

CAA REPORTS ON 1953 AIRPORT TRAFFIC

CAA control towers recorded a total of 16,815,133 aircraft operations (landings and take-offs) for calendar year 1953 in continental U.S., Puerto Rico, Hawaii, and Alaska. Air carrier operations accounted for 32% of the activity, for a total of 5,384,416. Non-carrier civil itinerant and local movements represented 47%, with a total of 7,718,594 operations, and itinerant and local military movements 22% for a total of 3,712,123. The 1953 activities represent a 6% increase over 1952 totals of 15,814,213.

CAA reports that 11 airports recorded more than 200,000 plane movements during the year, with 30 fields each recording over 150,000 operations. The top 10 airports for total operations are, in order, Chicago (Midway) Miami, Los Angeles, Cleveland, Wichita, Atlanta, La Guardia, Denver, Dallas, and Teterboro.

A DAILY compilation, based on CAA figures, ascertained the top 25 airports in the Continental U.S. for air carrier movements, as follows:

1953 Ranking	Air Carrier Operations	% of Total Operations	1952 Ranking	Air Carrier Operations	% of Total Operations
1. Chicago (Midway)	266,825	83.5	1	233,630	79.1
2. New York (La Guardia)	188,839	83.6	2	164,816	84.7
3. Washington	164,121	83.4	3	151,880	78.1
4. Los Angeles	138,738	51.4	4	122,186	55.9
5. San Francisco	115,891	66.5	5	107,993	68.8
6. Miami	110,515	40.0	6	106,602	39.1
7. Detroit (Willow Run)	107,313	81.0	7	100,142	79.5
8. Cleveland	107,007	41.7	10	95,397	33.9
9. Dallas	103,365	47.7	8	98,802	49.2
10. New York (Idlewild)	101,235	90.8	9	96,357	84.2
11. Pittsburgh	99,698	61.2	11	92,508	43.0
12. Boston	95,877	66.0	15	78,318	64.5
13. Atlanta	95,204	41.7	12	87,511	42.5
14. Philadelphia	86,963	52.2	17	75,385	51.5
15. Oakland	84,307	44.3	14	79,395	42.4
16. Kansas City	84,010	50.3	13	85,221	53.5
17. St. Louis	79,991	44.1	16	76,367	42.3
18. Newark	73,977	81.3	(Not in 25 because of shutdown)		
19. Burbank	66,559	45.0	20	58,136	42.5
20. Indianapolis	62,844	46.6	19	59,116	46.0
21. Louisville	61,884	76.5	21	57,278	76.7
22. Jacksonville	59,788	46.6	18	60,691	47.5
23. Minneapolis	59,243	31.2	24	49,427	18.1
24. Cincinnati (Covington)	58,085	75.0	22	54,874	75.3
25. Denver	55,569	24.8	23	52,221	20.3
TOTALS	2,527,848	46.9		2,293,126	50.2
TOTALS FOR ALL FIELDS	5,384,416	32.0		4,866,358	30.7

CAA Air Route Traffic Control Centers recorded a total of 15,026,893 fix postings for 1953, representing a 14% increase over 1952. Fixes on air carrier movements accounted for 59% of total fixes reported. Approximately 60% of all aircraft fixes in the last three years have resulted from air carrier traffic, CAA reports, following a gradual reduction from 1948, when air carrier fixes represented 70% of the total. Non-air carrier fixes went over the one million mark for the first time, but proportion of the total was lower because of substantial increases on air carrier and military aircraft.

Aircraft instrument approaches at control centers rose 5% over 1952, for a total of 429,374 of which 310,753 were made by air carriers.

COUNTY OWNERSHIP OF SECONDARY ST. LOUIS AIRPORT CONSIDERED

Latest development in the acquisition of Parks Airport site as a secondary St. Louis airport is a proposal that St. Clair County acquire the site and lease it to St. Louis. Proposal was originally made by the special committee of the airport commission. Purpose is to eliminate any possibility that St. Clair County would impose a heavy tax burden on the property. Airport would be tax free if owned by the county. Acquisition would be made by issuance of revenue bonds amortized from rentals paid by St. Louis.

County and city officials will hold additional conferences following completion of an engineering study of anticipated future traffic volume at Lambert Field and the proposed secondary airport.

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PROPOSED SEATTLE BOND ISSUE WOULD PAY RUNWAY WORK

Seattle port commissioners are considering a \$3 million general obligation bond issue, with \$500,000 to be earmarked for land acquisition for runway extension at Seattle-Tacoma International Airport. Plans call for a 2000-foot extension to the 7500-foot runway. Port officials are proposing a boost in air carrier landing fees to take care of interest charges on the \$500,000. Carriers would pay a flat 15¢ per 1000 pounds, rather than the sliding scale rate now employed whereby average landing cost is $4\frac{1}{2}$ ¢ per 1000 pounds. April 26 has been set for a meeting with the airlines for discussion of a counter proposal.

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THOMPSON VACATES POST WITH AIRPORT OPERATORS COUNCIL

The resignation of C.C. Thompson as executive secretary of the Airport Operators Council was announced this week by G. Drennan Albrecht, president. Thompson has been with AOC since 1948. Robert C. Mayer, with AOC for five years, was named to act in the post until the annual meeting of the organization in Tampa, beginning April 13. At that time, the board of directors will decide on a successor. At this time, Mayer is the only one under consideration.

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AF TO REMAIN AT LONG BEACH MUNICIPAL

Air Force Secretary Harold E. Talbott announced that the AF would continue full use of Long Beach, Cal., municipal airport, location of a Douglas Aircraft Co. division, because it is "an essential location for the military activities now there" and there is "no other suitable base available for these purposes."

A January 12 jet crash into a residential area near the field brought criticism of its use. Cause of the mishap, the AF said, was a high speed stall which occurred as the pilot entered a swiftly moving cloud at about 900 feet. It was not attributed to either structural failure or engine malfunction.

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OAKLAND AIRPORT TRAFFIC FORECASTS MADE

In presenting preliminary data on surveys on the Oakland Municipal Airport, Walter Prokosch, airport consultant of the New York firm of Knappen-Tippetts-Abbett-McCarthy, indicated approximately 625,000 passengers would enplane at the Oakland airport in 1960, 920,000 in 1965, and 1,150,000 in 1970. These estimates were presented to 13 representatives of major airlines, comprising an advisory airline technical committee meeting to discuss improvements under a \$10,000,000 expansion program at the Oakland airport.

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KENTUCKY STATE LEGISLATURE has passed a bill which would allow the Louisville-Jefferson County Air Board to issue revenue bonds to construct, maintain, and improve airport facilities. Bond issue would be subject to approval by the mayor and county judge.

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