



New terminal building at Kloten, Zurich. Typical transports on the apron include a Viscount, DC-3s, 4s and 6B, Viking and Convair.

## AIRLINES OF THE WORLD

**L**ISTED on the following pages are the essential facts concerning the 300-odd airlines which operate the world's scheduled services. As shown by the I.C.A.O. table below, these companies carried more than 57 million passengers in 1954.

More than half this total flew on domestic services within the United States—a point worth bearing in mind when considering the preponderance of American equipment used by the airlines; a healthy domestic market is a fine stimulus for any manufacturer.

Nevertheless, Britain has achieved a measure of success in

### SCHEDULED AIR TRAFFIC IN 1954—I.C.A.O. STATISTICS

	Miles flown	Pass.	Pass. miles	Cargo ton-miles	Mail ton-miles	Av. No. pass. per a/c.	Av. miles per pass.
1954	1,206	57.8	32,000	716	217	26.5	554
1953	1,156	52.0	28,580	696	188	24.7	551
1952	1,059	45.0	24,540	668	175	23.2	547
1951	976	39.9	21,380	620	160	21.9	536
1950	890	31.2	16,960	518	143	19.1	544
1949	836	26.5	14,480	390	128	17.3	546
1948	789	23.5	12,990	286	114	16.5	552
1947	708	21.0	11,740	187	88	16.6	559
1946	584	18.2	9,630	82	67	16.5	529
1945	373	9.3	5,100	77	90	13.7	548
1937	165	2.5	880	n.a.	n.a.	5.3	350
Percentage Increase or Decrease Between Years							
1953-54	+4	+11	+12	+3	+16	+7	+1
1947-54	+70	+175	+172	+283	+148	+60	-1
1952-53	+9	+16	+16	+4	+7	+6	+1
1951-52	+9	+13	+15	+8	+9	+6	+2
1950-51	+10	+28	+26	+20	+12	+15	-1
1949-50	+6	+18	+17	+33	+12	+10	-1
1948-49	+6	+13	+11	+36	+13	+5	-1
1947-48	+11	+12	+11	+53	+30	-1	-1
1946-47	+21	+15	+22	+128	+31	+1	+6
1945-46	+57	+96	+89	+6	-26	+20	-3

Not included: U.S.S.R. and the People's Republic of China.  
 n. a.—Not available.

seeking customers beyond her shores for the products of her civil-aircraft manufacturing industry. In particular, the word Viscount is now spotted with encouraging frequency among the closely printed lists of operators and their fleets. Doves, Herons, Bristol 170s, also, are distributed throughout the lists though thousands of hours and millions of miles flown may be acknowledged by little more than a line of type. This is inevitable, such is the scope of the air-transport industry today.

It will be noted that, as in previous years, the DC-3 is still serving the vast majority of short/medium-stage routes, except in the most highly developed areas. This situation will not change materially for the next year or two, though a promising future can now be forecast for at least two of the DC-3-replacement projects now under way.

On the long-haul routes, increased use of the Super Constellation and DC-6/7 series has been the only outstanding trend of the past year. The former type was adopted by Pakistan International Airlines, the sole new long-haul carrier of 1955, and will also be used by Lufthansa, shortly due to add further competition to the already keen rivalry between European airlines.

On the pages which follow, complete fleet lists are given wherever possible, together with details of aircraft on order; it will be seen that a high proportion of carriers has not yet decided on the type of equipment which best suits their routes and, possibly, their budget. In most cases we have also quoted the number of passengers carried and revenue ton-miles flown by the airline concerned in the calendar year 1954. Where possible, we have used data supplied direct by the airlines. When 1954 figures have not been available, statistics for the preceding year have been included, in order to provide a basis for comparison between companies.

The British Airways Corporations are the subject of special study on the two pages overleaf; other airlines are listed in alphabetical order on pages 304-308 inclusive.