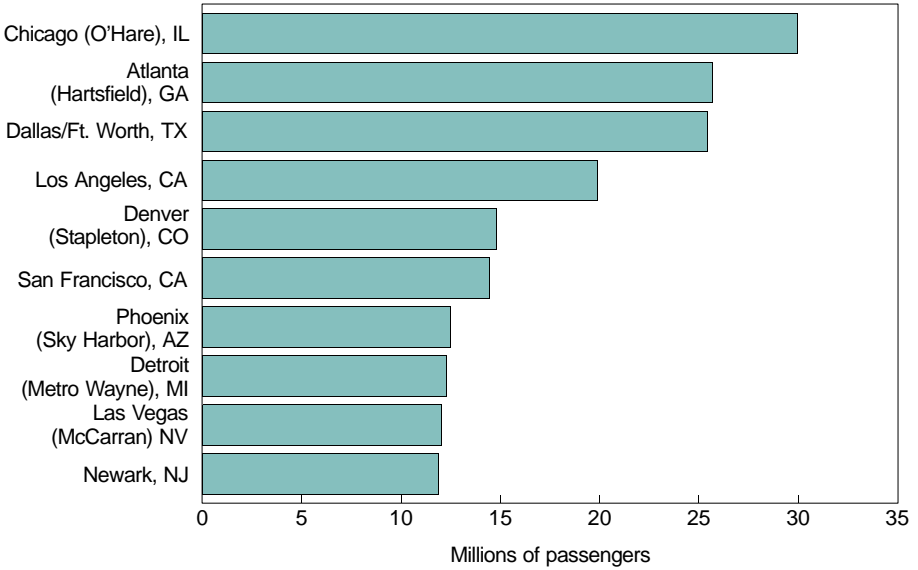
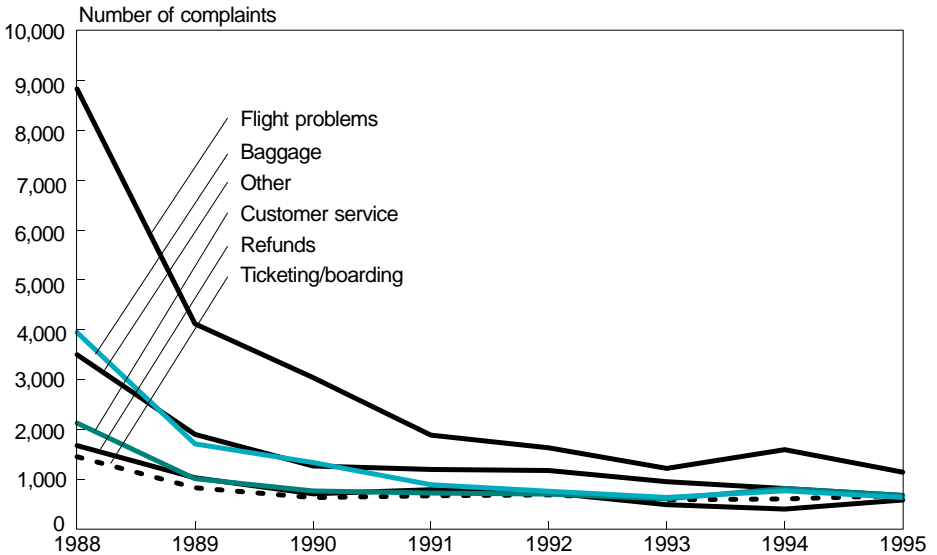


Figure 22.1
**Revenue Passengers Enplaned—
 Top 10 Airports: 1994**



Source: Chart prepared by U.S. Bureau of the Census. For data, see table 1041.

Figure 22.2
**Consumer Complaints Against
 U.S. Airlines: 1988 to 1995**



Source: Chart prepared by U.S. Bureau of the Census. For data, see table 1047.

Transportation— Air and Water

This section presents data on civil air transportation, both passenger and cargo, and on water transportation, including inland waterways, oceanborne commerce, the merchant marine, cargo and vessel tonnages, and shipbuilding. Comparative data on various types of transportation carriers are presented in section 21.

Principal sources of these data are the annual *FAA Statistical Handbook of Aviation* issued by the Federal Aviation Administration (FAA); the annual *Waterborne Commerce of the United States* issued by the Corps of Engineers of the Department of the Army; the monthly and annual issues of *U.S. Waterborne Exports and General Imports*, and the annual *Vessel Entrances and Clearances*, and the monthly *Highlights of U.S. Export and Import Trade*, issued by the Bureau of the Census. In addition, the Bureau of the Census in its commodity transportation survey (part of the census of transportation, taken every 5 years, for years ending in “2” and “7”) provides data on the type, weight, and value of commodities shipped by manufacturing establishments in the United States, by means of transportation, origin, and destination.

Air transportation data are also presented annually by the Air Transport Association of America, Washington, DC, in *Air Transport Facts and Figures*. Additional sources of data on water transportation include *Merchant Fleets of the World* issued periodically by the U.S. Maritime Administration; *The Bulletin*, issued monthly by the American Bureau of Shipping, New York, NY; and *World Fleet Statistics* and the *Register Book*, published by Lloyd’s Register of Shipping, London, England.

Civil aviation—Federal promotion and regulation of civil aviation have been carried out by the FAA and the Civil Aeronautics Board (CAB). The CAB promoted and regulated the civil air transportation industry within the United States and between the United States and foreign

In Brief

SCHEDULED AIR CARRIERS

Revenue passengers enplaned:

1985 382 million

1994 528 million

Net profit:

1985 +\$863 million

1994 -\$279 million

countries. The Board granted licenses to provide air transportation service, approved or disapproved proposed rates and fares, and approved or disapproved proposed agreements and corporate relationships involving air carriers. In December 1984, the CAB ceased to exist as an agency. Some of its functions were transferred to the Department of Transportation (DOT), as outlined below. The responsibility for investigation of aviation accidents resides with the National Transportation Safety Board.

The Office of the Secretary, DOT aviation activities include the following: negotiation of international air transportation rights, selection of U.S. air carriers to serve capacity controlled international markets, oversight of international rates and fares, maintenance of essential air service to small communities, and consumer affairs. DOT’s Bureau of Transportation Statistics (BTS) handles aviation information functions formerly assigned to CAB. Prior to BTS, the Research and Special Programs Administration handled these functions.

The principal activities of the FAA include the promotion of air safety, controlling the use of navigable airspace, prescribing regulations dealing with the competency of airmen, airworthiness of aircraft, and air traffic control, operation of air route traffic control centers, airport traffic control towers, and flight service stations, the design, construction, maintenance, and inspection of navigation, traffic control,

and communications equipment, and the development of general aviation.

The CAB published monthly and quarterly financial and traffic statistical data for the certificated route air carriers. BTS continues these publications, including both certificated and noncertificated (commuter) air carriers. The FAA publishes data annually on the use of airway facilities; data related to the location of airmen, aircraft, and airports; the volume of activity in the field of nonair carrier (general aviation) flying; and aircraft production and registration.

General aviation comprises all civil flying (including such commercial operations as small demand air taxis, agriculture application, powerline patrol, etc.) but excludes certificated route air carriers, supplemental operators, large-aircraft commercial operators and commuter airlines.

Air carriers and service—The CAB previously issued “certificates of public convenience and necessity” under Section 401 of the Federal Aviation Act of 1958 for scheduled and nonscheduled (charter) passenger services and cargo services. It also issued certificates under Section 418 of the Act to cargo air carriers for domestic all-cargo service only. The DOT Office of the Secretary now issues the certificates under a “fit, willing, and able” test of air carrier operations. Carriers operating only 60 seat or less aircraft are given exemption authority to carry passengers, cargo, and mail in scheduled and nonscheduled service under Part 298 of the DOT (formerly CAB) regulations. Exemption authority carriers who offer scheduled passenger service to an essential air service point must meet the “fit, willing, and able” test.

Vessel shipments, entrances, and clearances—Shipments by dry cargo vessels comprise shipments on all types of watercraft, except tanker vessels;

shipments by tanker vessels comprise all types of cargo, liquid and dry, carried by tanker vessels.

A vessel is reported as entered only at the first port which it enters in the United States, whether or not cargo is unloaded at that port. A vessel is reported as cleared only at the last port at which clearance is made to a foreign port, whether or not it takes on cargo. Army and Navy vessels entering or clearing without commercial cargo are not included in the figures.

Units of measurement—Cargo (or freight) tonnage and shipping weight both represent the gross weight of the cargo including the weight of containers, wrappings, crates, etc. However, shipping weight excludes lift and cargo vans and similar substantial outer containers. Other tonnage figures generally refer to stowing capacity of vessels, 100 cubic feet being called 1 ton. Gross tonnage comprises the space within the frames and the ceiling of the hull, together with those closed-in spaces above deck available for cargo, stores, passengers, or crew, with certain minor exceptions. Net or registered tonnage is the gross tonnage less the spaces occupied by the propelling machinery, fuel, crew quarters, master’s cabin, and navigation spaces. Substantially, it represents space available for cargo and passengers. The net tonnage capacity of a ship may bear little relation to weight of cargo. Deadweight tonnage is the weight in long tons required to depress a vessel from light water line (that is, with only the machinery and equipment on board) to load line. It is, therefore, the weight of the cargo, fuel, etc., which a vessel is designed to carry with safety.

Historical statistics—Tabular headnotes provide cross-references, where applicable, to *Historical Statistics of the United States, Colonial Times to 1970*. See Appendix IV.

No. 1038. Air and Water Transportation Industries—Summary: 1992

[For establishments with payroll]

INDUSTRY	1987 SIC ¹ Code	Establish- ments	Revenue (mil. dol.)	Annual payroll (mil. dol.)	Paid employees ² (1,000)
Air transportation³	45	(NA)	82,670	24,530	707
Air transportation, including air courier services	451,2	(NA)	76,503	22,734	627
Scheduled and air courier services ³	451	(NA)	73,070	22,026	604
Scheduled ³	4512	(NA)	62,057	19,090	505
Air courier services	4513	2,639	11,013	2,935	99
Nonscheduled	452	1,791	3,433	708	23
Airport terminal services	458	3,252	6,168	1,796	80
Water transportation	44	8,147	29,207	5,170	171
Water transportation of freight	441,2,3,4	836	14,704	1,523	37
Deep sea foreign and domestic freight	441, 2	615	11,948	1,148	27
Deep sea foreign freight	4412	334	8,490	629	13
Deep sea domestic freight	4424	281	3,458	519	13
Other water transportation of freight	443,4	221	2,756	375	10
Great Lakes-St. Lawrence Seaway freight	4432	26	559	81	1
Water transportation of freight, n.e.c. ⁴	4449	195	2,197	293	9
Water transportation of passengers	448	1,033	4,133	508	23
Ferries	4482	118	155	51	2
Water transportation of passengers, except by ferry	4481,9	915	3,978	457	22
Deep sea transportation, except by ferry	4481	72	3,268	275	13
Water transportation of passengers, n.e.c. ⁴	4489	843	710	182	9
Services incidental to water transportation	449	6,278	10,370	3,140	111
Marinas	4493	3,348	1,651	346	18
Other services incidental to water transportation	4491,2,9	2,930	8,719	2,794	93
Marine cargo handling	4491	871	5,066	1,841	59
Towing and tugboat services	4492	941	2,682	689	25
Water transportation services, n.e.c. ⁴	4499	1,118	971	263	9

NA Not available. ¹ 1987 Standard Industrial Classification code; see text, section 13. ² For the pay period including March 12. ³ Revenue for scheduled air transportation includes revenues for large certificated passenger carriers that was reported to the Office of Airline Statistics, U.S. Dept. of Transportation, as published in *Air Carrier Financial Statistics Quarterly*. ⁴ N.e.c. means not elsewhere classified.

Source: U.S. Bureau of the Census, *Census of Transportation, Communications, and Utilities: 1992, UC92-A-1*.

No. 1039. U. S. Scheduled Airline Industry—Summary: 1985 to 1994

[For calendar years or Dec. 31. For domestic and international operations. Covers carriers certificated under Section 401 of the Federal Aviation Act. Minus sign (-) indicates loss]

ITEM	Unit	1985	1988	1989	1990	1991	1992	1993	1994
SCHEDULED SERVICE									
Revenue passengers enplaned	Mil.	382.0	454.6	453.7	465.6	452.3	475.1	488.5	528.4
Revenue passenger miles	Bil.	336.4	423.3	432.7	457.9	448.0	478.6	489.7	519.2
Available seat miles	Bil.	547.8	676.8	684.4	733.4	715.2	752.8	771.6	783.8
Revenue passenger load factor	Percent	61.4	62.5	63.2	62.4	62.6	63.6	63.5	66.2
Mean passenger trip length	Miles	881	931	954	984	990	1,007	1,002	983
Freight and express ton miles	Mil.	6,030.5	9,632.2	10,275.0	10,546.3	10,225.2	11,129.7	11,943.6	11,720.6
Aircraft departures	1,000	5,835.5	6,699.6	6,622.1	6,923.6	6,782.8	7,050.6	7,245.4	7,510.5
FINANCES									
Total operating revenue ²	Mil. dol.	46,664	63,749	69,316	76,142	75,159	78,140	84,559	87,568
Passenger revenue	Mil. dol.	39,236	50,296	53,802	58,453	57,092	59,829	63,945	64,850
Freight and express revenue	Mil. dol.	2,681	7,478	6,893	5,432	5,509	5,916	6,662	7,114
Mail revenue	Mil. dol.	890	972	955	970	957	1,184	1,212	1,189
Charter revenue	Mil. dol.	1,280	1,698	2,052	2,877	3,717	2,801	3,082	3,471
Total operating expense	Mil. dol.	45,238	60,312	67,505	78,054	76,943	80,585	83,121	84,801
Operating profit	Mil. dol.	1,426	3,437	1,811	-1,912	-1,785	-2,445	1,438	2,766
Interest expense	Mil. dol.	1,588	1,846	1,944	1,978	1,177	1,743	2,027	2,335
Net profit	Mil. dol.	863	1,686	128	-3,921	-1,940	-4,791	-2,136	-279
Revenue per passenger mile	Cents.	11.7	11.9	12.4	12.8	12.7	12.5	13.1	12.5
Rate of return on investment	Percent	9.6	10.8	6.3	-6.0	-0.5	-9.3	-0.4	5.3
Operating profit margin	Percent	3.1	5.4	2.6	-2.5	-2.3	-3.1	1.7	3.2
Net profit margin	Percent	1.8	2.6	0.2	-5.1	-2.6	-6.1	-2.5	-0.3
EMPLOYEES									
Total	1,000	355	481	507	546	534	540	537	543
Pilots, copilots, and other flight personnel	1,000	40	52	52	56	56	59	60	61
Flight attendants	1,000	63	76	78	83	82	86	85	87
Mechanics	1,000	43	55	57	61	59	59	58	56
Aircraft and traffic servicing personnel	1,000	101	212	225	252	237	243	243	249
Other	1,000	108	86	95	94	98	93	92	90

¹ For definition of mean, see Guide to Tabular Presentation. ² Includes other types of revenues, not shown separately. Source: Air Transport Association of America, Washington, DC, *Air Transport*, annual, and *Air Transport, Facts and Figures*, annual.

No. 1040. Airline Cost Indexes: 1980 to 1994

[Covers U.S. major and national service carriers. Major carriers have operating revenues of \$1 billion or more; nationals have operating revenues from \$75 million to \$1 billion. Minus sign (-) indicates decrease]

ITEM	INDEX (1982=100)								PERCENT DISTRIBUTION OF CASH OPERATING EXPENSES ¹			
	1980	1985	1989	1990	1991	1992	1993	1994	1980	1985	1990	1994
INDEX												
Composite	86.3	103.1	102.4	109.0	117.0	124.0	123.3	100.0	100.0	100.0	100.0	100.0
Labor	84.8	111.1	115.0	118.4	121.1	140.7	147.7	35.1	34.9	32.6	34.8	36.0
Interest ²	88.7	105.5	99.6	111.5	107.3	89.1	94.3	2.9	3.5	2.5	2.6	3.0
Fuel	91.6	81.4	54.2	61.2	78.7	60.8	55.6	29.7	22.3	17.6	12.7	11.7
Passenger food	94.3	102.0	111.9	122.8	132.6	131.6	123.7	2.9	3.2	3.6	3.6	3.5
Advertising and promotion	69.5	99.8	96.9	105.0	107.6	80.3	77.6	1.7	2.3	2.1	1.7	1.6
Landing fees	90.0	101.2	129.1	137.1	148.1	183.1	185.4	1.7	1.7	1.9	2.1	2.2
Passenger traffic commissions	77.3	117.6	148.3	163.4	176.8	200.9	170.3	4.8	7.4	9.8	11.3	10.0
All other	85.6	112.7	123.9	129.4	134.7	147.5	150.5	21.3	24.6	29.9	31.2	32.0
PERCENT CHANGE ³												
Composite	23.3	0.3	4.1	6.4	7.3	1.6	-0.6	(X)	(X)	(X)	(X)	(X)
Labor	10.0	2.9	4.4	3.0	2.3	4.7	5.0	(X)	(X)	(X)	(X)	(X)
Interest ²	16.9	-3.2	2.2	11.9	-3.8	5.1	5.8	(X)	(X)	(X)	(X)	(X)
Fuel	55.8	-5.7	-4.6	12.9	28.6	-5.1	-8.6	(X)	(X)	(X)	(X)	(X)
Passenger food	11.9	-4.2	6.0	9.7	8.0	-8.7	-6.0	(X)	(X)	(X)	(X)	(X)
Advertising and promotion	24.3	-0.2	6.6	8.4	2.5	-10.6	-3.4	(X)	(X)	(X)	(X)	(X)
Landing fees	9.6	-0.2	6.3	6.2	8.0	-2.0	1.3	(X)	(X)	(X)	(X)	(X)
Passenger traffic commissions	40.0	0.8	15.1	10.2	8.2	4.5	-15.2	(X)	(X)	(X)	(X)	(X)
All other	9.3	3.7	3.9	4.4	4.1	2.2	2.1	(X)	(X)	(X)	(X)	(X)

X Not applicable. ¹ Total operating expenses plus interest on long term debt, less depreciation and amortization.

² Interest on debt. ³ Change from immediate prior year.

Source: Air Transport Association of America, Washington, DC, *Air Transport*, annual; and unpublished data.

No. 1041. Top 10 Airports—Traffic Summary: 1994

[In thousands, except percent change. For calendar year. Airports ranked by revenue passengers enplaned. For scheduled carriers only; excludes charter-only carriers]

AIRPORT	Rank	AIRCRAFT DEPARTURES		REVENUE PASSENGERS ENPLANED		ENPLANED REVENUE TONS		
		Total ¹	Completed scheduled	Total	Percent change, 1980-1994	Total	Freight	U.S. mail
All airports ²	(X)	7,513	7,206	508,458	82.3	8,718	6,802	1,916
Atlanta, Hartsfield International	2	317	315	25,670	28.4	315	198	117
Chicago, O'Hare	1	387	374	29,970	55.9	472	335	137
Dallas/Ft. Worth International	3	371	366	25,435	143.8	275	178	97
Denver International	5	168	166	14,789	53.8	147	91	56
Detroit, Metro Wayne	5	156	152	12,256	143.9	142	92	50
Los Angeles International	4	203	198	19,885	40.5	493	409	84
Newark International	10	146	139	11,864	182.1	341	287	54
Phoenix, Sky Harbor International	7	157	152	12,452	268.4	95	59	36
San Francisco International	6	134	133	14,452	53.7	280	207	73
Las Vegas McCarran	9	109	108	11,998	159.2	32	16	16

X Not applicable. ¹ Includes completed scheduled and unscheduled. ² Includes other airports, not shown separately.

Source: U.S. Federal Aviation Administration and Research and Special Programs Administration, *Airport Activity Statistics*, annual.

No. 1042. Domestic Airline Markets: 1994

[For calendar year. Data are for the 30 top markets and include all commercial airports in each metro area. Data do not include connecting passengers]

MARKET	Passengers	MARKET	Passengers
New York to—from Chicago	2,968,730	Chicago to—from Detroit	1,450,170
New York to—from Los Angeles	2,951,850	New York to—from West Palm Beach	1,436,150
New York to—from Miami	2,676,200	Los Angeles to—from Phoenix	1,382,970
New York to—from Boston	2,618,180	Los Angeles to—from Honolulu	1,282,460
Honolulu to—from Kahului, Maui	2,481,440	Los Angeles to—from Oakland	1,254,230
Dallas/Ft. Worth to—from Houston	2,270,580	Chicago to—from Los Angeles	1,205,220
New York to—from Washington	2,227,950	Honolulu to—from Hilo, Hawaii	1,203,280
Los Angeles to—from San Francisco	2,136,880	Honolulu to—from Kona, Hawaii	1,200,110
New York to—from Orlando	2,072,000	New York to—from Tampa	1,122,790
New York to—from San Francisco	2,023,430	Chicago to—from Denver	1,100,400
New York to—from Atlanta	1,838,410	Boston to—from Washington	1,064,620
New York to—from Ft. Lauderdale	1,807,750	Chicago to—from St. Louis	1,055,640
Los Angeles to—from Las Vegas	1,780,460	San Francisco to—from San Diego	1,049,790
New York to—from San Juan	1,632,980	Chicago to—from Atlanta	1,023,890
Honolulu to—from Lihue, Kauai	1,463,690	Chicago to—from Cleveland	998,120

Source: Air Transport Association of America, Washington, DC, *Air Transport* 1995.

No. 1043. Worldwide Airline Fatalities: 1970 to 1995

[For scheduled air transport operations]

YEAR	Fatal accidents	Passenger deaths	Death rate ¹	Death rate ²	YEAR	Fatal accidents	Passenger deaths	Death rate ¹	Death rate ²
1970	29	700	0.29	0.18	1988 ³	28	729	0.07	0.04
1975	20	467	0.13	0.08	1989 ³	27	817	0.07	0.05
1980	22	814	0.14	0.09	1990 ³	25	495	0.04	0.03
1983	20	809	0.13	0.08	1991 ³	30	653	0.06	0.04
1984	16	223	0.03	0.02	1992 ³	29	1,097	0.09	0.06
1985	22	1,066	0.15	0.09	1993 ^{3,4}	34	936	0.08	0.05
1986 ³	22	546	0.06	0.04	1994 ^{3,4}	28	941	0.07	0.05
1987 ³	26	901	0.09	0.06	1995 ^{3,4}	26	710	0.04	0.03

¹ Rate per 100 million passenger miles flown. ² Rate per 100 million passenger kilometers flown. ³ Includes former USSR which began reporting in 1986. ⁴ Preliminary.
 Source: International Civil Aviation Organization, Montreal, Canada, *Civil Aviation Statistics of the World*, annual.

No. 1044. Airline Passenger Screening Results: 1980 to 1994

[Calendar year data]

YEAR	Passengers screened (mil.)	WEAPONS DETECTED				PERSONS ARRESTED	
		Firearms		Other ¹	Explosive/incendiary devices	Carrying firearms/explosives	Giving false information
		Handguns	Long guns				
1980	585	1,878	36	108	8	1,031	32
1982	630	2,559	57	60	1	1,314	27
1983	709	2,634	67	83	4	1,262	34
1984	776	2,766	98	91	6	1,285	27
1985	993	2,823	90	74	12	1,310	42
1986	1,055	2,981	146	114	11	1,415	89
1987	1,096	3,012	99	141	14	1,581	81
1988	1,055	2,591	74	108	11	1,493	222
1989	1,113	2,397	92	390	26	1,436	83
1990	1,145	2,490	59	304	15	1,336	18
1991	1,015	1,597	47	275	94	893	28
1992	1,111	2,503	105	(NA)	(NA)	1,282	13
1993	1,150	2,707	91	(NA)	(NA)	1,354	31
1994	1,261	2,860	134	(NA)	(NA)	1,433	35

NA Not available. ¹ Though 1991, includes other firearms; beginning 1992, includes stunning guns, chemical agents, martial arts equipment, knives, bludgeons, and other designated items.
 Source: U.S. Federal Aviation Administration, *Annual Report to Congress on Civil Aviation Security*.

No. 1045. Aircraft Accidents and Hijackings: 1975 to 1994

[For years ending December 31]

ITEM	Unit	1975	1980	1985	1990	1992	1993	1994
Aircraft accidents: ¹ General aviation ²	Number	3,995	3,590	2,738	2,214	2,076	2,042	1,989
Fatal	Number	633	618	498	442	448	399	392
Rate per 100,000 aircraft hours flown	Rate	2.20	1.69	1.75	1.55	1.88	1.78	1.87
Fatalities	Number	1,252	1,239	955	766	860	737	706
Air carrier, all services ³	Number	(NA)	19	22	24	18	23	22
Fatal	Number	(NA)	1	7	6	4	1	4
Rate per 1,000,000 aircraft miles flown	Rate	(NA)	(Z)	0.002	0.001	0.001	(Z)	0.001
Fatalities	Number	(NA)	1	526	39	33	1	239
Air carrier, scheduled services	Number	29	15	17	22	16	22	20
Fatal	Number	2	-	4	6	4	1	4
Rate per 1,000,000 aircraft miles flown	Rate	0.001	-	0.001	0.001	0.001	(Z)	0.001
Fatalities	Number	122	-	197	39	33	1	239
Commuter air carriers ⁴	Number	48	38	21	15	23	18	10
Fatal	Number	12	8	7	3	7	4	3
Rate per 1,000,000 aircraft miles flown	Rate	0.07	0.04	0.02	0.01	0.02	0.01	0.01
Fatalities	Number	28	37	37	6	21	24	25
Air taxis ⁵	Number	152	171	154	106	76	69	84
Fatal	Number	24	46	35	28	24	19	27
Rate per 100,000 aircraft hours flown	Rate	0.95	1.27	1.36	1.24	1.19	0.80	1.35
Fatalities	Number	69	105	76	50	70	42	34
Hijacking incidents, worldwide	Number	19	39	26	40	12	31	23
U.S. registered aircraft	Number	6	21	4	1	-	-	-
Successful ⁶	Number	4	13	2	(NA)	-	-	-
Foreign-registered aircraft	Number	13	18	22	39	12	31	23
Successful ⁶	Number	3	9	18	(NA)	(NA)	(NA)	(NA)
Bomb threats:								
U.S. airports	Number	449	268	256	448	188	304	250
Explosions	Number	4	1	-	-	-	-	-
U.S. worldwide and foreign aircraft in U.S.	Number	1,853	1,179	372	338	215	248	218
Explosions	Number	2	1	1	-	-	-	-

- Represents zero. NA Not available. Z Rounds to zero. ¹ Data from National Transportation Safety Board. ² See text, section 22. ³ U.S. air carriers operating under 14 CFR 121. ⁴ All scheduled service of U.S. air carriers operating under 14 CFR 135. ⁵ All nonscheduled service of U.S. air carriers operating under 14 CFR 135. ⁶ Hijacker controls flight and reaches destination or objective.
 Source: U.S. Federal Aviation Administration, *FAA Statistical Handbook of Aviation*, annual; and unpublished data. Includes data from U.S. Department of Transportation, Research and Special Programs Administration.

No. 1046. On-Time Flight Arrivals and Departures at Major U.S. Airports: 1995

[In percent. Quarterly, based on gate arrival and departure times for domestic scheduled operations in the 48 contiguous States of major U.S. airlines, per DOT reporting rule effective September 1987. All U.S. airlines with 1 percent or more of total U.S. domestic scheduled airline passenger revenues are required to report on-time data. A flight is considered on time if it operated less than 15 minutes after the scheduled time shown in the carrier's computerized reservation system. Cancelled and diverted flights are considered late. Excludes flight operations delayed/cancelled due to aircraft mechanical problems reported on FAA maintenance records (4-5 percent of the reporting airlines' scheduled operations). See source for data on individual airlines]

AIRPORT	ON-TIME ARRIVALS				ON-TIME DEPARTURES			
	1st. qtr.	2d. qtr.	3d. qtr.	4th. qtr.	1st. qtr.	2d. qtr.	3d. qtr.	4th. qtr.
Total, all airports	77.3	79.3	81.8	75.9	81.5	84.4	85.3	79.7
Total 27 major airports	76.7	78.7	81.5	75.3	79.8	82.9	83.6	77.8
Atlanta, Hartsfield International	78.2	77.4	75.3	67.5	82.2	80.0	79.9	68.6
Boston, Logan International	73.6	76.2	78.2	69.3	81.3	85.7	84.8	76.2
Charlotte, Douglas	78.8	84.4	84.6	79.3	79.6	83.1	83.6	77.9
Chicago, O'Hare	81.4	78.9	80.1	75.5	78.7	80.1	79.2	74.5
Cincinnati International	83.6	84.3	84.1	77.6	84.2	85.5	84.5	78.6
Dallas/Ft. Worth International	74.9	80.8	86.4	80.6	74.8	82.2	85.9	80.6
Denver, Stapleton International	79.2	80.9	84.6	80.2	78.0	83.7	84.8	81.3
Detroit, Metro Wayne	80.4	82.0	82.3	81.2	79.2	80.9	78.1	77.1
Houston Intercontinental	78.5	78.3	85.4	82.3	83.4	83.6	88.2	87.6
Las Vegas, McCarran International	76.3	79.4	83.9	77.2	78.3	82.4	84.8	78.8
Los Angeles International	68.1	70.1	78.6	65.8	74.6	80.0	82.5	72.2
Miami International	75.7	77.3	76.3	75.2	82.8	85.5	81.1	82.9
Minneapolis/St. Paul International	82.7	83.7	81.4	79.0	83.3	85.6	83.1	81.1
Newark International	73.0	73.2	80.4	74.5	80.1	81.3	85.3	79.6
New York, Kennedy International	72.9	74.6	73.5	71.2	83.7	84.6	80.4	76.3
New York, LaGuardia	79.2	81.4	82.3	79.3	83.0	86.4	87.1	82.2
Orlando International	78.0	78.3	79.6	73.4	85.3	87.5	87.6	84.5
Philadelphia International	77.6	81.3	81.7	78.7	83.2	85.8	85.5	80.1
Phoenix, Sky Harbor International	75.7	78.4	84.3	78.2	78.2	81.9	84.8	79.7
Pittsburgh, Greater International	78.6	83.1	84.8	77.4	80.2	83.7	83.8	77.7
St. Louis, Lambert	72.2	74.1	82.3	74.9	75.8	78.4	82.7	75.7
Salt Lake City International	80.0	79.4	81.7	71.5	80.2	83.2	82.4	74.8
San Diego International, Lindbergh	74.2	77.5	83.0	76.0	80.6	85.4	88.4	79.8
San Francisco International	65.8	73.7	79.8	65.0	74.3	83.1	84.2	70.5
Seattle-Tacoma International	75.9	78.1	77.9	68.1	84.2	86.6	84.8	79.1
Tampa International	77.4	76.7	77.5	71.6	85.3	85.9	87.2	82.5
Washington National	78.7	81.1	81.4	78.1	85.3	88.2	88.2	84.2

Source: U.S. Department of Transportation, Office of Consumer Affairs, *Air Travel Consumer Report*, monthly.

No. 1047. Consumer Complaints Against U.S. Airlines: 1987 to 1995

[Calendar year data. See source for data on individual airlines]

COMPLAINT CATEGORY	1987	1988	1989	1990	1991	1992	1993	1994	1995
Total	40,985	21,493	10,553	7,703	6,106	5,639	4,438	5,179	4,629
Flight problems ¹	18,019	8,831	4,111	3,034	1,877	1,624	1,211	1,586	1,133
Customer service ²	3,888	2,120	1,002	758	714	695	599	805	667
Ticketing/boarding ³	2,458	1,445	821	624	659	680	577	598	666
Baggage	7,438	3,938	1,702	1,329	883	752	627	761	628
Refunds	3,313	1,667	1,023	701	783	721	482	393	576
Oversales ⁴	2,122	1,353	607	399	301	265	257	301	263
Fares ⁵	937	455	341	312	388	573	398	267	185
Advertising	344	141	89	96	96	54	51	94	66
Tours	90	37	22	29	23	12	16	127	18
Smoking	888	546	232	74	30	25	30	20	15
Credit	101	35	19	5	10	10	4	2	4
Other	1,387	925	584	342	342	228	186	225	408

¹ Cancellations, delays, etc. from schedule. ² Unhelpful employees, inadequate meals or cabin service, treatment of delayed passengers. ³ Errors in reservations and ticketing; problems in making reservations and obtaining tickets. ⁴ All bumping problems, whether or not airline complied with DOT regulations. ⁵ Incorrect or incomplete information about fares, discount fare conditions, and availability, etc.

Source: U.S. Dept. of Transportation, Office of Consumer Affairs, *Air Travel Consumer Report*, monthly.

No. 1048. Commuter/Regional Airline Operations—Summary: 1980 to 1994

[Calendar year data. Commuter/regional airlines operate primarily aircraft of predominately 75 passengers or less and 18,000 pounds of payload capacity serving short haul and small community markets. Represents operations within all North America by U.S. Regional Carriers. Averages are means. For definition of mean, see Guide to Tabular Presentation]

ITEM	Unit	1980	1985	1989	1990	1991	1992	1993	1994
Passenger carriers operating	Number	214	179	151	150	144	127	130	125
Passengers enplaned	Millions	14.8	26.0	37.4	42.1	42.0	48.9	52.7	57.1
Average passengers enplaned per carrier	1,000	69.2	152.4	247.4	277.5	291.4	385.0	405.2	456.9
Revenue passenger miles (RPM)	Billions	1.92	4.41	6.77	7.61	7.80	9.46	10.61	12.02
Average RPM's per carrier	Millions	8.97	24.64	44.84	50.75	54.18	74.50	81.59	96.15
Airports served	Number	732	854	817	811	811	802	829	805
Average trip length	Miles	129	173	181	183	186	194	201	210
Passenger aircraft operated	Number	1,339	1,745	1,907	1,917	1,992	2,103	2,208	2,172
Average seating capacity (seats)	Number	13.9	19.2	21.8	22.1	22.8	23.4	23.0	23.7
Fleet flying hours	1,000	1,740	2,854	3,266	3,447	3,671	4,259	4,490	4,565
Average annual utilization aircraft	Hours	1,299	1,635	1,712	1,798	1,843	2,025	2,033	2,102

¹ Adjusted to exclude a merger in 1986.

Source: Regional Airline Association, Washington, DC, Annual Report of the Regional Airline Industry (copyright).

No. 1049. Civil Flying—Summary: 1970 to 1994

[As of Dec. 31 or for years ending Dec. 31, except as noted. See also *Historical Statistics, Colonial Times to 1970*, series Q 604-623]

ITEM	Unit	1970	1980	1985	1990	1992	1993	1994
Airports in operation ¹	Number	11,261	15,161	16,318	17,490	17,846	18,317	18,343
Heliports	Number	790	2,336	3,120	4,085	4,323	4,569	4,617
Public	Number	4,260	4,814	5,861	5,078	5,116	5,157	5,137
Private	Number	7,001	10,347	10,457	12,412	12,730	13,160	13,206
Airports with runway lights	Number	3,554	4,738	4,941	4,822	4,831	4,842	4,830
Airports with paved runways	Number	3,805	5,833	6,721	7,694	7,936	8,186	8,230
Airport Improvement Program ²	Mil. dol.	50.5	639.0	842.1	1,244.7	1,765.0	1,830.0	1,628.0
Total civil aircraft	1,000	154.5	259.4	274.9	275.9	277.0	279.0	281.0
Active aircraft ³	1,000	134.5	214.8	215.4	218.9	191.7	183.3	178.0
Air carriers, total ⁴	1,000	2.8	3.8	4.7	6.7	7.3	7.3	7.4
General aviation aircraft ⁵	1,000	131.7	211.0	210.7	212.2	184.4	176.0	170.6
Fixed-wing aircraft: Multi-engine	1,000	18.4	31.7	33.6	32.7	27.3	24.6	23.8
Single-engine	1,000	109.5	168.4	164.4	165.1	143.5	130.7	123.3
Rotorcraft ⁶	1,000	2.2	6.0	6.4	7.4	5.8	4.5	4.4
Balloons, blimps, gliders, etc	1,000	1.6	5.0	6.3	7.0	7.8	5.2	6.2
Airman certificates held	1,000	1,002	1,195	1,105	1,195	1,224	1,225	1,225
Pilot ⁷	1,000	733	827	710	703	683	665	654
Held by women	Percent	4.0	6.4	6.1	5.8	5.9	5.9	5.9
Airline transport	1,000	34	70	83	108	116	117	117
Commercial	1,000	187	183	152	149	146	143	139
Private	1,000	304	357	311	299	288	284	284
Student ⁸	1,000	196	200	147	128	115	104	96
Nonpilot ⁹	1,000	269	368	395	492	541	560	571
Ground technicians ⁹	1,000	241	321	341	421	478	485	498
FAA employees: Total	Number	53,125	55,340	47,245	51,269	53,871	52,680	48,932
Air traffic control specialists ¹⁰	Number	(NA)	27,190	23,580	24,339	24,983	24,630	23,628
Full performance	Number	(NA)	16,317	11,672	12,985	14,377	14,931	14,997
Developmental ¹¹	Number	(NA)	4,387	4,304	5,042	3,759	3,040	2,548
Assistants	Number	(X)	(X)	1,465	1,153	792	832	507
Traffic management coordinators ¹²	Number	(X)	(X)	370	471	482	482	544
Electronic technicians/ATSS ¹³	Number	(NA)	8,871	6,856	6,458	6,572	6,262	6,531
Aviation safety inspectors	Number	(NA)	2,038	1,897	2,984	3,017	2,920	2,813
Engineers	Number	(NA)	2,436	2,457	2,745	3,208	3,198	2,891
Other	Number	(NA)	14,805	12,455	14,743	16,091	15,670	13,069
General aviation: ⁵	Million	26.0	41.0	34.1	34.8	26.5	24.3	23.9
Hours flown	Mill. gal.	362	520	420	353	314	268	264
Fuel consumed: ¹⁴	Mill. gal.	415	766	691	663	494	454	471

NA Not available. X Not applicable. ¹ Existing airports, heliports, seaplane bases, etc. recorded with FAA. Includes military airports with joint civil and military use. Includes U.S. outlying areas. Airport-type definitions: Public—publicly owned and under control of a public agency; private—owned by a private individual or corporation. May or may not be open for public use.

² Fiscal year data. Does not include System Planning Grants. Includes U.S. outlying areas. 1970-1980 data are obligated Federal funds for the Airport Development Aid Program. Thereafter, data are appropriated Federal funds under the Airport and Airway Improvement Act of 1982. ³ Registered aircraft that flew 1 or more hours during the year. ⁴ Includes helicopters. ⁵ See text, section 22. Beginning 1993, excludes commuters and includes experimental aircraft, not shown separately. Prior to 1993, experimental aircraft were included in the appropriate type. ⁶ Includes autogyros; excludes air carrier helicopters. ⁷ Includes all active pilots. An active pilot is one with a pilot certificate and a valid medical certificate. Also includes pilots who hold only a helicopter, glider, or lighter than air certificate, not shown separately. ⁸ Includes dispatchers, flight navigators and engineers, and ground technicians—mechanics, parachute riggers, and ground instructors. ⁹ No medical examinations are required, therefore, data represent all certificates on record and include retired or otherwise inactive technicians. ¹⁰ Includes all air traffic control specialists (staff positions, managers, supervisors, and for 1970-1985 traffic management coordinators, not shown separately) and air traffic assistants. ¹¹ Serving in-flight service stations, towers, and centers. ¹² Prior to 1990, included in total air traffic control specialists. ¹³ Airway Transportation Systems Specialists ¹⁴ Source: 1970, U.S. Bureau of Mines; thereafter, FAA General Aviation Activity and Avionics Survey. ¹⁵ Includes kerosene-type and naphtha-type jet fuels.

Source: Except as noted, U.S. Federal Aviation Administration, *FAA Statistical Handbook of Aviation*, annual; and unpublished data. Includes data from U.S. Department of Transportation, Research and Special Programs Administration.

No. 1050. Net Orders for U.S. Civil Jet Transport Aircraft: 1985 to 1995

[Value in millions of dollars. 1985-1992 are net new firm orders; beginning 1993, net announced orders. Minus sign (-) indicates net cancellations]

TYPE OF AIRCRAFT AND CUSTOMER	1985	1990	1991	1992	1993	1994	1995
Total number ¹	468	670	280	231	31	79	421
U.S. customers	242	259	36	82	44	12	138
Foreign customers	226	411	244	149	-13	67	283
Boeing 737, total	253	189	75	91	-34	49	189
U.S. customers	146	38	-8	43	-29	9	85
Foreign customers	107	151	83	48	-5	40	104
Boeing 747, total	37	153	48	41	-25	-5	35
U.S. customers	13	24	-5	-	-25	-1	2
Foreign customers	24	129	53	41	-	-4	33
Boeing 757, total	51	66	80	7	20	5	-7
U.S. customers	39	33	42	29	46	-1	-6
Foreign customers	12	33	38	-22	-26	6	-1
Boeing 767, total	10	60	58	20	43	27	26
U.S. customers	4	23	28	10	41	11	4
Foreign customers	6	37	30	10	2	16	22
Boeing 777, total	-	34	52	36	29	-	83
U.S. customers	-	34	-	-	5	-	-
Foreign customers	-	-	52	36	24	-	83
McDonnell Douglas MD-11, total	-	52	-31	1	-1	2	-6
U.S. customers	-	16	-26	4	-	2	3
Foreign customers	-	36	-5	-3	-1	-	-9
McDonnell Douglas MD-80/90, total	114	116	-2	35	-1	1	51
U.S. customers	37	91	5	-4	6	-8	-
Foreign customers	77	25	-7	39	-7	9	51
McDonnell Douglas MD-95, total	-	-	-	-	-	-	50
U.S. customers	-	-	-	-	-	-	50
Foreign customers	-	-	-	-	-	-	-
Total value	14,811	45,485	23,351	16,640	(NA)	(NA)	(NA)
U.S. customers	7,869	14,828	2,144	3,200	(NA)	(NA)	(NA)
Foreign customers	6,942	30,657	21,207	13,440	(NA)	(NA)	(NA)

- Represents zero. NA Not available. ¹ Includes types of aircraft not shown separately.
Source: Aerospace Industries Association of America, Washington, DC, Research Center, Statistical Series 23.

No. 1051. U.S. Aircraft Shipments With Projections: 1970 to 1994

[Value in millions of dollars]

YEAR	TOTAL		CIVIL						MILITARY	
	Units	Value	Large transports		General Aviation ¹		Helicopters		Units	Value
			Units	Value	Units	Value	Units	Value		
1970	11,632	7,511	311	3,158	7,292	337	495	49	3,534	3,967
1975	16,958	9,355	285	4,006	14,056	1,033	838	266	1,779	4,050
1980	14,660	18,845	383	9,793	11,877	2,486	1,353	674	1,047	5,892
1985	3,597	29,312	273	9,375	2,029	1,431	376	505	919	18,001
1989	3,675	34,228	398	15,074	1,535	1,803	515	251	1,227	17,100
1990	3,486	39,206	521	22,215	1,144	2,007	603	254	1,218	14,730
1991	2,934	40,776	589	26,856	1,021	1,968	571	211	753	11,741
1992	2,507	41,832	610	30,268	941	1,840	324	142	632	9,582
1993 ²	2,282	37,108	408	26,456	964	2,144	260	122	650	8,386
1994 ³	2,146	30,589	306	20,437	960	2,150	260	82	620	7,920

¹ Excludes off-the-shelf military aircraft. ² Estimated. ³ Forecast.
Source: U.S. Department of Commerce, International Trade Administration, *U.S. Industrial Outlook, 1994*; and unpublished data.

No. 1052. Employment and Earnings in Aircraft Industries: 1985 to 1995

[Annual averages of monthly figures. See headnote, table 652]

ITEM	1987 SIC ¹ code	Unit	1985	1990	1993	1994	1995
Employment: Total	(X)	1,000 ...	794	898	665	589	549
Aircraft	3721	1,000 ...	326	381	301	271	244
Aircraft engines and engine parts	3724	1,000 ...	148	152	109	95	93
Aircraft equipment, n.e.c. ²	3728	1,000 ...	143	180	131	115	113
Guided missiles, space vehicles, and parts	376	1,000 ...	177	185	124	108	99
Average weekly earnings:							
Aircraft	3721	Dollars ...	(NA)	(NA)	(NA)	(NA)	(NA)
Aircraft engines and parts	3724	Dollars ...	542	637	715	753	(NA)
Guided missiles, space vehicles, and parts	376	Dollars ...	515	612	696	738	765
Average hourly earnings:							
Aircraft ³	3721	Dollars ...	13.18	15.66	18.43	19.50	19.97
Aircraft engines and parts	3724	Dollars ...	12.85	14.84	16.70	17.31	(NA)
Guided missiles, space vehicles, and parts	376	Dollars ...	12.14	14.39	16.80	17.48	17.75

NA Not available. X Not applicable. ¹ 1987 Standard Industrial Classification; see text, section 13. ² N.e.c. means not elsewhere classified. ³ For production workers. ⁴ Excludes lump-sum payments. Earnings which include proration of lump-sum payments were: \$13.40 in 1985; \$16.32 in 1990; \$19.00 in 1993; \$19.57 in 1994; and \$20.02 in 1995.

Source: U.S. Bureau of Labor Statistics, Bulletins 2445 and 2481; and *Employment and Earnings*, monthly, March and June issues.

No. 1053. Aerospace—Sales, New Orders, and Backlog: 1980 to 1994

[In billions of dollars, except as indicated. Reported by establishments in which the principal business is the development and/or production of aerospace products]

ITEM	1980	1985	1987	1988	1989 ¹	1990 ¹	1991 ¹	1992 ¹	1993 ¹	1994 ¹
Net sales	58.4	100.5	110.3	113.5	122.1	136.6	123.9	118.7	108.1	100.3
Percent U.S. Government	45.6	63.2	62.2	60.0	58.0	54.0	48.9	50.0	48.8	54.8
Complete aircraft and parts ²	22.6	34.2	37.0	35.7	38.4	49.9	52.9	54.0	46.1	40.2
Aircraft engines and parts	6.9	9.7	12.0	15.0	15.4	16.4	15.6	13.7	12.2	10.8
Missiles and space vehicles, parts	8.4	16.7	20.7	21.5	22.6	22.0	23.3	21.3	19.1	18.2
Other products, services	20.5	39.8	40.5	41.3	45.7	48.3	32.0	29.7	30.7	31.1
Net, new orders	70.4	111.0	121.2	147.1	173.6	146.0	122.5	100.3	76.5	87.0
Backlog, Dec. 31	90.5	143.0	158.7	191.5	252.4	250.1	245.2	236.1	207.1	183.5

¹ Data beginning 1989 are not comparable with earlier years. Data are being reported which were previously not available. The extent of this noncomparability is not known. ² Except engines sold separately.

Source: U.S. Bureau of the Census, *Current Industrial Reports*, series MA-37D.

No. 1054. Aerospace Industry Sales, by Product Group and Customer: 1985 to 1996

[In billions of dollars. Due to reporting practices and tabulating methods, figures may differ from those in table 1053]

ITEM	CURRENT DOLLARS					CONSTANT (1987) DOLLARS ³				
	1985	1990	1994	1995 ¹	1996 ²	1985	1990	1994	1995 ¹	1996 ²
Total sales	96.6	134.4	111.2	107.1	110.6	97.8	121.6	90.9	85.4	85.7
PRODUCT GROUP										
Aircraft, total	50.5	71.4	58.1	54.5	58.8	51.1	64.6	47.5	43.5	45.5
Civil ⁴	13.7	31.3	26.0	23.6	29.2	13.9	28.3	21.2	18.8	22.6
Military	36.8	40.1	32.1	30.9	29.6	37.2	36.3	26.3	24.7	22.9
Missiles	11.4	14.2	7.9	7.3	5.7	11.6	12.8	6.5	5.9	4.4
Space	18.6	26.4	26.7	27.1	28.1	18.8	23.9	21.8	21.6	21.7
Related products and services ⁵	16.1	22.4	18.6	18.2	18.1	16.3	20.3	15.2	14.5	14.0
CUSTOMER GROUP										
Aerospace, total	80.5	112.0	92.7	88.9	92.5	81.5	101.3	75.8	70.9	71.7
DOD ⁶	53.2	60.5	44.0	42.0	39.0	53.9	54.8	36.0	33.5	30.2
NASA ⁷ and other agencies	6.3	11.1	11.9	11.0	10.8	6.3	10.0	9.8	8.8	8.4
Other customers ⁸	21.0	40.4	36.7	35.9	42.6	21.3	36.5	30.0	28.6	33.0
Related products and services ⁵	16.1	22.4	18.6	18.2	18.1	16.3	20.3	15.2	14.5	14.0

¹ Preliminary. ² Estimate. ³ Based on AIA's aerospace composite price deflator. ⁴ All civil sales of aircraft (domestic and export sales of jet transports, commuters, business, and personal aircraft and helicopters). ⁵ Electronics, software, and ground support equipment, plus sales of non-aerospace products which are produced by aerospace-manufacturing use technology, processes, and materials derived from aerospace products. ⁶ Department of Defense. ⁷ National Aeronautics and Space Administration. ⁸ Includes civil aircraft sales (see footnote 4), commercial space sales, all exports of military aircraft and missiles and related propulsion and parts.

Source: Aerospace Industries Association of America, Inc., Washington, DC, *1995 Year-end Review and Forecast*.

No. 1055. Aerospace Industry—Net Profits After Taxes: 1980 to 1995

[For calendar year. Minus sign (-) indicates loss]

YEAR	AEROSPACE INDUSTRY PROFITS					ALL MANUFACTURING CORPORATIONS PROFITS AS A PERCENT OF—		
	Total (mil. dol.)	As percent of—			Sales	Assets	Equity	
		Sales	Assets	Equity				
1980	2,588	4.3	5.2	16.0	4.8	6.9	13.9	
1982	2,193	3.3	3.7	12.0	3.5	4.5	9.2	
1983	2,829	3.5	4.1	12.1	4.1	5.1	10.5	
1984	3,639	4.1	4.7	14.1	4.6	6.0	12.5	
1985	3,274	3.1	3.6	11.1	3.8	4.6	10.1	
1986	3,093	2.8	3.1	9.4	3.7	4.2	9.5	
1987	4,582	4.1	4.4	14.6	4.9	5.6	12.8	
1988	4,883	4.3	4.4	14.9	6.0	6.9	16.2	
1989	3,866	3.3	3.3	10.7	5.0	5.6	13.7	
1990	4,487	3.4	3.4	11.5	4.0	4.3	10.7	
1991	12,484	1.8	1.9	6.1	2.5	2.6	6.4	
1992	1,836	-1.4	-1.2	-5.2	1.0	1.0	2.6	
1993	4,621	3.6	3.5	13.2	2.8	2.9	8.1	
1994	5,655	4.7	4.3	14.8	5.4	5.8	15.6	
1995, prel.	4,635	3.8	3.5	11.1	5.7	6.2	16.3	

¹ Reflects unusually large nonoperating expenses totalling \$3.4 billion in 1991 and \$8.7 billion in 1992 due to the initial implementation of a change in accounting for future retirement benefit costs and defense-downsizing restructuring charges. Many large aerospace corporations chose to write off against first quarter earnings amounts required to comply with FASB 106.

Source: Aerospace Industries Association of America, Washington, DC, *1995 Year-end Review and Forecast*.

No. 1056. U.S. Exports of Aerospace Vehicles and Equipment: 1990 to 1993

ITEM	NUMBER OF UNITS				VALUE (mil. dol.)			
	1990	1991	1992	1993 ¹	1990	1991	1992	1993 ¹
Aerospace vehicles and equipment	(NA)	(NA)	(NA)	(NA)	39,083	43,796	45,030	39,426
Civilian aircraft	3,779	3,329	2,086	1,758	18,148	22,388	24,337	19,845
Under 4,536 kg. unladen weight, new	1,134	911	586	555	324	311	297	234
4,536-15,000 kg. unladen weight, new	79	69	60	58	245	279	295	324
Over 15,000 kg. unladen weight, new	306	385	387	276	16,691	20,881	22,379	18,146
Rotocraft, new	349	318	212	175	165	168	118	120
Nonpowered aircraft, new	(NA)	(NA)	(NA)	(NA)	15	15	7	9
Used or rebuilt	1,911	1,646	841	694	712	734	1,241	1,012
Military aircraft, new and used	445	490	428	632	1,481	1,784	2,083	1,460
Aircraft engines and parts	(NA)	(NA)	(NA)	(NA)	6,883	7,049	6,699	6,278
Piston engines and parts	(NA)	(NA)	(NA)	(NA)	421	417	315	294
Complete engines, new and used	6,411	7,812	7,278	7,613	110	111	104	123
Engine parts	(NA)	(NA)	(NA)	(NA)	311	306	211	172
Turbine engines and parts	(NA)	(NA)	(NA)	(NA)	6,462	6,632	6,384	5,984
Complete engines, new and used	24,687	17,565	18,540	17,088	1,856	2,229	2,484	2,409
Engine parts	(NA)	(NA)	(NA)	(NA)	4,606	4,403	3,900	3,575
Propellers, rotors, and parts	(NA)	(NA)	(NA)	(NA)	343	317	289	308
Landing gear and parts	(NA)	(NA)	(NA)	(NA)	276	333	362	338
Aircraft parts and accessories, n.e.c. ²	(NA)	(NA)	(NA)	(NA)	8,982	9,386	8,496	8,574
Guided missiles and parts	(NA)	(NA)	(NA)	(NA)	1,306	1,204	1,428	1,231
Flight simulators	(NA)	(NA)	(NA)	(NA)	255	245	205	197
Space vehicles and parts	(NA)	(NA)	(NA)	(NA)	660	308	336	548
Avionics	(NA)	(NA)	(NA)	(NA)	747	780	795	646

NA Not available. ¹ Estimated. ² N.e.c.=Not elsewhere classified.

Source: U.S. Dept. of Commerce, International Trade Administration, *U.S. Industrial Outlook, 1994*; and unpublished data.

No. 1057. International Transportation Transactions of the United States, by Type: 1980 to 1995

[In millions of dollars. Data are international transportation transactions recorded for balance of payment purposes (see table 1283). Receipts include freight on exports carried by U.S.-operated carriers and foreign carrier expenditures in U.S. ports. Payments include freight on imports carried by foreign carriers and U.S. carrier port expenditures abroad. Freight on exports carried by foreign carriers is excluded since such payments are directly or indirectly for foreign account. Similarly, freight on U.S. imports carried by U.S. carriers is a domestic rather than an international transaction. Minus sign (-) indicates excess of payments over receipts. See *Historical Statistics, Colonial Times to 1970*, series U 3 and U 10, for totals]

ITEM	1980	1985	1989	1990	1991	1992	1993	1994	1995 ¹
Total receipts	14,209	19,085	31,764	38,043	39,185	40,309	40,594	43,555	46,767
Ocean passenger fares	(Z)	60	132	154	156	176	237	192	192
Other ocean transportation	7,757	8,846	11,704	12,141	12,252	12,403	12,437	13,452	15,046
Freight	3,229	3,440	3,896	4,104	4,011	3,980	3,998	4,537	5,300
Port expenditures	4,435	5,274	7,609	7,815	8,041	8,267	8,335	8,859	9,678
Charter hire	93	132	199	222	200	156	104	56	68
Air passenger fares ²	2,591	4,351	10,526	15,144	15,698	16,442	16,374	17,285	18,021
Other air transportation	3,355	5,347	7,890	8,878	9,256	9,206	9,420	10,314	11,140
Freight	742	706	1,719	2,432	2,722	2,589	2,856	3,241	3,658
Port expenditures	2,613	4,641	5,591	5,742	5,834	5,785	5,753	6,209	6,574
Aircraft leasing	(NA)	(NA)	580	704	700	832	811	864	908
Miscellaneous receipts	506	481	1,512	1,726	1,823	2,082	2,126	2,312	2,368
Total payments	15,397	22,087	30,509	35,699	35,216	36,015	37,871	41,069	42,891
Ocean passenger fares	268	154	193	248	279	301	341	341	341
Other ocean transportation	8,179	10,689	12,227	13,078	12,276	11,861	12,700	13,943	14,339
Import freight	5,809	8,114	9,391	10,290	9,583	9,269	10,028	10,965	11,206
Port expenditures	1,905	2,048	2,228	2,174	2,093	2,029	2,143	2,465	2,635
Charter hire	465	536	608	614	590	563	529	513	498
Air passenger fares ²	3,339	6,290	8,056	10,283	9,733	10,255	10,972	12,355	13,044
Other air transportation	3,366	4,719	8,168	10,083	10,742	11,290	11,438	11,675	12,279
Import freight	562	1,666	2,197	2,207	2,257	2,376	2,580	2,914	3,210
Port expenditures	2,804	3,053	5,883	7,674	8,256	8,657	8,597	8,468	8,765
Aircraft leasing	(NA)	(NA)	88	202	229	257	261	293	304
Miscellaneous payments	245	226	1,865	2,007	2,186	2,308	2,420	2,755	2,888
Balance	-1,188	-3,002	1,255	2,345	3,969	4,294	2,722	2,486	3,876

NA Not available. Z Less than \$500,000. ¹ Preliminary. ² Beginning 1990, includes interairline settlements.

Source: U.S. Bureau of Economic Analysis, *Survey of Current Business*, June issues; and unpublished data.

No. 1058. Exports and Imports, by Method of Transport: 1980 to 1994

[Exports are free alongside ship (f.a.s.) value (see text, section 28) for all years; imports are f.a.s. value for 1980 and customs value for other years. Export data include both domestic and foreign; import data for general imports only. For details, see source]

ITEM	Unit	EXPORTS					IMPORTS				
		1980	1985	1990	1993	1994	1980	1985	1990	1993	1994
All methods ¹	Bil. dol.	220.7	213.1	393.0	464.9	512.4	240.8	345.3	495.3	580.5	663.4
Vessel	Bil. dol.	120.9	91.7	150.8	166.6	177.6	165.1	208.4	283.4	310.4	339.4
Air	Bil. dol.	46.1	52.3	110.5	135.1	150.3	28.0	51.3	90.9	117.7	143.0
Shipping weight: Vessel	Bil. kg.	363.7	317.7	372.4	349.5	334.5	443.1	361.5	496.3	531.0	586.9
Air	Bil. kg.	1.0	0.8	1.5	1.7	2	0.6	1.3	1.7	1.9	2.2

¹ Includes types other than vessel and air and revisions that are not distributed by method of transport.

Source: U.S. Bureau of the Census, *Highlights of U.S. Export and Import Trade*, through 1985, FT 90, monthly; thereafter, *U.S. Merchandise Trade: Selected Highlights*, FT-920, monthly.

No. 1059. Federal Expenditures for Civil Functions of the Corps of Engineers, United States Army: 1965 to 1993

[In millions of dollars. For fiscal years ending in year shown, see text, section 9. These expenditures represent the work of the Corps of Engineers to plan, design, construct, operate, and maintain civil works projects and activities, particularly in the management and improvement of rivers, harbors, and waterways for navigation, flood control, and multiple purposes. The amounts listed below do not include the expenditure of funds contributed, advanced, or reimbursed by other government agencies or local interests. Includes Puerto Rico and outlying areas]

FISCAL YEAR	Total program ¹	Navigation	Flood control	Multiple purpose	FISCAL YEAR	Total program ¹	Navigation	Flood control	Multiple purpose
1965	1,169	426	447	283	1986	3,163	1,345	1,300	402
1970	1,128	398	379	331	1987	2,937	1,135	1,272	411
1975	2,070	694	904	439	1988	3,086	1,271	1,271	423
1980	3,061	1,225	1,228	551	1989	3,252	1,395	1,253	462
1982	2,940	1,331	1,083	453	1990	3,297	1,391	1,397	375
1983	2,959	1,290	1,088	482	1991	3,511	1,473	1,447	443
1984	3,085	1,383	1,154	445	1992	3,675	1,562	1,469	469
1985	2,956	1,234	1,187	419	1993	3,335	1,461	1,243	464

¹ Includes expenditures which are not associated with a specific purpose (e.g., headquarters staff supervision, management, and administration activities, and some research and development activities).

Source: U.S. Army Corps of Engineers, *Report of Civil Works Expenditures by State and Fiscal Year*, annual.

No. 1060. Freight Carried on Inland Waterways, by System: 1960 to 1989

[In billions of ton-miles. Excludes Alaska and Hawaii, except as noted. Includes waterways, canals, and connecting channels]

ITEM	1960	1970	1980	1982	1983	1984	1985	1986	1987	1988	1989
Total	220.3	318.6	406.9	351.2	359.0	399.0	381.7	392.6	410.7	438.2	448.7
Atlantic coast waterways	28.6	28.6	30.4	25.4	22.5	24.7	24.8	25.7	25.9	28.1	28.2
Gulf coast waterways	16.9	28.6	36.6	31.8	32.4	36.7	36.5	39.0	37.9	44.6	42.5
Pacific coast waterways ¹	6.0	8.4	14.9	12.8	13.2	20.5	19.9	20.8	22.8	24.5	24.0
Mississippi River system ²	69.3	138.5	228.9	218.0	223.0	234.6	224.7	239.3	251.6	257.8	268.1
Great Lakes System	99.5	114.5	96.0	63.2	67.9	82.5	75.8	67.9	72.5	83.1	85.8

¹ Includes Alaskan waterways. ² Comprises main channels and all tributaries of the Mississippi, Illinois, Missouri, and Ohio Rivers. ³ Does not include traffic between foreign ports.

Source: U.S. Army Corps of Engineers, *Waterborne Commerce of the United States*, annual.

No. 1061. Waterborne Commerce, by Type of Commodity: 1980 to 1993

[In millions of short tons. Domestic trade includes all commercial movements between United States ports and on inland rivers, Great Lakes, canals, and connecting channels of the United States, Puerto Rico, and Virgin Islands]

COMMODITY	1980		1985		1990		1993	
	Total	Domestic	Total	Domestic	Total	Domestic	Total	Domestic
Net total	1,998.9	1,077.5	1,788.4	1,014.1	2,163.9	1,122.3	2,128.2	1,068.2
Petroleum products ¹	423.2	339.2	368.8	259.0	437.5	281.4	428.3	273.4
Gasoline	87.3	81.0	94.0	78.0	116.8	96.4	112.3	95.1
Distillate fuel oil	74.6	72.1	70.0	55.0	77.3	58.3	83.2	58.5
Residual fuel oil	188.0	141.3	130.0	83.7	145.1	90.4	123.1	81.3
Crude petroleum	480.2	174.2	357.7	194.7	485.7	176.2	505.6	147.4
Coal and lignite	256.4	164.1	273.9	179.9	333.7	222.5	292.3	209.5
Nonmetallic minerals ^{1 2}	157.1	111.6	150.7	108.5	167.5	119.0	167.3	116.7
Sand and gravel ³	65.1	60.8	66.4	62.0	62.8	57.4	65.4	56.1
Limestone	34.2	23.9	24.5	21.9	43.0	38.1	45.9	38.9
Phosphate rock	23.7	9.5	19.4	8.4	14.5	6.7	9.9	5.4
Iron and concentrates	98.4	64.9	72.7	50.0	86.1	62.8	82.2	60.7
Farm products ¹	216.8	63.4	172.8	60.0	215.5	78.7	208.1	75.3
Corn	98.6	30.8	76.3	29.0	96.1	39.6	78.8	35.3
Wheat	53.4	14.3	38.0	10.6	44.4	13.3	52.5	13.2
Soybeans	39.6	16.1	32.9	14.9	32.2	15.9	37.7	17.7
Chemicals and allied products	91.9	49.4	108.5	53.3	123.7	67.3	136.1	71.4
Food and kindred products	54.8	20.4	52.5	17.6	56.7	17.3	62.6	22.3
Lumber and wood products ⁴	52.0	22.7	47.2	18.8	57.9	22.4	49.9	20.3
Primary metal products	28.9	9.0	33.4	8.5	28.3	8.1	32.1	9.2
Waste and scrap	31.1	18.8	37.4	23.9	60.6	31.9	53.9	26.9
Other	108.1	39.8	112.8	40.0	110.7	35.7	109.8	35.1

¹ Includes categories not shown separately. ² Excludes fuels. ³ Includes crushed rock. ⁴ Excludes furniture.

Source: U.S. Army Corps of Engineers, *Waterborne Commerce of the United States*, annual.

No. 1062. Waterborne Imports and Exports, by Coastal District: 1980 to 1993

[Exports are free alongside ship (f.a.s.) value for all years; imports are f.a.s. value for 1980 and customs value for other years, see text, section 28. Includes commodities classified for security reasons as "Special Category" (exports only) and exports by Dept. of Defense (grant-aid shipments), and merchandise shipped in transit through the United States. See source.]

DISTRICT	CARGO TONNAGE (mil. sh. tons)						VALUE (bil. dol.)					
	1980	1985	1990	1991	1992	1993	1980	1985	1990	1991	1992	1993
Imports:												
Atlantic	183	190	207	176	185	197	71.5	94.4	110.8	101.1	108.2	117.7
Gulf	243	141	225	217	232	267	56.4	32.8	41.0	36.4	36.3	38.7
Pacific	56	51	55	49	55	58	45.0	90.4	143.3	143.7	156.6	168.8
Great Lakes	16	17	16	13	14	16	1.9	2.8	7.6	8.4	9.2	10.3
Exports:												
Atlantic	117	93	101	107	102	83	51.0	35.2	62.4	70.1	78.2	75.4
Gulf	163	144	148	167	165	155	41.5	31.8	41.2	44.2	45.0	39.9
Pacific	78	81	100	102	101	96	25.2	25.8	53.7	56.6	60.4	59.9
Great Lakes	45	34	26	18	21	21	4.6	2.4	1.7	1.2	1.6	1.5

Source: U.S. Bureau of the Census, *U.S. Waterborne Exports and General Imports*, through 1985, FT 985, annual; thereafter TM 985, monthly.

No. 1063. Vessels Entered and Cleared in Foreign Trade, Net Registered Tonnage: 1966 to 1993

[In millions of net registered tons, except as indicated. Includes Puerto Rico and Virgin Islands. Seaports comprise all ports except Great Lakes ports. See also *Historical Statistics, Colonial Times to 1970*, series Q 507-517]

YEARLY AVERAGE OR YEAR	ALL PORTS					SEAPORTS				
	Number of vessels	Tonnage, all vessels			Tonnage, all vessels			Tonnage, with cargo		
		Total	U.S.	Foreign	Total	U.S.	Foreign	Total	U.S.	Foreign
Entered:										
1966-70	53,459	232	29	203	206	27	180	157	18	139
1971-75	53,760	319	30	290	292	28	264	220	24	196
1976-80	53,700	458	40	418	425	38	387	316	30	286
1981-85	50,124	452	57	395	424	55	369	277	36	241
1986-90	61,978	548	46	502	521	45	476	346	30	315
1970	53,293	254	26	226	227	24	202	171	19	152
1975	51,443	355	32	323	326	30	297	240	26	215
1980	53,645	492	52	440	460	50	410	310	34	276
1985	53,531	451	53	398	426	52	374	283	34	249
1989	64,946	587	44	543	558	42	516	367	31	335
1990	66,424	589	41	548	564	40	524	367	30	337
1991	57,254	516	39	476	494	38	455	311	28	283
1992	55,056	515	37	478	493	36	457	312	28	284
1993	54,834	515	35	480	493	33	460	329	26	303
Cleared:										
1966-70	52,415	232	30	202	206	27	179	122	23	99
1971-75	53,039	324	31	293	296	29	262	149	21	127
1976-80	52,931	453	41	412	420	38	382	203	26	177
1981-85	50,291	460	57	403	432	55	377	251	34	217
1986-90	60,249	551	47	504	524	46	478	284	31	253
1970	52,195	253	27	226	226	25	201	132	20	112
1975	51,017	363	34	329	334	31	303	168	23	144
1980	52,928	487	54	433	456	51	405	246	33	213
1985	53,095	461	55	406	435	53	382	253	36	217
1989	63,042	590	45	545	561	44	517	304	30	274
1990	63,648	592	43	550	566	41	525	304	29	275
1991	55,100	521	40	480	498	39	459	282	28	253
1992	54,127	519	38	481	496	37	460	276	28	248
1993	53,637	519	36	483	497	35	462	262	28	234

Source: U.S. Bureau of the Census, *Vessel Entrances and Clearances*, through 1989, FT 975, annual; thereafter TA 987, annual.

No. 1064. Domestic Merchant Vessels Completed by U.S. Shipyards: 1970 to 1994

[Vessels of 1,000 gross tons and over. See also *Historical Statistics, Colonial Times to 1970*, series Q 438-48]

TYPE	Unit	1970	1975	1980	1985	1986	1987	1988	1992	1993	1994
Merchant vessels	Number	13	15	10	8	5	4	4	3	-	1
Gross tons	1,000	342	452	375	172	215	153	153	44	-	17
Cargo	Number	6	3	6	4	2	3	3	1	-	-
Gross tons	1,000	120	65	105	113	66	58	58	32	-	-
Deadweight tons	1,000	134	71	114	97	53	63	63	29	-	-
Tankers	Number	7	12	4	4	3	1	1	2	-	1
Gross tons	1,000	222	387	270	59	149	95	95	12	-	17
Deadweight tons	1,000	427	742	354	92	271	209	209	16	-	22

- Represents zero.

Source: U.S. Maritime Administration, *New Ship Construction*, annual.

No. 1065. United States Flag Merchant Vessels: 1995

[As of January. Covers ocean-going vessels of 1,000 gross tons and over engaged in foreign and domestic trade, and inactive vessels. Excludes vessels operating exclusively on Great Lakes, inland waterways, and those owned by the United States Army and Navy, and special types such as cable ships, tugs, etc. See also *Historical Statistics, Colonial Times to 1970*, series Q 487-502]

VESSEL TYPE	NUMBER						DEADWEIGHT TONS (1,000)					
	Total	Passenger ¹	Cargo ²	Inter-coastal	Bulk carrier ³	Tanker ⁴	Total	Passenger ¹	Cargo ²	Inter-coastal	Bulk carrier ³	Tanker ⁴
Total	543	13	133	175	22	200	19,968	115	1,948	4,918	1,042	11,945
Active vessels.	343	7	29	131	20	156	15,279	56	470	3,890	966	9,897
Privately owned.	331	2	25	129	20	155	15,151	14	420	3,871	966	9,880
U.S. foreign trade.	128	-	16	69	14	29	4,633	-	241	2,294	757	1,341
Foreign-to-foreign.	26	-	1	9	-	16	1,972	-	12	379	-	1,581
Domestic trade.	129	2	1	26	5	95	7,318	14	15	574	173	6,542
Coastal.	66	-	1	3	4	58	2,476	-	15	88	143	2,230
Noncontiguous.	63	2	-	23	1	37	4,842	14	-	486	30	4,312
Military Sea Lift Command.	48	-	7	25	1	15	1,228	-	152	624	36	416
Government owned.	12	5	4	2	-	1	128	42	50	19	-	17
Ready reserve force.	2	1	1	-	-	-	24	9	15	-	-	-
Other Custody.	1	-	-	1	-	-	16	-	-	16	-	-
Other Reserve.	9	4	3	1	-	1	88	33	35	3	-	17
Inactive vessels.	200	6	104	44	2	44	4,689	59	1,478	1,028	76	2,048
Privately owned.	23	-	3	1	2	17	1,326	-	52	19	76	1,179
Temporarily inactive.	2	-	-	-	-	2	117	-	-	-	-	117
Lay-up.	19	-	3	1	2	13	1,141	-	52	19	76	994
Lay-up (MARAD Custody) ⁵	2	-	-	-	-	2	68	-	-	-	-	68
Government owned (MARAD Custody): ⁵												
National defense reserve fleet.	177	6	101	43	-	27	3,363	59	1,426	1,009	-	869
Ready reserve fleet.	87	-	42	38	-	7	1,838	-	608	940	-	290
Other reserve.	44	-	27	5	-	12	871	-	446	69	-	356
Nonretention ⁶	46	6	32	-	-	8	654	59	372	-	-	223

- Represents zero. ¹ Includes combination passenger and cargo vessels. ² General cargo. ³ Includes tug barges. ⁴ Includes tanker barges and liquified natural gas vessels. ⁵ In the custody of the Maritime Administration. ⁶ Vessels not actively maintained.

Source: U.S. Maritime Administration, *Employment Report of the United States Flag Merchant Fleet Ocean-Going Vessels 1,000 Gross Tons and Over*, annual.

No. 1066. Private Shipyards—Summary: 1980 to 1993

[For calendar year, unless noted. See also *Historical Statistics, Colonial Times to 1970*, series Q 449-458 and series Q 467-472]

ITEM	Unit	1980	1985	1987	1988	1989	1990	1991	1992	1993
Employment ¹	1,000. . .	177.3	130.3	120.4	121.0	123.4	121.8	127.2	123.5	111.0
Production workers.	1,000. . .	141.8	99.0	90.8	90.9	88.6	86.4	95.5	93.3	84.3
Value of work done.	Mil. dol. .	9,269	9,358	8,531	(NA)	(NA)	(NA)	(NA)	(NA)	(NA)
On ships only.	Mil. dol. .	8,889	9,483	8,377	(NA)	(NA)	(NA)	(NA)	(NA)	(NA)
Value added.	Mil. dol. .	5,338	5,740	5,227	(NA)	(NA)	(NA)	(NA)	(NA)	(NA)
Building activity:										
Merchant vessels: ²										
Under construction ³	Number . .	69	10	6	-	-	-	3	3	1
Ordered.	Number . .	7	-	-	-	-	3	-	1	-
Delivered.	Number . .	23	3	4	-	-	-	-	3	-
Cancelled.	Number . .	4	-	-	-	-	-	-	-	-
Under contract ⁴	Number . .	49	7	-	-	-	3	3	1	1
Naval vessels: ²										
Under construction ³	Number . .	99	100	79	83	105	98	91	90	82
Ordered.	Number . .	11	11	20	32	16	8	13	10	12
Delivered.	Number . .	19	26	16	10	23	15	14	18	19
Under contract ^{4 5}	Number . .	91	85	83	105	98	91	90	82	73
Repairs/conversions:										
Commercial ships.	Mil. dol. .	1,335	852	806	202	279	373	380	226	292
Naval ships.	Mil. dol. .	1,134	2,311	1,930	1,238	1,091	1,119	993	526	573
Unfinished work:										
Commercial ships.	Mil. dol. .	2,070	450	53	-	-	-	99	32	42
Naval ships.	Mil. dol. .	7,107	12,091	8,265	10,500	16,010	15,450	14,151	12,286	(NA)

- Represents zero. NA Not available. ¹ Annual average of monthly data. ² Vessels of 1,000 tons or larger. ³ As of Jan. 1. ⁴ As of Dec. 31. ⁵ Two ships were cancelled in August 1993.

Source: Shipbuilders Council of America, Arlington, VA., *Annual Report*, for 1980; thereafter, unpublished data.

No. 1067. Employees in Government and Private Shipyards: 1960 to 1995

[In thousands. Annual average employment in establishments primarily engaged in building and repairing all types of ships, barges, canal boats, and lighters of 5 gross tons and over, whether propelled by sail or motor power or towed by other craft. Includes all full- and part-time employees]

YEAR	Total	Private yards	Navy yards	YEAR	Total	Private yards	Navy yards	YEAR	Total	Private yards	Navy yards
1960	208	112	96	1986	206	131	75	1991	193	131	62
1970	216	134	83	1987	200	124	75	1992	183	124	59
1975	217	154	65	1988	197	124	73	1993	163	113	50
1980	250	178	72	1989	196	126	71	1994	148	107	41
1985	219	138	80	1990	198	130	68	1995	139	105	34

Source: U.S. Bureau of Labor Statistics, Bulletins 2445 and 2481; *Employment and Earnings*, monthly, March and June issues; and unpublished data.

No. 1068. Employment on U.S. Flag Merchant Vessels, and Basic Monthly Wage Scale for Able-Bodied Seamen: 1975 to 1995

[Employment in thousands. See also *Historical Statistics, Colonial Times to 1970*, series Q 414-416]

YEAR	Employment ¹	YEAR	Employment ¹	YEAR	East coast wage rate ²	West coast wage rate ²	YEAR	East coast wage rate ²	West coast wage rate ²
1975	20.5	1990	11.1	1975	612	900	1991	\$1,581	\$2,329
1980	19.6	1991	11.7	1980	967	1,414	1992	1,655	2,438
1985	13.1	1992	9.2	1985	1,419	2,029	1993	1,721	2,438
1987	10.4	1993	9.3	1988	1,419	2,175	1994	1,790	2,536
1988	10.7	1994	9.1	1989	1,448	2,218	1995	1,918	2,637
1989	9.9	1995	7.9	1990	1,505	2,218			

¹As of June 30, except beginning 1980, as of Sept. 30. Estimates of personnel employed on merchant ships, 1,000 gross tons and over. Excludes vessels on inland waterways, Great Lakes, and those owned by, or operated for, U.S. Army and Navy, and special types such as cable ships, tugs, etc. ²As of January. Basic monthly wage, over and above subsistence (board and room); excludes overtime and fringe pay benefits. West coast incorporates extra pay for Saturdays and Sundays at sea into base wages but east coast does not.

Source: U.S. Maritime Administration, *U.S. Merchant Marine Data Sheet*, monthly; and unpublished data.

No. 1069. Worldwide Tanker Casualties: 1975 to 1994

[Data for 1975 and 1980 covers tankers, ore/oil carriers and bulk/oil vessels of 6,000 deadweight tons and over; beginning 1985, 10,000 deadweight tons and over; excludes liquid gas carriers. Incident is counted in the year it is reported. Based on data from "Lloyd's List" published by Lloyd's of London. "Casualties" include weather damage, strandings, collisions and other contact, fires and explosions, machinery damage, and other mishaps]

ITEM	Unit	1975	1980	1985	1988	1989	1990	1991	1992	1993	1994
Casualties	Number	906	(NA)	340	456	528	541	507	396	314	270
Total losses	Number	22	15	12	3	8	10	10	11	9	11
Deaths	Number	90	132	53	63	74	119	205	86	26	88
Oil spills	Number	45	32	9	13	31	31	26	17	24	29
Amount	1,000 tons	188	136	80	178	188	61	439	152	120	110
Amount	Mil. gallons	58	42	25	55	58	19	136	47	37	33

NA Not available. ¹ Excludes losses due to hostilities.

Source: Tanker Advisory Center, Inc., New York, NY, "Worldwide Tanker Casualty Returns," quarterly.

No. 1070. Merchant Vessels—World and United States: 1960 to 1993

[Through 1992, as of mid-year; thereafter for year-end. For propelled sea-going merchant ships of not less than 100 gross tonnage. See also *Historical Statistics, Colonial Times to 1970*, series Q 473-480]

YEAR	WORLD: COMPLETED		WORLD: OWNED		U.S.: COMPLETED		U.S.: REGISTERED	
	Number	Gross tonnage (1,000)	Number	Gross tonnage (1,000)	Number	Gross tonnage (1,000)	Number	Gross tonnage (1,000)
1960	2,005	8,382	36,311	129,770	49	379	4,059	24,837
1970	2,814	20,980	52,444	227,490	156	375	2,983	18,463
1980	2,412	13,101	73,832	419,911	205	555	5,579	18,464
1985	1,964	18,157	76,395	416,269	66	180	6,447	19,518
1989	1,593	13,236	76,100	410,481	10	4	6,375	20,588
1990	1,672	15,885	78,336	423,627	16	15	6,348	21,328
1991	1,574	16,095	80,030	436,027	17	9	6,222	20,291
1992	1,506	18,633	79,845	444,305	27	54	5,737	18,228
1993	1,505	20,025	80,655	457,915	30	14	5,646	14,087

Source: Through 1992, Lloyd's Register of Shipping, London, England, *Statistical Tables*, annual; and *Annual Summary of Merchant Ships Completed in the World*; thereafter, *World Fleet Statistics*, annual.

No. 1071. Merchant Vessels—Ships and Tonnage Lost Worldwide: 1980 to 1993

[For merchant vessels of 100 gross tonnage and above. Excludes ships which have been declared constructive losses but have undergone repair during the year. Loss counted in the year the casualty occurred, providing that information was available at time of relevant publication]

TYPE OF SHIP	SHIPS LOST					GROSS TONNAGE LOST (1,000)				
	1980	1985	1990	1992	1993	1980	1985	1990	1992	1993
Total ¹	387	307	188	213	219	1,804	1,651	1,126	1,223	778
Tankers	24	19	8	7	12	707	776	138	332	198
Ore/bulk carriers ²	21	22	15	13	7	458	405	687	576	160
General cargo	211	155	87	81	96	478	363	202	174	310
Container ships	2	5	-	4	1	6	41	-	40	5
Passenger ³	9	-	-	1	1	112	-	-	13	4
Fishing	96	66	50	77	74	30	26	20	31	39

- Represents zero. ¹ Includes types not shown separately. ² Includes ore/bulk/oil carriers. ³ Includes passenger cargo ships.

Source: Lloyd's Register of Shipping, London, England, *Casualty Return*, annual.

No. 1072. Merchant Fleets of the World: 1995

[Vessels of 1,000 gross tons and over. As of Jan. 1. Specified countries have 100 or more ships]

COUNTRY OF REGISTRY, 1995	TOTAL		INTERMODAL		FREIGHTERS ¹		BULK CARRIERS ²		TANKERS	
	Number	Average age (yr.)	Number	Average age (yr.)	Number	Average age (yr.)	Number	Average age (yr.)	Number	Average age (yr.)
World total	25,092	18	2,538	13	11,231	18	5,316	16	6,007	16
United States	543	25	175	18	146	35	22	18	200	24
Privately owned	354	21	130	17	30	29	22	18	172	22
Government owned	189	33	45	21	116	37	-	-	28	37
Foreign:	24,549	18	2,363	13	11,085	18	5,294	16	5,807	16
Antigua and Barbuda	295	14	57	11	218	15	7	19	13	19
Bahamas	910	15	75	16	463	15	132	16	240	14
Brazil	211	17	21	11	38	22	65	15	87	17
Bulgaria	115	20	12	15	50	24	36	18	17	14
China: Mainland	1,387	19	102	13	764	20	318	18	203	17
Cyprus	1,436	17	101	11	619	17	561	19	155	16
Denmark (DIS) ³	345	10	83	10	163	11	15	8	84	9
Egypt	126	20	7	10	88	22	16	11	15	22
Germany	440	9	162	7	228	10	10	13	40	8
Greece	981	19	47	20	192	23	470	17	272	19
Honduras	244	28	10	28	197	28	11	26	26	28
Hong Kong	215	12	28	13	44	14	120	10	23	15
India	284	14	5	8	80	15	118	14	81	13
Indonesia	413	19	13	22	280	19	16	15	104	19
Iran	124	19	3	31	39	19	50	16	32	22
Italy	395	17	59	12	73	20	39	16	224	18
Japan	812	10	102	9	188	10	206	12	316	8
Liberia	1,534	13	147	11	286	14	450	14	651	13
Malaysia	219	16	26	16	87	22	30	10	76	12
Malta	925	20	41	16	369	20	290	19	225	20
Netherlands	394	11	47	12	274	11	14	18	59	10
Norway (NIS) ³	678	15	51	14	193	17	147	13	287	14
Panama	3,488	15	334	13	1,559	16	806	14	789	14
Philippines	536	15	28	16	213	19	238	10	57	23
Poland	161	17	8	15	75	18	73	16	5	21
Romania	231	17	9	11	166	17	45	19	11	14
Russia	1,579	20	65	16	1,233	20	85	17	196	18
Saint Vincent	589	22	43	17	363	22	101	21	82	24
Singapore	575	15	77	14	159	19	98	11	241	14
South Korea	407	16	57	10	146	18	119	16	85	15
Spain	143	17	47	16	42	19	11	19	43	17
Sweden	174	17	47	15	55	19	9	19	63	17
Taiwan	194	13	81	11	41	21	54	10	18	9
Thailand	221	23	9	18	132	24	18	18	62	24
Turkey	416	18	9	14	208	18	135	19	64	21
Ukraine	459	20	45	14	328	22	55	17	31	15
United Kingdom	152	17	29	17	55	15	7	14	61	19
Vanuatu	106	14	7	10	39	14	46	14	14	18
All others	2,635	34	269	16	1,338	21	273	17	755	17

- Represents zero. ¹ Includes passenger/combo cargo. ² Includes bulk/oil, ore/oil, and ore/bulk/oil carriers. ³ International Shipping Registry which is an open registry under which the ship flies the flag of the specified nation but is exempt from certain taxation and other regulations.

Source: U.S. Maritime Administration, *Merchant Fleets of the World*, summary report, annual; and unpublished data.