885	1,267	2,740	1,291	405	182	446
Oklahoma	13,520	2,733	6,776	2,878	965	168	1,117
Texas	58,376	11,717	23,831	13,362	8,316	1,150	5,312
Western-Pacific--Total	129,488	25,730	58,520	27,842	13,670	3,726	10,385
Arizona	14,960	2,937	6,765	3,319	1,431	508	1,307
California	105,683	20,979	48,612	22,431	10,758	2,903	8,241
Hawaii	3,187	734	842	855	575	181	303
Nevada	5,658	1,080	2,301	1,237	906	134	534
Outside U.S.--Total	18,064	3,001	3,343	5,410	5,892	418	836
U.S. Territories--Total[4]	2,066	672	691	340	340	23	0
American Samoa	11	0	1	5	5	0	0
Canal Zone	1	1	0	0	0	0	0
Guam	94	18	22	15	38	1	0
Puerto Rico	1,591	548	533	253	237	20	0
Virgin Islands	363	104	133	67	57	2	0
Wake Island	6	1	2	0	3	0	0

1 Includes Outside U.S.
2 Includes helicopter, glider, and lighter-than-air.
3 Not included in total.
4 U.S. Territories are included in Outside U.S. total.

Estimated: Data is based on a 25-month criteria.

TABLE 7.12

ESTIMATED ACTIVE NONPILOT AIRMEN CERTIFICATES HELD,
BY FAA REGION AND STATE
DECEMBER 1984*

FAA Region and State	Total Nonpilot Airmen	Mechanic	Parachute Rigger	Ground Instructor	Dispatcher	Control Tower Operator	Flight Navigator	Flight Engineer
TOTAL[1]	447,462	298,028	10,194	67,463	8,980	20,660	1,603	40,534
United States--Total	429,341	285,837	10,048	66,136	7,265	20,495	1,492	38,068
Alaskan Region--Total	4,741	3,055	151	761	148	319	5	302
Central--Total	23,179	16,902	447	3,873	167	813	16	961
Iowa	3,114	2,133	92	676	13	130	0	70
Kansas	6,704	4,863	111	1,136	39	267	4	284
Missouri	11,335	8,577	169	1,611	112	297	7	562
Nebraska	2,026	1,329	75	450	3	119	5	45
Eastern--Total	72,500	50,757	1,702	10,134	2,025	3,401	252	4,229
Delaware	1,100	751	24	164	12	72	5	72
District of Columbia	588	388	27	129	16	15	0	13
Maryland	3,962	2,359	142	823	33	7	13	355
New Jersey	12,426	8,461	258	1,656	360	262	74	1,355
New York	30,820	22,998	405	3,578	1,287	1,542	76	934
Pennsylvania	16,118	11,948	374	2,331	184	558	47	676
Virginia	6,360	3,178	420	1,194	129	611	37	791
West Virginia	1,126	674	52	259	4	104	0	23
Great Lakes--Total	57,177	37,245	1,306	10,649	706	2,590	50	4,631
Illinois	16,265	10,279	299	2,785	276	643	17	1,966
Indiana	5,556	3,679	195	1,057	38	332	7	248
Michigan	8,879	5,912	202	1,887	69	448	9	352
Minnesota	9,241	6,040	142	1,341	211	242	5	1,260
North Dakota	937	588	25	186	2	119	0	17
Ohio	11,166	7,525	281	2,239	79	546	5	491
South Dakota	959	594	26	243	1	60	1	34
Wisconsin	4,174	2,628	136	911	30	200	6	263
New England--Total	20,884	14,040	412	3,090	222	770	166	2,184
Connecticut	5,842	3,671	89	823	64	138	114	943
Maine	1,460	879	42	285	19	133	5	97
Massachusetts	9,841	7,559	190	1,270	92	276	15	439
New Hampshire	2,082	891	34	365	26	140	24	602
Rhode Island	1,052	694	44	199	8	45	4	58
Vermont	607	346	13	148	13	38	4	45

TABLE 7.12 (continued)

ESTIMATED ACTIVE NONPILOT AIRMEN CERTIFICATES HELD,
BY FAA REGION AND STATE
DECEMBER 1984*

FAA Region and State	Total Nonpilot Airmen	Mechanic	Parachute Rigger	Ground Instructor	Dispatcher	Control Tower Operator	Flight Navigator	Flight Engineer
Northwest Mountain--Total	35,622	21,916	1,337	5,782	459	1,622	151	4,355
Colorado	10,213	5,960	168	1,793	184	364	29	1,715
Idaho	1,903	1,181	157	345	12	130	5	73
Montana	2,009	1,135	284	430	3	90	4	63
Oregon	4,061	2,758	243	688	29	158	30	155
Utah	2,465	1,478	87	414	16	164	5	301
Washington	13,968	8,736	364	1,920	205	673	75	1,995
Wyoming	1,003	668	34	192	10	43	3	53
Southern--Total	73,050	45,772	1,891	10,779	1,515	4,701	279	8,113
Alabama	6,577	4,505	150	1,013	104	690	6	109
Florida	34,728	22,712	549	4,888	939	1,675	222	3,743
Georgia	14,210	8,746	295	1,516	245	573	15	2,820
Kentucky	2,214	1,290	169	433	13	186	3	120
Mississippi	1,921	1,084	49	433	6	263	5	81
North Carolina	5,811	3,260	409	1,039	77	598	13	415
South Carolina	2,442	1,286	95	510	14	325	7	205
Tennessee	5,147	2,889	175	947	117	391	8	620
Southwest--Total	56,128	37,157	1,120	9,215	565	2,959	87	5,025
Arkansas	2,357	1,461	70	533	12	185	3	93
Louisiana	5,049	3,406	110	798	36	383	4	312
New Mexico	2,238	1,294	85	512	16	241	5	85
Oklahoma	12,247	9,561	197	1,714	36	455	10	274
Texas	34,237	21,435	658	5,658	465	1,695	65	4,261
Western--Pacific-Total	86,060	58,983	1,682	11,853	1,458	3,320	486	8,268
Arizona	7,959	5,348	199	1,335	160	388	20	509
California	72,300	50,131	1,367	9,680	1,132	2,430	391	7,169
Hawaii	3,191	2,220	62	338	139	241	14	177
Nevada	2,610	1,294	54	500	27	261	61	413
Outside U.S.--Total	18,121	12,191	146	1,327	1,715	165	111	2,466
U.S. Territories--Total[2]	1,509	1,112	38	178	52	51	1	77
American Samoa	7	3	0	1	0	2	0	1
Canal Zone	39	16	18	3	2	0	0	0
Guam	140	82	4	18	6	3	0	27
Puerto Rico	1,171	913	13	131	41	31	0	42
Virgin Islands	141	88	3	25	3	15	0	7
Wake Island	11	10	0	0	0	0	1	0

* 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.

1 Includes outside U.S.

2 U.S. Territories are included in Outside U.S. Total.

VIII. GENERAL AVIATION AIRCRAFT

General aviation aircraft activity information was obtained using the General Aviation Activity and Avionics Survey, which is mailed to the owners of a sample of registered general avaiation aircraft. 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 1984 sample of 34,131 aircraft was selected from approximately 267,429 registered general aviation aircraft. 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 corrresponding confidence.

Width of Interval	Approximate Confidence That Interval Includes True Value
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 was 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 was 3.0%, the 95% confidence interval would be:

35,792 $\pm$ (2 X 3% X 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 more detailed discussion of the survey and its methodology are available in <u>1984 General Aviation Activity and Avionics Survey.</u>

TABLE 8.1

ACTIVE GENERAL AVIATION AIRCRAFT BY AIRCRAFT TYPE AND PRIMARY USE: 1984
(PERCENT STANDARD ERROR IS SHOWN IN PARENTHESIS)

Aircraft Type	Total	Executive	Business	Personal	Instructional	Aerial Application	Aerial Observation	Other Work	Commuter Air Carrier	Air Taxi	Other	Rental
Fixed-Wing--Total	207,571 (0.5%)	15,499 (3.5%)	46,438 (2.4%)	100,513 (1.3%)	14,294 (5.4%)	6,754 (13.1%)	4,205 (10.0%)	928 (19.4%)	1,225 (12.2%)	5,772 (7.6%)	3,186 (10.3%)	8,802 (7.2%)
Piston--Total	197,442 (0.5%)	8,614 (5.8%)	45,435 (2.5%)	100,352 (1.3%)	14,273 (5.4%)	6,679 (3.2%)	4,161 (10.1%)	881 (20.2%)	801 (17.7%)	4,925 (8.5%)	2,560 (12.1%)	8,751 (7.3%)
One Engine	171,922 (0.5%)	3,049 (11.6%)	35,007 (3.0%)	96,638 (1.3%)	13,771 (5.5%)	6,374 (3.0%)	3,821 (10.8%)	834 (20.8%)	137 (42.0%)	2,026 (14.0%)	2,046 (14.0%)	8,219 (7.6%)
Two Engine	25,258 (1.2%)	5,522 (6.5%)	10,405 (4.2%)	3,710 (8.0%)	502 (25.1%)	237 (35.6%)	338 (26.2%)	42 *	663 (19.6%)	2,845 (18.7%)	509 (22.9%)	472 (23.6%)
Other Piston	262 (13.3%)	43 *	23 *	3 *	0 (0.0%)	68 (49.4%)	2 *	5 *	2 *	53 (38.9%)	5 *	60 (44.3%)
Turboprop--Total	5,809 (1.0%)	3,637 (4.3%)	737 (16.0%)	89 *	10 *	75 (0.0%)	44 (43.4%)	47 *	376 (12.3%)	515 (20.7%)	244 (26.9%)	34 *
Two Engine	5,633 (1.0%)	3,616 (4.3%)	717 (16.2%)	89 *	10 *	0 (0.0%)	42 (42.4%)	47 *	376 (12.3%)	515 (20.7%)	188 (30.6%)	33 *
Other Turboprop	176 (8.6%)	21 (39.9%)	20 *	0 (0.0%)	0 (0.0%)	75 (0.0%)	3 *	0 (0.0%)	0 (0.0%)	0 (0.0%)	56 (35.0%)	1 *
Turbojet--Total	4,320 (1.6%)	3,248 (3.3%)	266 (24.8%)	72 (49.7%)	11 *	0 (0.0%)	0 (0.0%)	0 (0.0%)	49 (24.7%)	332 (22.2%)	303 (19.0%)	17 *
Two Engine	3,780 (1.3%)	3,018 (3.4%)	223 (28.0%)	71 *	3 *	0 (0.0%)	0 (0.0%)	0 (0.0%)	21 *	329 (22.3%)	113 (37.9%)	3 *
Other Turbojet	540 (8.3%)	230 (14.7%)	43 *	1 *	7 *	0 (0.0%)	0 (0.0%)	0 (0.0%)	28 (0.0%)	3 *	190 (20.3%)	13 *
Rotorcraft--Total	7,096 (3.1%)	1,035 (15.1%)	541 (17.6%)	705 (16.0%)	533 (20.1%)	578 (21.1%)	840 (17.0%)	155 (32.4%)	7 *	1,504 (12.0%)	1,184 (15.5%)	96 *
Piston	2,936 (6.3%)	154 (42.4%)	263 (22.3%)	645 (16.4%)	469 (21.2%)	369 (23.9%)	509 (21.1%)	10 *	0 (0.0%)	32 *	462 (23.4%)	23 *
Turbine	4,160 (2.8%)	881 (16.2%)	278 (26.8%)	60 *	64 *	209 (40.3%)	330 (28.4%)	145 (34.1%)	7 *	1,471 (12.0%)	641 (20.7%)	72 *
Other--Total	6,275 (2.7%)	141 (47.9%)	119 (32.9%)	4,091 (4.1%)	460 (17.7%)	0 (0.00%)	128 (33.8%)	244 (26.7%)	0 (0.00%)	16 *	567 (19.7%)	509 (19.1%)
Total All Aircraft	220,943 (0.5%)	16,675 (3.4%)	47,098 (2.4%)	105,309 (1.3%)	15,287 (5.1%)	7,332 (3.3%)	5,173 (8.7%)	1,328 (14.9%)	1,232 (12.2%)	7,292 (6.5%)	4,777 (8.0%)	9,406 (6.9%)

NOTE: Columns may not add to totals due to rounding and estimation procedures.
* Indicates a standard error greater than 50.0%.

TABLE 8.2

ACTIVE GENERAL AVIATION AIRCRAFT BY AIRCRAFT TYPE
1980 - 1984

	1984 (Standard Error)	1983 (Standard Error)	1982 (Standard Error)	1981 (Standard Error)	1980 (Standard Error)
Fixed-Wing--Total	207,571 (994)	200,831 (1,306)	198,377 (1,199)	201,201 (1,045)	200,097 (923)
Piston--Total	197,442 (990)	191,480 (1,296)	189,195 (1,192)	193,370 (1,042)	193,014 (921)
One Engine	171,922 (942)	166,247 (1,248)	164,173 (1,140)	167,898 (995)	168,435 (874)
Two Engine	25,258 (301)	24,910 (349)	24,882 (346)	25,356 (306)	24,366 (290)
Other Piston	262 (35)	143 (14)	140 (24)	114 (29)	212 (17)
Turboprop--Total	5,809 (58)	5,453 (95)	5,186 (60)	4,660 (49)	4,090 (46)
Two Engine	5,633 (55)	5,311 (87)	5,037 (53)	4,525 (49)	3,966 (45)
Other Turboprop	176 (15)	142 (38)	149 (28)	134 (5)	123 (10)
Turbojet--Total	4,320 (67)	3,898 (130)	3,996 (112)	3,171 (72)	2,992 (40)
Two Engine	3,780 (50)	3,447 (92)	3,309 (84)	2,808 (68)	2,551 (37)
Other Turbojet	540 (145)	451 (91)	687 (73)	362 (23)	441 (13)
Rotorcraft--Total	7,096 (218)	6,540 (245)	6,169 (226)	6,974 (189)	6,001 (142)
Piston	2,936 (185)	2,541 (191)	2,419 (178)	3,250 (173)	2,794 (133)
Turbine	4,160 (115)	3,998 (153)	3,749 (140)	3,724 (76)	3,207 (49)
Other--Total	6,275 (172)	5,923 (207)	5,233 (211)	5,049 (179)	4,945 (142)
Total All Aircraft	220,943 (1,032)	213,293 (1,345)	209,779 (1,238)	213,226 (1,078)	211,045 (945)

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: 1984
(PERCENT STANDARD ERROR IS SHOWN IN PARENTHESIS)

Aircraft Type	Total	Executive	Business	Personal	Instructional	Aerial Application	Aerial Observation	Other Work	Commuter Air Carrier	Air Taxi	Other	Rental
Fixed-Wing--Total	33,265,498 (1.6%)	4,422,386 (4.5%)	6,552,142 (3.4%)	8,196,705 (3.0%)	4,320,835 (7.7%)	1,841,111 (5.2%)	964,685 (14.2%)	243,541 (20.9%)	1,495,954 (11.6%)	2,130,973 (8.1%)	304,605 (11.4%)	2,792,569 (9.6%)
Piston--Total	29,193,618 (1.8%)	2,020,600 (7.4%)	6,131,794 (3.5%)	8,176,266 (3.0%)	4,320,219 (7.7%)	1,804,660 (5.3%)	949,898 (14.4%)	239,591 (21.6%)	701,492 (17.9%)	1,846,318 (9.0%)	224,816 (13.8%)	2,777,968 (9.6%)
One Engine	23,506,346 (2.1%)	562,707 (15.0%)	4,525,363 (4.1%)	7,797,179 (3.1%)	4,231,380 (7.9%)	1,758,911 (5.2%)	862,135 (15.4%)	235,165 (21.9%)	87,542 (42.1%)	629,822 (15.0%)	180,248 (15.9%)	2,635,894 (10.0%)
Two Engine	5,584,943 (3.6%)	1,456,974 (8.3%)	1,605,654 (6.3%)	378,918 (10.7%)	88,839 (28.1%)	37,257 (37.0%)	87,717 (28.1%)	4,152 (102.8%)	611,987 (20.0%)	1,160,160 (11.7%)	44,425 (26.8%)	108,863 (28.6%)
Other Piston	102,329 (29.5%)	919 (122.9%)	776 (70.7%)	168 (253.0%)	0 (0.0%)	8,492 (43.5%)	45 (352.5%)	275 (293.0%)	1,963 (352.5%)	56,337 (48.2%)	143 (217.3%)	33,211 (44.3%)
Turboprop--Total	2,506,267 (4.7%)	1,258,360 (7.7%)	304,041 (19.5%)	11,291 (53.0%)	337 (92.6%)	36,450 (12.8%)	14,788 (43.7%)	3,949 (60.7%)	633,284 (14.0%)	183,311 (22.6%)	50,693 (30.0%)	9,762 (86.0%)
Two Engine	2,451,847 (4.8%)	1,253,235 (7.7%)	301,746 (19.5%)	11,291 (53.0%)	337 (92.6%)	0 (0.0%)	14,252 (42.5%)	3,949 (60.7%)	633,284 (14.0%)	183,311 (22.6%)	40,926 (27.7%)	9,515 (88.6%)
Other Turboprop	54,420 (25.1%)	5,125 (38.5%)	2,295 (93.2%)	0 (0.0%)	0 (0.0%)	36,450 (12.8%)	535 (276.4%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	9,767 (151.0%)	247 (278.1%)
Turbojet--Total	1,565,616 (4.8%)	1,143,426 (4.8%)	116,307 (27.1%)	9,147 (50.4%)	279 (94.0)	0 (0.0%)	0 (0.0%)	0 (0.0%)	161,178 (24.4%)	101,343 (23.2%)	29,096 (26.3%)	4,839 (205.9%)
Two Engine	1,328,491 (5.0%)	1,056,367 (5.0%)	79,605 (28.9%)	8,771 (50.8%)	66 (190.8%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	67,910 (57.4%)	100,534 (23.3%)	14,421 (37.9%)	817 (91.4%)
Other Turbojet	237,125 (13.8%)	87,059 (17.7%)	36,703 (57.9%)	376 (404.4%)	213 (90.7%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	93,268 (0.0%)	809 (284.9%)	4,022 (262.5%)	14,675 (41.5%)
Rotorcraft--Total	2,495,303 (5.5%)	343,602 (18.5%)	75,886 (20.0%)	41,331 (21.0%)	178,077 (18.6%)	167,055 (23.7%)	339,683 (18.6%)	45,843 (35.2%)	8,111 (149.7%)	887,151 (15.6%)	387,443 (19.9%)	21,121 (58.4%)
Piston	591,988 (11.3%)	14,058 (45.2%)	27,103 (20.1%)	35,705 (22.2%)	162,400 (19.6%)	94,302 (27.0%)	128,398 (27.2%)	1,883 (78.7%)	0 (0.0%)	13,881 (100.0%)	111,237 (33.1%)	3,020 (122.7%)
Turbine	1,903,315 (6.3%)	329,544 (20.1%)	48,783 (29.7%)	5,626 (85.5%)	15,677 (43.8%)	72,753 (45.4%)	211,285 (30.6%)	43,960 (37.6%)	8,111 (149.7%)	873,270 (15.8%)	276,207 (26.2%)	18,100 (69.8%)
Other--Total	358,017 (6.6%)	7,385 (49.7%)	6,771 (36.5%)	179,482 (9.0%)	53,731 (27.0%)	0 (0.07%)	9,545 (36.0%)	22,611 (29.1%)	0 (0.0%)	937 (70.0%)	36,674 (26.0%)	40,880 (25.2%)
Total All Aircraft	36,118,816 (1.6%)	4,773,373 (4.3%)	6,634,800 (3.3%)	8,417,519 (2.9%)	4,552,643 (7.4%)	2,008,165 (5.1%)	1,313,913 (11.6%)	311,995 (16.3%)	1,504,065 (11.6%)	3,019,061 (7.2%)	728,722 (10.2%)	2,854,569 (9.3%)

NOTE: Columns may not add to totals due to rounding and estimation procedures.

TABLE 8.4

ACTIVE GENERAL AVIATION AIRCRAFT
TOTAL HOURS FLOWN, BY AIRCRAFT TYPE
1980 - 1984
(Hours in Thousands)

	1984 (Standard Error)	1983 (Standard Error)	1982 (Standard Error)	1981 (Standard Error)	1980 (Standard Error)
Fixed-Wing--Total	33,265 (544)	32,558 (692)	33,728 (682)	37,628 (632)	38,318 (635)
Piston--Total	29,194 (526)	28,911 (668)	29,950 (658)	34,086 (625)	34,747 (627)
One Engine	23,506 (485)	23,149 (595)	24,259 (602)	27,692 (588)	28,339 (585)
Two Engine	5,585 (201)	5,730 (304)	5,657 (265)	6,369 (210)	6,277 (224)
Other Piston	102 (30)	32 (10)	33 (10)	25 (6)	130 (18)
Turboprop--Total	2,506 (117)	2,173 (154)	2,168 (145)	2,155 (82)	2,240 (79)
Two Engine	2,452 (116)	2,090 (150)	2,096 (143)	2,092 (82)	2,138 (78)
Other Turboprop	54 (14)	83 (31)	71 (20)	63 (11)	56 (10)
Turbojet--Total	1,566 (74)	1,473 (97)	1,611 (109)	1,387 (50)	1,332 (59)
Two Engine	1,328 (67)	1,350 (92)	1,347 (98)	1,238 (48)	1,163 (52)
Other Turbojet	237 (33)	124 (31)	264 (46)	149 (16)	169 (27)
Rotorcraft--Total	2,495 (138)	2,271 (159)	2,350 (156)	2,685 (185)	2,338 (138)
Piston	592 (67)	572 (49)	579 (58)	930 (108)	736 (75)
Turbine	1,903 (121)	1,700 (151)	1,771 (145)	1,754 (150)	1,603 (116)
Other--Total	358 (24)	420 (49)	379 (40)	391 (34)	359 (21)
Total All Aircraft	36,119 (562)	35,249 (712)	36,457 (701)	40,704 (659)	41,016 (650)

NOTE: Columns may not add to totals due to rounding and estimation procedures.

TABLE 8.5

ACTIVE GENERAL AVIATION AIRCRAFT
TOTAL HOURS FLOWN, BY AIRCRAFT TYPE
1980 - 1984

	1984 (Standard Error)	1983 (Standard Error)	1982 (Standard Error)	1981 (Standard Error)	1980 (Standard Error)
Fixed-Wing--Total	156.0 (2.6)	160.9 (3.3)	170.6 (3.4)	184.4 (3.1)	187.7 (3.1)
Piston--Total	147.1 (2.6)	150.6 (3.4)	159.8 (3.4)	175.4 (3.2)	178.2 (3.1)
One Engine	137.7 (2.8)	139.1 (3.5)	149.1 (3.6)	165.8 (3.4)	168.2 (3.4)
Two Engine	218.2 (7.0)	230.5 (11.9)	230.6 (10.6)	251.1 (7.7)	254.8 (8.4)
Other Piston	433.4 (107.4)	240.4 (32.3)	246.8 (39.2)	197.0 (3.5)	625.4 (38.8)
Turboprop--Total	414.2 (18.4)	389.4 (24.7)	396.3 (25.4)	470.1 (17.9)	433.4 (16.1)
Two Engine	416.0 (18.8)	386.3 (25.0)	394.4 (25.9)	469.4 (18.2)	534.8 (16.4)
Other Turboprop	339.3 (58.1)	578.5 (131.2)	473.0 (84.1)	498.8 (92.4)	487.4 (73.1)
Turbojet--Total	353.6 (14.2)	382.2 (22.5)	404.0 (24.9)	436.3 (12.5)	443.6 (16.6)
Two Engine	348.6 (14.2)	391.6 (24.2)	407.0 (27.7)	422.6 (13.6)	456.1 (18.4)
Other Turbojet	392.6 (57.7)	273.7 (40.2)	385.3 (52.1)	376.5 (22.7)	9.9 (29.1)
Rotorcraft--Total	343.6 (18.5)	350.2 (21.9)	383.2 (21.9)	390.8 (26.2)	382.4 (20.7)
Piston	186.8 (18.2)	221.1 (15.0)	236.8 (18.9)	285.3 (29.3)	262.9 (20.9)
Turbine	468.7 (29.8)	431.6 (34.4)	474.2 (33.5)	489.5 (42.6)	497.7 (35.4)
Other--Total	56.5 (3.6)	71.1 (8.0)	72.4 (7.2)	78.4 (6.3)	75.0 (3.9)
Total All Aircraft	158.1 (2.5)	164.0 (3.2)	174.0 (3.3)	188.1 (3.1)	190.5 (3.0)

NOTE: Columns may not add to totals due to rounding and estimation procedures.

TABLE 8.6

ACTIVE GENERAL AVIATION AIRCRAFT AND HOURS FLOWN
BY FAA REGION AND STATE OF BASED AIRCRAFT
1984

FAA Region & State	Active Aircraft		Hours Flown	
	Aircraft	Standard Error	Hours (000)	Standard Error (000)
Total	220,943	1,032	36,119	562
Alaskan Region--Total	7,684	490	1,247	128
Central--Total	13,331	746	1,819	147
Iowa	3,461	384	474	89
Kansas	3,713	398	475	71
Missouri	4,396	444	618	90
Nebraska	1,805	278	239	50
Eastern--Total	24,297	973	4,077	272
Delaware	533	144	71	24
District of Columbia	31	28	9	16
Maryland	2,870	356	434	72
New Jersey	4,041	431	703	122
New York	6,599	531	1,086	181
Pennsylvania	6,205	509	1,055	137
Virginia	3,137	371	582	124
West Virginia	880	188	121	45
Great Lakes--Total	39,788	1,212	6,050	320
Illinois	9,087	633	1,557	170
Indiana	3,797	394	716	162
Michigan	7,066	546	998	145
Minnesota	5,139	458	668	94
North Dakota	1,572	264	215	48
Ohio	7,553	572	1,115	138
South Dakota	1,393	247	207	56
Wisconsin	4,180	425	563	94
New England--Total	8,393	591	1,402	141
Connecticut	1,863	283	333	85
Maine	1,055	206	143	37
Massachusetts	3,316	384	579	101
New Hampshire	1,298	236	188	53
Rhode Island	396	135	77	34
Vermont	466	127	87	36

TABLE 8.6 (Continued)

ACTIVE GENERAL AVIATION AIRCRAFT AND HOURS FLOWN
BY FAA REGION AND STATE OF BASED AIRCRAFT
1984

FAA Region & State	Active Aircraft		Hours Flown	
	Aircraft	Standard Error	Hours (000)	Standard Error (000)
Northwest Mountain--Total	24,502	974	3,204	197
Colorado	5,180	469	804	115
Idaho	2,328	322	240	50
Montana	2,472	330	309	71
Oregon	5,032	462	559	78
Utah	1,337	245	209	59
Washington	6,665	525	865	126
Wyoming	1,474	259	192	46
Southern--Total	34,007	1,132	6,005	319
Alabama	3,234	381	565	114
Florida	12,720	722	2,378	248
Georgia	4,450	437	773	122
Kentucky	1,802	289	274	64
Mississippi	2,082	300	327	67
North Carolina	4,412	441	761	109
Puerto Rico	422	134	72	25
South Carolina	1,661	273	214	46
Tennessee	2,884	360	512	99
Southwest--Total	35,341	1,131	6,672	393
Arkansas	2,920	338	472	78
Louisiana	4,627	419	1,294	221
New Mexico	2,300	303	373	76
Oklahoma	5,345	489	886	167
Texas	19,941	891	3,405	282
Western-Pacific--Total	38,414	1,181	6,356	409
Arizona	5,177	479	792	143
California	30,494	1,070	4,963	356
Hawaii	463	143	206	95
Nevada	1,823	277	282	85
Other U. S. Territories	76	55	28	24
Foreign--Total	1,469	241	572	164

NOTE: Column totals may differ from printed totals due to estimation procedures.

IX. AIRCRAFT ACCIDENTS

The data presented in this chapter were obtain 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.

The Safety Board's statistics categorize air carrier accidents according to the Federal Air Regulations under which the accident flights were made. The new groupings are (1) large airlines in scheduled service under Part 121 of the regulations; (2) commuter carriers in scheduled service under Part 135; (3) "on-demand" air taxis in unscheduled operations under Part 135; and (4) general aviation—all other civil flying.

The changes in category were dictated by deregulation and by the proliferation of small, regional airlines and commuters. Commuter carriers and on-demand air taxis until 1981 had been classified as a part of general aviation.

See Glossary under "Aircraft Accident: for NTSB definitions for the following terms: "Fatal Injury", "Operator", "Serious Injury", and "Substantial Damage".

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

TABLE 9.1

1984 AIR CARRIER AND GENERAL AVIATION
AIRCRAFT ACCIDENTS AND FATALITIES
(PRELIMINARY DATA)

Air Carrier and General Aviation Operations	Number of Accidents		Number of Fatalities
	Total	Fatal	
Air Carriers			
Air Carriers Operating under 14 CFR 121[1]			
Scheduled	12	1	4
Nonscheduled	3	0	0
Air Carriers Operating under 14 CFR 135			
Scheduled[2]	21	7	45
Nonscheduled[3]	140	22	51
General Aviation[4]	2,999	529	998

1 Airlines.
2 Commuters.
3 On-Demand Air Taxis.
4 Includes accidents involving aircraft flown under rules other than 14 CFR 121 and CFR 135.

Source: National Transportation Safety Board.

TABLE 9.2

FATAL ACCIDENTS, FATALITIES—ALL SCHEDULED SERVICE
AIRLINES: 1983 and 1984
(U.S. AIR CARRIERS OPERATING UNDER 14 CFR 121)
(PRELIMINARY DATA)

Location	Operator	Date	Service	Aircraft	Fatalities				Total Aboard	Reported Type of Accident
					Total	Passenger	Crew	Others		
Total, 1983					15	8	6	1	135	
Brainerd, MN	Republic Airlines	1/9	Pag	CV-640	1	1	0	0	36	Struck snowbank during landing. Propeller separated from engine and penetrated cabin, fatally injuring passenger.
Detroit, MI	United Airlines	1/11	Cargo	DC-8	3	0	3	0	3	Crashed shortly after takeoff.
Pinckneyville, IL	Air Illinois	10/11	Pag	HS-748	10	7	3	0	10	Collided with terrain following electrical failure.
Sioux Falls, SD	Ozark Airlines	12/20	Pag	DC-9	1	0	0	1	86	Wing struck snow sweeper during rollout. The sweeper operator was killed.
Total, 1984					4	1	3	0	4	
Chalkhill, PA	Zantop Int'l	5/30	Cargo	LCHD188A	4	1	3	0	4	In-flight breakup during cruise at 22,000 feet.

TABLE 9.3

AIRCRAFT ACCIDENTS, FATALITIES, AND ACCIDENT RATES
U.S. GENERAL AVIATION FLYING
1975 - 1984
(ALL OPERATIONS OTHER THAN THOSE OPERATING UNDER 14 CFR 121 OR 14 CFR 135)

Year	Accidents		Fatalities[b]	Aircraft Hours Flown (000)	Accident Rate 100,000 Aircraft Hours[a]	
	Total	Fatal			Total	Fatal
1975	4,001	636	1,258	28,799	13.9	2.20
1976	4,023	662	1,226	30,476	13.2	2.17
1977	4,083	663	1,280	31,578	12.9	2.10
1978	4,218	721	1,558	34,887	12.1	2.06
1979	3,825	638	1,237	38,641	9.9	1.65
1980	3,597	622	1,252	36,402	9.9	1.71
1981	3,502	654	1,282	36,803	9.5	1.78
1982	3,230	589	1,182	32,095	10.1	1.84
1983(R)	3,091	547	1,046	31,048	10.0	1.76
1984(P)	2,999	529	998	30,541	9.8	1.73

a Suicide/sabotage accidents are included in all computations except for rates (1975-2, 1976-4, 1977-1, 1978-2, 1979-0, 1980-1, 1981-0, 1982-3, 1983-0).
b Includes air carrier fatalities (1978-142) when in collision with general aviation aircraft.

(P) Preliminary.
(R) Revised.

Source: National Transportation Safety Board.
(Formerly 9.4)

TABLE 9.4

AIRCRAFT ACCIDENTS, FATALITIES AND ACCIDENT RATES
COMMUTER AIR CARRIERS: 1975 - 1984
(U.S. AIR CARRIERS OPERATING UNDER 14 CFR 135)*
ALL SCHEDULED SERVICE

	1975	1976	1977	1978	1979	1980	1981	1982	1983 (R)	1984 (P)
Accidents										
Total	48	35	44	61	52	38	31	27	17	21
Fatal	12	9	9	14	15	8	9	5	2	7
Fatalities	28	27	32	48	66	37	34	14	11	45
Aircraft Hours Flown (000)[1]	936	965	1,150	1,302	1,170	1,176	1,241	1,300	1,511	1,757
Aircraft Miles Flown (000)[1]	160,466	171,472	201,282	226,187	192,493	192,200	193,001	222,355	253,572	289,326
Departures[1]	1,455,563	1,532,425	1,740,502	1,995,728	1,883,705	1,776,999	1,835,144	2,027,000	2,328,000	2,697,000
Accident Rate Per 100,000 Hours Flown[2]										
Total	5.13	3.63	3.83	4.68	4.44	3.23	2.50	2.08	1.13	1.20
Fatal	1.28	0.93	0.78	1.08	1.28	0.68	0.73	0.38	0.13	0.40
Accident Rate Per Million Miles Flown[2]										
Total	0.30	0.20	0.22	0.27	0.27	0.20	0.16	0.12	0.07	0.07
Fatal	0.07	0.05	0.04	0.06	0.08	0.04	0.05	0.02	0.01	0.02
Accident Rate Per 100,000 Departures[2]										
Total	3.30	2.28	2.53	3.06	2.76	2.14	1.69	1.33	0.73	0.78
Fatal	0.82	0.59	0.52	0.70	0.80	0.45	0.49	0.25	0.09	0.26

* Includes accidents involving all-cargo air carriers when those accidents occurred during scheduled 14 CFR 135 operations. All-cargo air carriers no longer meet the RSPA definition for "Commuters". May also include accidents involving carriers whose FAA operating specifications permit scheduled revenue operations under 14 CFR 135, but who have not received a RSPA fitness determination.

1 Exposure data estimates from RSPA.
2 Rates are based on all accidents including some involving operators not reporting traffic data to the RSPA.

(P) Preliminary.
(R) Revised.
Source: National Transportation Safety Board.
(Formerly 9.5)

TABLE 9.5

FATAL ACCIDENTS, FATALITIES--ALL SCHEDULED SERVICE
COMMUTER AIR CARRIERS: 1983 and 1984
(U.S. AIR CARRIERS OPERATING UNDER 14 CFR 135)
(PRELIMINARY DATA)

Location	Operator	Date	Ser.	Aircraft	Total	Fatalities			Total Aboard	Reported Type of Accident
						Passenger	Crew	Others		
Total, 1983										
San Francisco, CA	Wings West Airlines	1/9	Pasg	Beech C-99	1	0	0	1	10	Ground crewman walked into propeller.
Peach Springs, AZ	Las Vegas Airlines	8/17	Pasg	Piper PA-31	10	9	1	0	10	Struck side of the Grand Canyon while sightseeing.
Total, 1984										
Cumberland, MD	Nicholson Air Service	3/5	Pasg	Piper PA-31	3	2	1	0	3	Collided with mountain during instrument approach.
Tau, Manua Island American Samoa	South Pacific Island Airways	7/21	Pasg	DeHavilland DHC-6	1	1	0	0	14	Collided with the terminal building and a parked vehicle during landing approach.
Vieques, PR	Vieques Air Link	8/2	Pasg	Britten Norman BN-2A Islander	9	8	1	0	9	Crashed into the ocean shortly after takeoff.
San Luis Obispo, CA	Wings West Airlines	8/24	Pasg	Beech 99	17	13	2	2	15	Midair collision with a Rockwell 112 (2 fatalities aboard that aircraft).
Naples, FL	Provincetown-Boston Airlines	9/7	Pasg	Cessna 402C	1	1	0	0	6	Crashed and burned during a forced landing following power loss in both engines.
Jacksonville, FL	Provincetown-Boston Airlines	12/6	Pasg	Embraer 110-PR	13	11	2	0	13	Airframe failure shortly after takeoff.
Bainbridge, NY	Ford Aire	12/17	Pasg	Piper PA-23	4	2	2	0	4	Collided with trees during landing approach.

(Formerly 9.7)

TABLE 9.6

1984 AIRLINES
(AIR CARRIERS OPERATING UNDER 14 CFR 121)
ACCIDENTS, FATALITIES, AND RATES
(PRELIMINARY DATA)

	Scheduled	Unscheduled
Accidents		
Total	12	3
Fatal	1	0
Fatalities	4	0
Aircraft Hours Flown (000)	7,302	310
Departures (000)	5,354	143
Accident Rate Per 100,000		
Hours Flown[1]		
Total	0.16	0.97
Fatal	0.01	0.00
Accident Rate Per 100,000		
Departures		
Total	0.22	2.10
Fatal	0.02	0.00

1 Rounded to 0.00.

Source: National Transportation Safety Board.

Exposure data estimate source: RSPA and FAA.

(Formerly 9.8)

TABLE 9.7

ACCIDENTS, FATALITIES AND RATES
AIRLINES: 1980 - 1984
(U.S. AIR CARRIERS OPERATING UNDER 14 CFR 121)
ALL SCHEDULED SERVICE*

	1975	1976	1977	1978	1979	1980	1981	1982	1983(R)	1984(P)
Accidents										
Total	31	22	21	21	24	15	25	15	21	12
Fatal	2	2	3	5	4	0	4	3	4	1
Fatalities	122	38	78	160	351	0	4	233	15	4
Aircraft Hours Flown (000)[1]	5,423	5,588	5,801	6,032	6,700	6,798	6,571	6,440	6,626	7,302
Aircraft Miles Flown (000)[1]	2,240,505	2,319,967	2,418,652	2,502,165	2,736,129	2,816,303	2,703,219	2,698,928	2,797,938	3,092,000
Departures[1]	4,704,052	4,835,138	4,934,094	5,015,939	5,379,852	5,352,927	5,211,867	4,963,794	5,009,276	5,354,000
Accident Rate Per 100,000 Hours Flown										
Total	0.57	0.39	0.36	0.35	0.36	0.22	0.38	0.23	0.32	0.16
Fatal	0.04	0.04	0.05	0.08	0.06	0.00[2]	0.06	0.05	0.06	0.01
Accident Rate Per Million Miles Flown										
Total	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.00[2]
Fatal[2]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Accident Rate Per 100,000 Departures										
Total	0.66	0.46	0.43	0.42	0.45	0.28	0.48	0.30	0.42	0.22
Fatal	0.04	0.04	0.06	0.10	0.07	0.00[2]	0.08	0.06	0.08	0.02

* Includes accidents involving deregulated all-cargo air carriers and commercial operators of large aircraft when those accidents occurred during scheduled 14 CFR 121 operations.

1 Exposure data estimate source: RSPA.
2 Rounded to 0.00.

(R) Revised.
(P) Preliminary.

NOTE: Sabotage accident occurring 8/11/82 is included in all computations except rates.
(Formerly 9.9)

TABLE 9.8

ACCIDENTS, FATALITIES, AND RATES
ON-DEMAND AIR TAXIS: 1975 - 1984
(U.S. AIR CARRIERS OPERATING UNDER 14 CFR 135)
NONSCHEDULED OPERATIONS

Year	Number Of Accidents		Fatalities	Aircraft Hours Flown[1] (000)	Accident Rate Per 100,000 Aircraft Hours	
	Total	Fatal			Total Accidents	Fatal Accidents
1975	152	24	69	2,526	6.02	0.95
1976	137	31	100	2,703	5.07	1.15
1977	158	31	118	3,304	4.78	0.94
1978	198	54	155	3,546	5.58	1.52
1979	160	30	77	3,684	4.34	0.81
1980	170	45	103	3,618	4.70	1.24
1981	157	40	94	2,896	5.42	1.38
1982	133	31	72	3,257	4.15	0.95
1983 (R)	144	28	62	2,575	5.59	1.09
1984 (P)	140	22	51	3,328	4.21	0.66

1 Source of Estimate: FAA.
(P) Preliminary.
(R) Revised.

Source: National Transportation Safety Board.

(Formerly 9.10)

X. AERONAUTICAL PRODUCTION AND IMPORTS/EXPORTS

The aircraft production information presented in this chapter was obtained from the Bureau of Census: Complete Aircraft Plant Report (Form M37G). The shipment data shows the number of civil aircraft shipped by the United States manufacturers and includes both aircraft shipped within the United States and those exported.

Import and export data were obtained from the Aerospace Industries Association of America, Inc. and were based on Bureau of the Census data from special monthly compilation of Annual Reports 246 and 446, respectively.

TABLE 10.1

TOTAL CIVIL AIRCRAFT PRODUCTION, WEIGHT, AND COST
CALENDAR YEARS 1975 - 1984

Calendar Year	Number of Aircraft[1]	Airframe Weight (000 lbs.)	Value Complete Aircraft ($000)	Average Complete Aircraft Cost
1975	15,196	60,393	3,745,153	246,457
1976	16,446	52,110	3,486,841	212,018
1977	17,605	45,398	4,666,245	265,052
1978	17,397	52,060	8,208,728	471,847
1979	17,924	77,327	11,047,147	616,333
1980	11,777	97,068	13,043,076	1,107,504
1981	10,114	89,076	13,195,029	1,304,630
1982	4,053	44,383	8,639,782	2,131,700 (R)
1983 (R)	2,784	44,936	9,915,761	3,561,696
1984 (P)	2,962	34,313	8,289,072	2,798,471

1 Represents fixed wing (powered) aircraft only.

(P) Preliminary.
(R) Revised.

Source: U.S. Department of Commerce, Bureau of the Census, Industry Division.

TABLE 10

NUMBER OF SHIPMENTS OF COMPLETE CIVIL AIRCRAFT
1975 - 1984

Item	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984(P)
Complete Civil Aircraft	15,086	16,641	18,159	18,882	17,924	13,130	11,067	4,669	3,217	3,028
Fixed Wing	14,248	15,820	17,175	18,049	16,883	11,777	10,114	4,055	2,784	2,635
Single Engine	(NA)	(NA)	(NA)	14,382	13,044	8,175	6,825	2,546	1,697	1,578
Multiengine	(NA)	(NA)	(NA)	3,667	3,839	3,602	3,289	1,509	1,087	1,057
Rotorcraft	838	821	984	833	1,041	1,353	953	614	433	393
Other Aircraft	(NA)	(NA)	(NA)	(D)	(NA)	(D)	(D)	(D)	(D)	(D)
Balloons, Dirigibles, Airships	(NA)	(NA)	(NA)	(D)	(NA)	(D)	(D)	(D)	(D)	(D)
Gliders	(NA)	(NA)	(NA)	(D)	(NA)	(D)	(D)	(D)	(D)	(D)
Other	(NA)	(NA)	(NA)	(D)	(NA)	(D)	(D)	(D)	(D)	(D)

(D) Data withheld to avoid disclosing figures for individual companies.
(NA) Data not available.
(P) Preliminary Data.

Source: "Current Industrial Reports: Complete Aircraft and Aircraft Engines," M37G-13; Department of Commerce, Bureau of the Census.

TABLE 10.3

NUMBER OF U.S. IMPORTS OF AEROSPACE PRODUCTS
1977 - 1984

	1984	1983	1982	1981	1980	1979	1978	1977
Aircraft Used or Rebuilt, Civil	223	181	186	160	100	97	93	111
Helicopters, Civil	61	100	184	213	177	91	78	56
Aircraft, Single-Engine, Civil	21	6	23	9	6	3	6	(*)
Aircraft, Multiengine Under 4,400 lbs., Civil	33	18	13	2	6	5	47	(*)
Aircraft, Multiengine, 4,400 to 10,000 lbs., Civil	58	52	87	123	119	86	87	74
Aircraft, Multiengine, 10,000 to 33,000 lbs., Civil	95	86	151	218	156	102	50	48
Aircraft, Multiengine, Over 33,000 lbs., Civil	12	7	8 (R)	8	16	9	5	15
Balloons, and Airships, Civil	0	0	0	0	0	0	0	0
Gliders, Civil	448	229	200	119	73	---	---	---

(*) Number included in total for multiengine, over 4,400 to 10,000 lbs.

(R) Revised.

Source: Aerospace Industries Association, Inc. based on Bureau of Census data from special monthly compilation of Annual Report, FT-410.

TABLE 10.4

NUMBER OF U.S. EXPORTS OF AEROSPACE PRODUCTS
1977 - 1984

	1984	1983	1982	1981	1980	1979	1978	1977
Aircraft Used or Rebuilt, Civil	304	224	242	501	494	578	449	477
Aircraft Helicopter, New, Under 2200 lbs., Civil	155	141	162	268	335	294	243	233
Aircraft, Helicopter, New, Over 2200 lbs., Civil	78	75	92	185	190	165	125	88
Aircraft, Single-Engine New Civil	271	279	539	1,800	2,172	2,821	2,640	2,664
Aircraft, Multiengine, New, Under 4400 lbs., Civil	53	106	167	371	546	645	455	273
Aircraft, Multiengine, New, Over 4400 lbs., Under 10,000 lbs., Civil	83	112	209	426	432	360	339	(*)
Aircraft, Multiengine, New, Over 10,000 lbs., Under 33,000 lbs., Civil	18	22	25	20	28	52	37	532
Aircraft, Passenger, New, Over 33,000 lbs., Civil	77	122	110	236	215	172	99	83
Aircraft, Cargo, New, Over 33,000 lbs., Civil	3	2	6	7	8	13	3	4
Aircraft Other, New, Over 33,000 lbs., Including Combinations, Civil	3	5	5	12	14	15	9	14
Aircraft Other, New, Including Balloons, Gliders & Kites, Civil	0	0	0	0	0	0	0	(NA)

(*) Number included in total for multiengine, over 10,000 lbs, under 33,000 lbs.

(NA) Data for this category not available for 1977.

Source: Aerospace Industries Association, Inc. based on Bureau of Census data from special monthly compilation of Annual Report, FT-446.

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
DME	Distance Measuring Equipment
DVFR	Defense Visual Flight Rules
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulation
FSS	Flight Service Station
ICAO	International Civil Aviation Organization (Montreal, Canada)
IFR	Instrument Flight Rules
IFSS	International Flight Service Station
ILS	Instrument Landing System
LDA	Landing Directional Aid
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
RSPA	Research and Special Programs Administration
VFR	Visual Flight Rules
VHR	Very High Frequency
VOR/VORTAC	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.

Aerial Observation--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.

- 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.

- 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 7,500 pounds). An air taxi does not hold a Certificate of Public Convenience and Necessity nor economic authority as issued by the Civil Aeronautics Board.

- 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.

- 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.

- 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.

- Commercial operator of large aircraft--commercial operator operating aircraft of more than 12,500 pounds maximum certificated takeoff weight.

- 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 Accident--As defined by the National Transportation Safety Board, it 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 repaid 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 for the purpose of this part.

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.

- 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.

- 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 Grants-in-Aid Program--A grant of funds by the Secretary of Transportation under the Airport & Airway Improvement Act of 1982 to a sponsor for the accomplishment of one or more projects.

- Project--Projects (or separate projects submitted together) for the accomplishment of airport development or airport planning, including the combined submission of all projects which are to be undertaken at an airport in a fiscal year.

- Sponsor--Any private owner of a public-use airport OR any public agency (either individually or jointly with other public agencies) that submit to the Secretary of Transportation, in accordance with the Airport & Airway Improvement Act of 1982, an application for financial assistance.

- Primary Airports--A commercial service airport which is determined to have .01 percent or more of the total number of passengers enplaned annually at all commercial service airports.

- Commercial Airports--(also known as commercial service airports)--A public airport which is determined to enplane annually 2,500 or more passengers and receive scheduled passenger service of aircraft.

- Reliever Airports--An airport designated as having the function of relieving congestion at a commercial service airport and providing more general aviation access to the overall community.

- General Aviation Airports--(also known as public airports)--Any airport which is used or to be used for public purposes, under the control of a public agency, the landing area of which is publicly owned.

- System Planning--(also known as integrated airport system planning)--The initial, as well as continuing development for planning purposes of information and guidance to determine the extent, type, nature, location, and timing of airport development needed in a specific area to establish a viable balanced, and integrated system of public-use airports.

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.

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

Commercial Operator--See Air Carrier.

Commercial Pilot--See Pilot.

Commuter Air Carrier--See Air Carrier or Primary Use.

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.

Flight Services--The sum of flight plans originated and pilot briefs, multiplied by two, plus the number of aircraft contacted. See Tables 2.6 and 2.14.

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).

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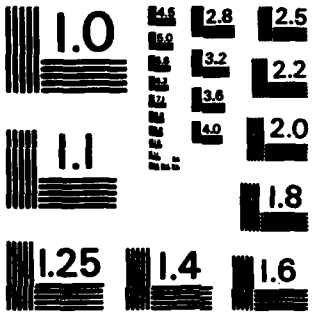

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IFR Departure--An IFR departure includes IFR flights originating in a center's area, accepted by the center under SOLE EN ROUTE clearance procedures, and extended by the center.

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:

- Localizer--Provides course guidance to the runway.
- Glide Slope--Provides vertical guidance during approach.
- 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.

Other--See Primary Use.

Other Work Use--See Primary Use.

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--

- Student Pilot--A student pilot may not operate an aircraft that is carrying a passenger or that is carrying property for compensation or hire.

- 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.

- 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.

- 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 eleven use categories are defined below:

- 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 fire fighting operations, the distribution of chemicals or seeds in agriculture, reforestation, or insect control.

- Aerial Observation--Any use of an airraft for aerial mapping/photography, survey, patrol, fish spotting, search and rescue, hunting, highway traffic advisory, or sightseeing; not included under Part 135.

- Commuter Air Carrier--An air taxi that performs at least five scheduled round trips per week between two or more points or carries mail.

- Demand Air Taxi--Use of an aircraft operating under Federal Aviation Regulations, Part 135, passenger and cargo operations, including charter and excluding commuter air carrier.

- 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.

- Executive/Corporate 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.

- 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; excludes proficiency flying.

- 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 pilot proficiency.

- Rental Aircraft--Aircraft owned for the purpose of renting; commercial flying club, leased, and rental aircraft activity.

- Other Work Use--Any aircraft used for construction work (not included under Part 135), helicopter, hoist, towing gliders, or parachuting.

- Other--Any other use of an aircraft not included above. (Example: experimentation, R&D, testing, demonstration, government)

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.

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