

Types of Airlines

What are the 3 types of airlines?

Three Types Airlines

- 1. Scheduled Airlines
- 2. Charter Airlines
- 3. Low cost Airlines

1. Scheduled Airlines

- Basically a scheduled airline is known as a Part 121 carrier in legal terms. Scheduled means just that, they're run on specific routes at specific times, for hire, and under the rules set forth under Federal Aviation Regulations part 121. On demand, on the other hand, is basically charter where one can walk up to a company and request a flight somewhere; this is known as Part 135. Corporate departments often fly under this regulation too.

JAL



JAL



EVA







2. Charter Airlines or Air Charter

- **Air charter** is the business of renting an entire aircraft (i.e., chartering) as opposed to individual aircraft seats (i.e., purchasing a ticket through a traditional airline). While the airlines specialize in selling transportation by the seat, air charter companies focus on individual private aircraft and itineraries, urgent or time-sensitive cargo, air ambulance and any other form of ad hoc air transportation.

CCA



XL



Thomson



ViTours



Business Airline



3. Low Cost Airlines

- A low-cost carrier or low-cost airline (also known as a no-frills or discount carrier / airline) is an airline that offers generally low fares in exchange for eliminating many traditional passenger services.

EasyJet



VirginBlue



JetStar





Scheduled Versus Charter

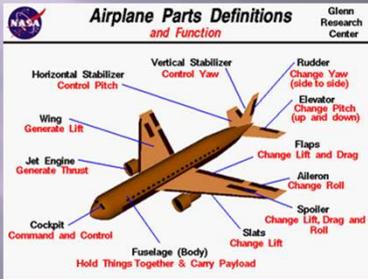
- Seats on scheduled flights are sold by the airline and often through travel agents as well, whereas charter seats are never sold by the airline - they are always sold by travel firms (almost always tour operators) who have allocations of seats on the flight. The operator may also sell through travel agents. It is noteworthy that it is the operators who do most of the marketing for charter flights, so that charter airlines typically have small marketing budgets whereas scheduled airlines usually have much larger marketing budgets.

- In most cases, the practical differences for the customer are:
 - scheduled flights cost more than charter flights, in some cases considerably more.
 - scheduled flights have more leg and elbow room.
 - scheduled flights have greater frequency than charter flights.
 - scheduled airlines often have interline agreements with each other enabling through fares and checked luggage to final destination, charter airlines do not.
 - charter airlines often offer the only direct flights to certain holiday destinations, e.g. the UK to The Dominican Republic.
 - failure of a scheduled airline may leave you out-of-pocket, but the operator must find alternative flights or compensate you if a charter airline fails. Should failure of the charter airline bring down the operator as well, then in the UK the ATOL bond will be called in by the CAA to enable refunds to be made to the customers.

TYPES OF AIRCRAFT



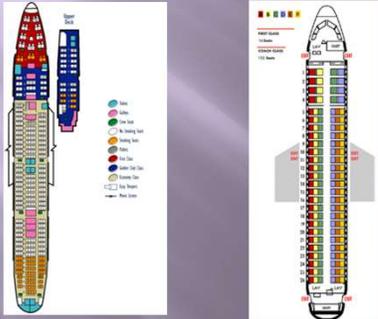
Parts



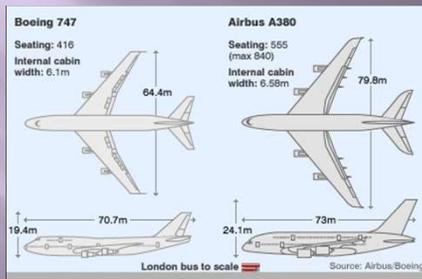
Airbus A 300



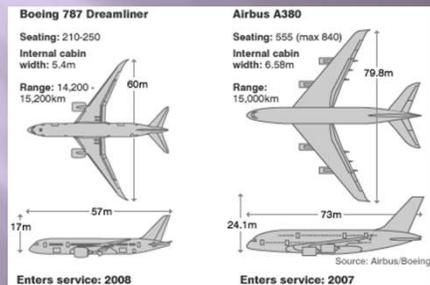
Boeing VS Airbus Seating Charts



Boeing VS Airbus dimensions



Boeing VS Airbus dimensions



Boeing

- ▣ The Boeing Company is an American multinational corporation that designs, manufactures, and sells airplanes, rotorcraft, rockets and satellites. It also provides leasing and product support services.

- ▣ Boeing is among the largest global aircraft manufacturers, is the second-largest defense contractor in the world based on 2013 revenue, and is the largest exporter in the United States by dollar value. Boeing stock is a component of the Dow Jones Industrial Average.

Boeing 777X













Airbus

- ▣ Airbus SAS is an aircraft manufacturing division of Airbus Group (formerly European Aeronautic Defence and Space Company). It is based in Blagnac, France, a suburb of Toulouse, with production and manufacturing facilities mainly in France, Germany, Spain and the United Kingdom.

▣ Airbus began as a consortium of aerospace manufacturers, Airbus Industrie. Consolidation of European defense and aerospace companies in 1999 and 2000 allowed the establishment of a simplified joint-stock company in 2001, owned by EADS (80%) and BAE Systems (20%). After a protracted sales process BAE sold its shareholding to EADS on 13 October 2006.











Bombardier



Bombardier

- ▣ Bombardier Aerospace is a division of Bombardier Inc. The company competes with Brazilian rival Embraer for the title of the third largest aircraft manufacturer after Airbus and Boeing. It is headquartered in Dorval, Quebec, Canada.

Embraer



- ▣ Embraer S.A. (Portuguese pronunciation: [ɛbra'ɛr]) is a Brazilian aerospace conglomerate that produces commercial, military, executive and agricultural aircraft and provides aeronautical services. It is headquartered São José dos Campos, São Paulo State.
- ▣ The company currently competes with Canadian rival Bombardier for the title of third largest airplane maker after Airbus and Boeing.



- ▣ The Sukhoi Superjet 100 (Russian: Сухой Суперджет 100) is a modern fly-by-wire regional jet with 4 (SJT100-100) (all Y) passenger seats. With development initiated in 2006, the airliner was designed and spearheaded by Sukhoi, a division of the Russian civil aerospace company (UAC), in co-operation with several foreign partners. Its maiden flight was conducted on 19 May 2008. On 20 April 2011, the Superjet 100 undertook its first commercial passenger flight on the Armavia route from Yerevan to Moscow.
- ▣ Designed to compete internationally with its An-158, Embraer and Bombardier counterparts, the Superjet 100 claims substantially lower operating costs, at a lower purchase price of \$35 million.
- ▣ The final assembly of the Superjet 100 is done by Komsomolsk-on-Amur Aircraft Production Association. Its SaM-146 engines are designed and produced by the French-Russian PowerJet joint venture and the aircraft is marketed internationally by the Italian-Russian Superjet International joint venture.

ATR



- ▣ ATR (Aerei da Trasporto Regionale or Avions de transport régional) is a French-Italian aircraft manufacturer headquartered on the grounds of Toulouse Blagnac International Airport in Blagnac, France. It was formed in 1981 by Aérospatiale of France (now Airbus Group) and Aeritalia (now Alenia Aermacchi) of Italy. Its primary products are the ATR 42 and ATR 72 aircraft.

Fokker



MD Mc Donald Douglas



Llushin

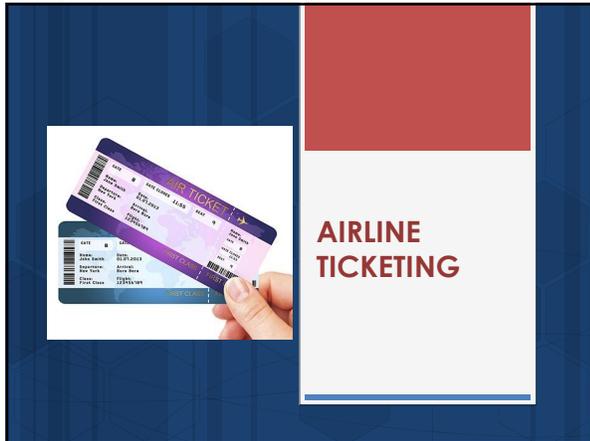


Tupolev

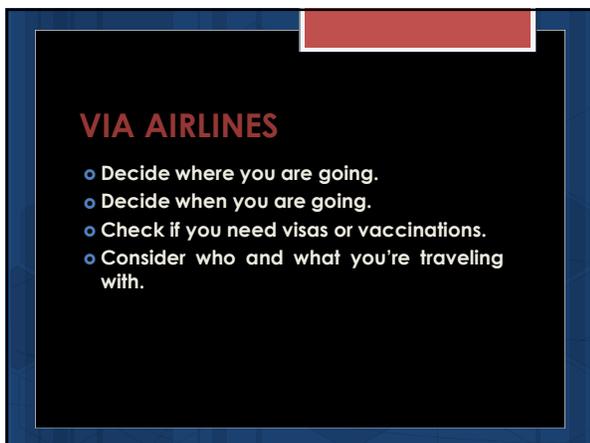


- ▣ Boeing 787-8 Boeing 777x
- ▣ Boeing 777-200 Boeing 777-200
- ▣ Airbus A 380-800 Airbus A 350
- ▣ Airbus A 320-200 Airbus A 320 Neo
- ▣

- ▣ Airbus A 330-300 Airbus A 330-200
- ▣ Airbus A 340-600 Boeing 737 Max
- ▣ Bombardier Challenger Bombardier Global
- ▣ Embraer 170 Embraer E 190



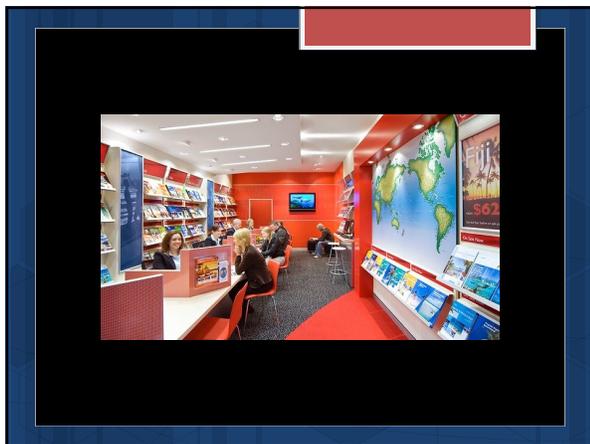






VIA TRAVEL AGENTS

- o Collect all of your trip information.
- o Find a reputable travel agent.
- o Meet with your travel agent in person or over the phone.
- o Give your travel agent your trip information.
- o Book your ticket!
- o Receive your receipt and confirmation.



ONLINE

- o Look for flights in advance.
- o Check airfare deal websites.
- o Enter your trip details on an aggregator site.
- o Choose how many stops you want to make.
- o Click through to the airline's website.

ONLINE

- o Choose your seat.
- o Choose to make it a package deal or not.
- o Request special accommodations.
- o Choose to add insurance or not.
- o Book your ticket!
- o Receive your confirmation and receipt.



JAPAN AIRLINES

Booking search Enter the following information and click the **Search** button.

Reservation number:

Please confirm your reservation number in the Purchase Confirmation E-mail sent immediately after your purchase on the JAL Website.

Name: Family name: Given name:

Name on passport without any spaces or punctuations.
 * If you have a Middle Name, please enter it after your Given Name

Flight number(Single byte): Flight number: JL Apr. 27

Please input next flight number if you have flown.
 (Flights you have flown will not be displayed)

BOARDING PASS

AIR CANADA

Class / Classe: **ECONOMY CLASS / CLASSE ECONOMIQUE**

Flight & Date / Vol et date: **AC 231** Gate / Porte: **A12** Seat / Place: **26B** Status / Statut: **Y**

Boarding time / Heure d'embarquement:

From / De: To / Destination:

Name / Nom: Alpha code / Code alphanumérique: **0081A** **YYC27670**

Remarks / Observations:

Boarding Pass / Carte d'accès à bord

PRO & CON

AIRLINES	AGENT	ONLINE

HELSINKI, FINLAND

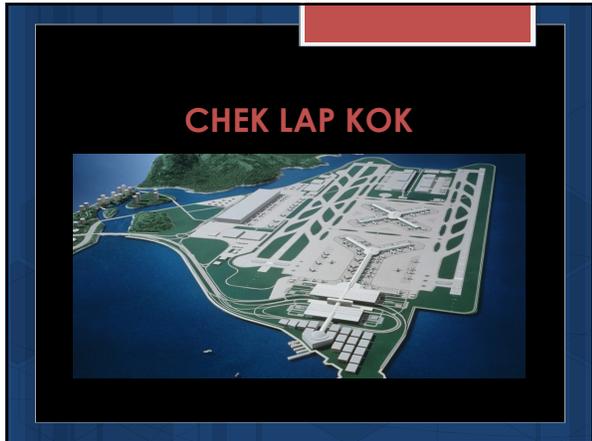


SALT LAKE CITY, UTAH

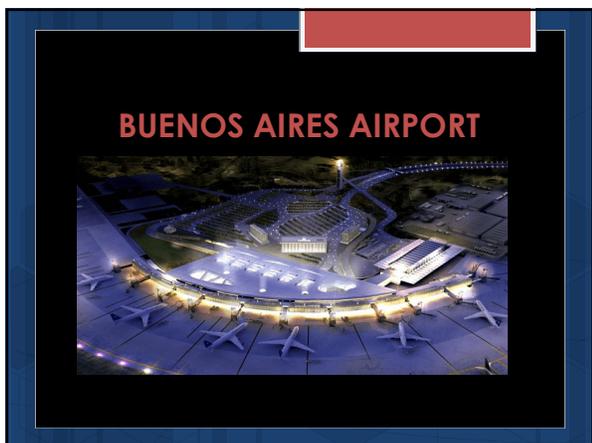


JFK









WINDOW SEAT OR AISLE?





In-flight Service



Check-in Counter



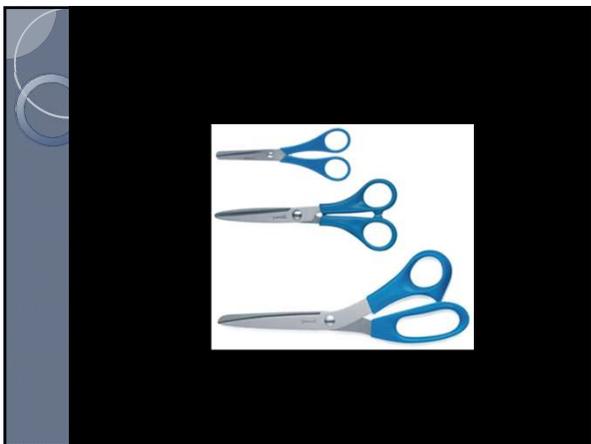
Cabin Crew Team



















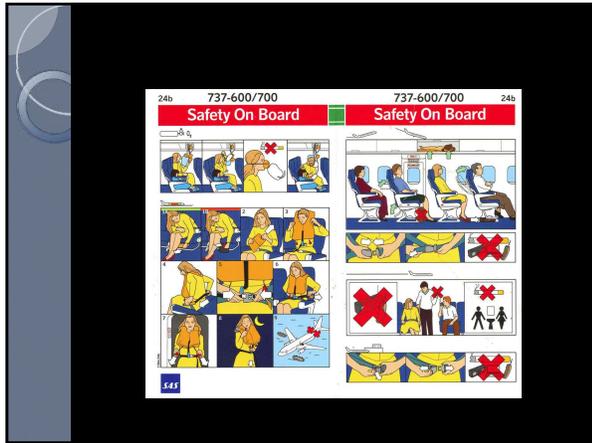


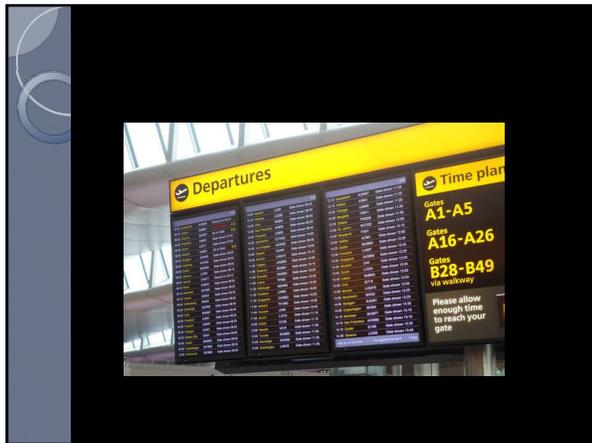














IN-FLIGHT DUTY-FREE





CABIN CREW TRAINING



Scope for Cabin Crew Training

- General Theoretical Knowledge of Aviation & Aviation Regulations, Duties and Responsibilities of Cabin Crew
- Communication
- Passenger Handling
- Survival

Scope for Cabin Crew Training

- Fire and Smoke
- Aero Medical Aspects and First Aid
- Human Factors in Aviation & CRM (Customer Relationship Management)
- Dangerous Goods
- General Security Aspects in Aviation

Types of Airlines

I: Scheduled Airline

Basically a scheduled airline is known as a Part 121 carrier in legal terms. Scheduled means just that, they're run on specific routes at specific times, for hire, and under the rules set forth under Federal Aviation Regulations part 121. On demand, on the other hand, is basically charter where one can walk up to a company and request a flight somewhere; this is known as Part 135. Corporate departments often fly under this regulation too.

There are some exceptions; however, ExpressJet Airlines flies regional routes--although the term regional is used loosely, since they fly several 3+ hour legs--for Continental, Delta, and Frontier (and JetBlue for a short while) as Part 121 scheduled operations. They also fly as their own airline ("ExpressJet Airlines") throughout the country as scheduled 121 services, however, their charter/corporate aviation division is also operated under FAR 121. Why? Because their airline is certified as Part 121, which is more stringently defined and regulated, and so are their pilots, aircraft, dispatchers, and entire operation. It gives them the ability to do more than many charter companies can do and, other than slight variations in dispatching and flight planning, it's seamless in regards to the rest of the operation.

II: Charter Airline

A charter flight is a private flight scheduled to meet the needs of specific passengers or organizations. While public commercial flights leave at regular intervals with tickets being purchased up to the day of departure by the general public, charter flights are arranged by request. They can be used for a variety of purposes, like flying time-sensitive cargo, moving passengers, or emergency air transport. Typically, the fees for this service are higher than using a traditional passenger or cargo airline, although it is sometimes possible to negotiate a discount.

Charters are available through some large airlines as well as from private companies that specialize in such flights. The aircraft are provided with cabin crew and any supplies, like meals, requested as part of the charter contract. Various aircraft can be used, depending on the amount of cargo or number of passengers being transported.

Passenger Charters

People, like celebrities or the very wealthy, who want to avoid the crowds at a public airport, may choose to take a charter flight instead. Some

charters are filled by tour companies who book the charter flight as part of a package deal that includes accommodation, rentals, and other activities for an entire vacation. Occasionally businesses, schools, or organizations will book a charter flight to receive a better rate from the airline. Organizations with a frequent need to fly personnel may find it more cost-effective to contract with a charter service when compared to other options, like maintaining a company aircraft. Using private flights can also be more convenient for transport needs that may occur unexpectedly, because the company can skip the ticketing and other procedures required by a conventional airline.

Cargo Charters

Unique or time-sensitive cargo may be sent by charter because regular airlines cannot handle it or may not be able to meet delivery targets. Racehorses, for example, are often flown by charter to transport them to distant tracks. It can be faster to charter a flight for sensitive cargo, such as important documents, perishable goods, or critical medical devices and supplies. In remote regions that are difficult to access via the ground in the winter months, charter flights can also be used to provide a lifeline for residents. Aircraft deliver mail, food, and supplies to residents by request, and also provide flights out for people who need them.

Medical Charters

People who need to be transported for medical reasons may need to use a charter flight. In an emergency, rapid transport to a treatment facility can be critical to make sure people get the right care as quickly as possible. Air ambulances can also be chartered to provide routine medical transport for people who are unstable and might need special attention. Nurses and paramedics are available to monitor the patient on the plane, provide basic interventions, and keep the patient as stable as possible before a hand-off to another medical facility.

Charter flights may also be necessary for transporting human organs designated for transplant, which have a very limited life outside the body in most cases. Hospitals preparing for transplants coordinate with surgeons requesting organs along with transportation firms that specialize in emergency medical flights. These flights may allow for direct transport between hospitals via helicopter in some cases, ensuring that delicate organs get to their destination as quickly as possible.

Advantages of Flying by Charter

Much more scheduling flexibility is available on charter flights, since the people who purchase their services determine when and where they will

fly. Charter flights are also almost always direct, meaning that passengers don't have to change planes or wait during layovers. For specialized cargo or medical situations, planes are available with the appropriate equipment to make the journey as safe and comfortable as possible; a person on life support, for example, is not likely to be able to safely travel on a regular commercial flight. Travelers preparing for conferences and similar events may consider a charter as a possible transportation option that could reduce costs and stress. These flights may also be able to service smaller regional airports, which can be useful for some passengers, such as those flying into a remote region.

Disadvantages of Flying by Charter

The small profit margins and relatively small size of most charter airlines can result in more financial instability; there have been some extreme examples of airlines going bankrupt and leaving those who bought charter tickets stranded. Additionally, tour operators or the airline may choose to cancel a charter flight up to ten days before departure for any reason, most often because they have failed to adequately fill the flight. Charter flights are also typically more expensive, particularly if the trip is chartered for a small group or one piece of cargo. From an environmental standpoint, flying uses a lot of fuel and adds to air pollution; a person sharing a flight with many other people may have a smaller environmental footprint than a single person taking a charter flight alone.

Shopping for Charter Flights

Charter flights can be arranged directly through the charter airline or through a third party, such as a travel agent. There may be additional fees associated with arranging the flight through an agent, but if the agent works with the airline regularly, he or she may be able to get a lower price. In many cases, a charter airline can arrange for a flight in as little as five or six hours from when it is requested. Chartering a flight tends to be much more expensive in general, especially if a special plane or equipment is needed, but if a group of people are traveling together, the individual cost could be lower than purchasing tickets on a commercial flight.

Public Charter Flights

While in the past, it was necessary to charter an entire plane, in recent years some groups have started chartering flights and opening up ticket sales to the general public. A company might charter a flight to a major tourist destination a few times a season, for example, or for a sporting event. Such flights usually have much stricter cancellation penalties than

comparable commercial flights, often with little or no refund. People buying tickets for individual seats on public charter flights also usually have less flexibility, because the sales are dependent on which flights have open seats that need to be filled. Prices on these flights are often low, however, especially as the departure date nears and the airline works to fill the plane.

III: Low-cost Airline

A low-cost carrier or low-cost airline (also known as a *no-frills*, *discount* or *budget* carrier or airline or *cheap flight*) is an airline that generally has lower fares and fewer comforts. To make up for revenue lost in decreased ticket prices, the airline may charge for extras like food, priority boarding, seat allocating, and baggage etc.

The term originated within the airline industry referring to airlines with a lower operating cost structure than their competitors. While the term is often applied to any carrier with low ticket prices and limited services, regardless of their operating models, low-cost carriers should not be confused with regional airlines that operate short flights without service, or with full-service airlines offering some reduced fares.

In due course, some airlines have actively sought to market and advertise themselves as low-cost, budget, or discount airlines while maintaining products usually associated with traditional mainline carrier's services which often result in increased operational complexity. Among these products which tend increase complexity to reduce efficiency are preferred or assigned seating, catering other items rather than basic beverages, differentiated premium cabins, satellite or ground based Wi-Fi internet, and in-flight audio video entertainment. As such by advertising themselves as low-cost, this branch and category of airlines seek to gain a competitive marketing advantage over other similarly priced air transportation carrier's products; even though in actuality fare prices for the passenger may be parallel to other airline options due to the associated add-on fees low-cost, discount, or budget; are increasingly accessing travelers to appear less expensive than traditional network or airline alliance linked carriers.

Airline Announcements

Listen to some typical public announcements made in an airport or airplane.

Pre-boarding Announcement

Good afternoon passengers. This is the pre-boarding announcement for flight 89B to Rome. We are now inviting those passengers with small children, and any passengers requiring special assistance, to begin boarding at this time. Please have your boarding pass and identification ready. Regular boarding will begin in approximately ten minutes time. Thank you.

Final Boarding Announcement

This is the final boarding call for passengers Erin and Fred Collins booked on flight 372A to Kansas City. Please proceed to gate 3 immediately. The final checks are being completed and the captain will order for the doors of the aircraft to close in approximately five minutes time. I repeat. This is the final boarding call for Erin and Fred Collins. Thank you.

Pre-flight Announcement

Ladies and gentlemen, welcome onboard Flight 4B7 with service from Hong Kong to San Francisco. We are currently third in line for take-off and are expected to be in the air in approximately seven minutes time. We ask that you please fasten your seatbelts at this time and secure all baggage underneath your seat or in the overhead compartments. We also ask that your seats and table trays are in the upright position for take-off. Please turn off all personal electronic devices, including laptops and cell phones. Smoking is prohibited for the duration of the flight. Thank you for choosing Mountain Airlines. Enjoy your flight.

Captain's Announcement

Good afternoon passengers. This is your captain speaking. First I'd like to welcome everyone on Rightwing Flight 86A. We are currently cruising at an altitude of 33,000 feet at an airspeed of 400 miles per hour. The time is 1:25 pm. The weather looks good and with the tailwind on our side we are expecting to land in London approximately fifteen minutes ahead of schedule. The weather in London is clear and sunny, with a high of 25 degrees for this afternoon. If the weather cooperates we should get a great view of the city as we descend. The cabin crew will be coming around in about twenty minute's time to offer you a light snack and beverage, and the in-flight movie will begin shortly after that. I'll talk to you again before we reach our destination. Until then, sit back, relax and enjoy the rest of the flight.

Safety Briefing

Ladies and gentlemen, on behalf of the crew I ask that you please direct your attention to the monitors above as we review the emergency procedures. There are six emergency exits on this aircraft. Take a moment to locate the exit closest to you. Note that the nearest exit may be behind you. Count the number of rows to this exit. Should the cabin experience sudden pressure loss, stay calm and listen for instructions from the cabin crew. Oxygen masks will drop down from above your seat. Place the mask over your mouth and nose, like this. Pull the strap to tighten it. If you are traveling with children, make sure that your own mask is on first before helping your children. In the unlikely event of an emergency landing and evacuation, leave your carry-on items behind. Life rafts are located below your seats and emergency lighting will lead you to your closest exit and slide. We ask that you make sure that all carry-on luggages are stowed away safely during the flight. While we wait for take off, please take a moment to review the safety data card in the seat pocket in front of you.

ANNOUNCEMENTS



AIRPORT ANNOUNCEMENTS





BOARDING ANNOUNCEMENT



INFLIGHT ANNOUNCEMENT



LANDING ANNOUNCEMENT



Airlines Industry Overall

- Since the birth of flight in 1903, air travel has emerged as a crucial means of transportation for people and products.
- The hundred-plus years following the invention of the first aircraft have brought about a revolution in the way people travel.
- The airline business is a major industry, relied upon by millions not only for transportation but also as a way of making a living.

- ## Early 20th Century
- Airplanes were around the first few years of the 20th century, but flying was a risky endeavor not commonplace until 1925.
 - In this year, the Air Mail Act facilitated the development of the airline industry by allowing the postmaster to contract with private airlines to deliver mail.
 - Shortly thereafter, the Air Commerce Act gave the Secretary of Commerce power to establish airways, certify aircraft, license pilots, and issue and enforce air traffic regulations.
 - The first commercial airlines included Pan American, Western Air Express and Ford Transport Service. Within 10 years, many modern-day airlines, such as United and American, had emerged as major players.

Mid-20th Century

- In 1938, the Civil Aeronautics Act established the Civil Aeronautics Board, serving numerous functions, the two most significant being determining airlines' routes of travel and regulating prices for passenger fares.
- The CAB based airfares on average costs, so because airlines couldn't compete with each other by offering lower fares, they competed by striving to offer the best quality service.

- The Federal Aviation Agency, now known as the Federal Aviation Administration, was created in 1958 to manage safety operations.

Deregulation

- In the mid-1970s, Alfred Kahn, an economist and deregulation advocate, became chairman of the CAB.
- A British airline began offering exceptionally inexpensive transatlantic flights, awakening a desire for U.S.-based airlines to lower their fares.
- Congress passed the Airline Deregulation Act of 1978, ushering in an era of unencumbered free market competition. The CAB disbanded a few years thereafter.

Late 20th Century

- Post-deregulation, new carriers rushed into the market, and new routes directly connected cities previously accessible only via a string of layovers.
- Fares dropped as competition and the number of customers increased.
- A 1981 air traffic controllers strike brought a temporary setback to the growth, which continued throughout the 1980s.
- Some of the major carriers who had dominated the skies during the middle portion of the century, such as Pan American and TWA, began to collapse in the wake of competition. Such carriers disappeared completely following the Gulf War and subsequent recession of the early 1990s. Surviving airlines rode out the recession and returned to record profitability by the late 1990s.

21st Century

- In 2001, the industry dealt with the effects of another economic downturn, as business travel decreased substantially while labor and fuel costs increased.
- The events 9/11 greatly magnified the airlines' issues, leading to a sharp decline in customers and significantly higher operating costs. Losses continued for years; the industry as a whole didn't return to profitability until 2006.
- A relatively stable period followed, although controversies arose over service quality and passenger treatment in terms of flight delays, particularly those involving planes waiting on the runway.
- In 2010 and 2011, the U.S. Department of Transportation issued a series of rules mandating that the airlines provide adequate accommodations for passengers in extraordinary circumstances.

Asian airline industry

- Philippine Airlines (PAL) was officially founded on February 26, 1941, its license to operate as an airliner was derived from merged Philippine Aerial Taxi Company (PATCO) established by mining magnate Emmanuel N. Bachrach on December 3, 1930, making it Asia's oldest scheduled carrier still in operation.
- Commercial air service commenced three weeks later from Manila to Baguio, making it Asia's first airline route. Bachrach's death in 1937 paved the way for its eventual merger with Philippine Airlines in March 1941 and made it Asia's oldest airline.
- It is also the oldest airline in Asia still operating under its current name. Bachrach's majority share in PATCO was bought by beer magnate Andres R. Soriano in 1939 upon the advice of General Douglas MacArthur and later merged with newly formed Philippine Airlines with PAL as the surviving entity. Soriano has controlling interest in both airlines before the merger. PAL restarted service on March 15, 1941 with a single Beech Model 18 NPC-34 aircraft, which started its daily services between Manila (from Nielson Field) and Baguio, later to expand with larger aircraft such as the DC-3 and Yakovlev Yer-2.

- India was also one of the first countries to embrace civil aviation. One of the first West Asian airline companies was Air India, beginning as Tata Airlines in 1932, a division of Tata Sons Ltd. (now Tata Group).
- The airline was founded by India's leading industrialist, JRD Tata. On October 15, 1932, J. R. D. Tata himself flew a single-engine De Havilland Puss Moth carrying air mail (postal mail of Imperial Airways) from Karachi to Bombay via Ahmedabad.
- The aircraft continued to Madras via Bellary piloted by Royal Air Force pilot Nevill Vintcent. Tata Airlines was also one of the world's first major airlines which began its operations without any support from the Government.

- With the outbreak of World War II, the airline presence in Asia came to a relative halt, with many new flag carriers donating their aircraft for military aid and other uses.
- Following the end of the war in 1945, regular commercial service was restored in India and Tata Airlines became a public limited company on July 29, 1946 under the name Air India.
- After the independence of India, 49% of the airline was acquired by the Government of India. In return, the airline was granted status to operate international services from India as the designated flag carrier under the name Air India International.

- On July 31, 1946, a chartered Philippine Airlines (PAL) DC-4 ferried 40 American servicemen to Oakland, California from Nielson Airport in Makati City with stops in Guam, Wake Island, Johnston Atoll and Honolulu, Hawaii, making PAL the first Asian airline to cross the Pacific Ocean.
- A regular service between Manila and San Francisco was started in December. It was during this year that the airline was designated as the flag carrier of Philippines.



- During the era of decolonization, newly-born Asian countries started to embrace air transport. Among the first Asian carriers during the era were:
- Cathay Pacific of Hong Kong (founded in September 1946)
- Orient Airways (later Pakistan International Airlines) in October 1946
- Malayan Airways Limited (later Singapore and Malaysia Airlines) in 1947
- El Al in Israel in 1948
- Garuda Indonesia in 1948
- Japan Airlines in 1951
- Thai Airways International in 1960
- Korean National Airlines in 1967

History of Airline Business

An **airline** provides air transport service for traveling passengers and/or freight.

Airlines Feature

- Airlines vary from those with a single aircraft carrying mail or cargo, through full-service international airlines operating hundreds of aircraft.
- Airline services can be categorized as being intercontinental, intra-continental, domestic, regional, or international, and may be operated as scheduled services or charters.

First airlines

- American aviation pioneers, such as Rufus Porter and Frederick Marriot, attempted to start airlines using airships in the mid-19th century, focusing on the New York-California route.
- Delag, *Deutsche Luftschiffahrts-Aktiengesellschaft* was the world's first airline. It was founded on November 16, 1909 with government assistance, and operated airships manufactured by The Zeppelin Cooperation. Its headquarters were in Frankfurt.

• The four oldest non-dirigible airlines that still exist are Netherlands' KLM, Colombia's Avianca, Australia's Qantas, and the Czech Republic's Czech Airline. KLM first flew in May 1920, while Qantas (which stands for *Queensland and Northern Territory Aerial Services Limited*) was founded in Queensland, Australia, in late 1920.



U.S. Airline Industry

- Tony Jannus conducted the United State's first scheduled commercial airline flight on 1 January 1914 for the St. Petersburg-Tampa Airboat Line.
- Chalk's International Airlines began service between Miami and Bimini in the Bahamas in February 1919. Based in Ft. Lauderdale, Chalk's claimed to be the oldest continuously operating airline in the United States until its closure in 2008.

- Following World War I, the United States found itself swamped with aviators.
- By the mid-1920s, the Postal Service had developed its own air mail network, based on a transcontinental backbone between New York and San Francisco.
- Some of the carriers that won these routes would, through time and mergers, evolve into Pan Am, Delta Airlines, Braniff Airways, American Airlines, United Airlines (originally a division of Boeing), Trans World Airlines, Northwest Airlines, and Eastern Airlines.

- Juan Trippe began a crusade to create an air network that would link America to the world, and he achieved this goal through his airline, Pan American World Airways, with a fleet of flying boats that linked Los Angeles to Shanghai and Boston to London.
- Pan Am and Northwest Airways (which began flights to Canada in the 1920s) were the only U.S. airlines to go international before the 1940s.

Development since 1945

- *In October 1945, the American Export Airlines became the first airline to offer regular commercial flights between North America and Europe. Shown here is Am Ex Boeing 377 Stratocruiser in 1949.*
- As governments met to set the standards and scope for an emergent civil air industry towards the end of the war, the U.S. took a position of maximum operating freedom; U.S. airline companies were not as hard-hit as European and the few Asian ones had been. This preference for "open skies" operating regimes continues, within limitations, to this day.

• In the 1950s, the De Havilland Comet , Boeing 707, Douglas DC-8 and Sud Aviation Caravelle became the first flagships of the Jet Age in the West, while the Soviet Union bloc had Tupolev TU-104 and Tupolev TU-124 in the fleets of state-owned carriers such as Czechoslovak CSA, Soviet Aeroflot and East-German Interflug. The Vickers Viscount and Lockheed L-188 inaugurated turboprop transport.

• The next big boost for the airlines would come in the 1970s, when the Boeing 747, McDonnell Douglas DC-10, McDonnell Douglas DC-10, and Lockheed L-1011 inaugurated wide-body ("jumbo jet") service, which is still the standard in international travel.

• Travel Concepts, Inc., founded by William J. Tobin in 1971, developed the first travel kits to be distributed in First Class and Business Class cabins, and also provided in-flight educational games for children.

• 1978's U.S. airline industry deregulation lowered barriers for new airlines just as a downturn occurred. New start-ups entered during the downturn, during which time they found aircraft and funding, contracted hangar and maintenance services, trained new employees, and recruited laid-off staff from other airlines.

- By the 1980s, almost half of the total flying in the world took place in the U.S., and today the domestic industry operates over 10,000 daily departures nationwide.
- Toward the end of the century, a new style of low cost airline emerged, offering a no-frills product at a lower price. Southwest Airlines, JetBlue, AirTran Airways, Skybus Airlines and other low-cost carriers began to represent a serious challenge to the so-called "legacy airlines", as did their low-cost counterparts in many other countries. Their commercial viability represented a serious competitive threat to the legacy carriers. However, of these, ATA and Skybus have since ceased operations.

- Thus the last 50 years of the airline industry have varied from reasonably profitable, to devastatingly depressed. As the first major market to deregulate the industry in 1978, U.S. airlines have experienced more turbulence than almost any other country or region. Today, American Airlines is the only U.S. legacy carrier to survive bankruptcy-free.

European Airline Industry

- The first countries in Europe embraced air transport were Austria, Belgium, Finland, France, Germany, the Netherlands and the United Kingdom.
- Austria initiated the first regularly scheduled airmail service on March 31, 1918 in the midst of World War I. The route provided airmail service spanning Vienna to Krakow (now in Poland) to Lviv (now in Ukraine), as was often also extended to Kiev and Odessa.

The Netherlands and France

- KLM, the oldest carrier still operating under its original name, was founded in 1919. The first flight (operated on behalf of KLM by Aircraft Transport and Travel) transported two English passengers to Schiphol, Amsterdam from London in 1920.
- France began an air mail service to Morocco in 1919 that was bought out in 1927, renamed Aéropostale, and injected with capital to become a major international carrier. In 1933, Aéropostale went bankrupt, was nationalized and merged with several other airlines into what became Air France.

Finland

- In Finland, the charter establishing Aero O/Y (now Finnair) was signed in the city of Helsinki on September 12, 1923. Junkers F 13 D-335 became the first aircraft of the company, when Aero took delivery of it on March 14, 1924. The first flight was between Helsinki and Tallinn, capital of Estonia, and it took place on March 20, 1924, one week later.

Germany

- Germany's Lufthansa began in 1926. Lufthansa, unlike most other airlines at the time, became a major investor in airlines outside of Europe, providing capital to Varig and Avianca. German airliners built by Junkers, Dornier, and Fokker were the most advanced in the world at the time.

U.K.

- The British company Aircraft Transport and Travel commenced a London to Paris service on August 25, 1919, this was the world's first regular international flight. The United Kingdom's flag carrier during this period was Imperial Airways, which became BOAC (British Overseas Airways Co.) in 1939. Imperial Airways used huge Handley-Page biplanes for routes between London, the Middle East, and India: images of Imperial aircraft in the middle of the Rub'al Khali, being maintained by Bedouins, are among the most famous pictures from the heyday of the British Empire.

USSR

- In Soviet Union the Chief Administration of the Civil Air Fleet was established in 1921.
- During the Soviet era Aeroflot was synonymous with Russian civil aviation, as it was the only air carrier. It became the first airline in the world to operate sustained regular jet services on 15 September 1956 with the Tupolev Tu-104.

Deregulation

- Deregulation of the European Union airspace in the early 1990s has had substantial effect on structure of the industry there. The shift towards 'budget' airlines on shorter routes has been significant. Airlines such as EasyJet and Ryanair have grown at the expense of the traditional national airlines.
- There has also been a trend for these national airlines themselves to be privatized, such as has occurred for Aer Lingus and British Airways. Other national airlines, including Italy's Alitalia, have suffered - particularly with the rapid increase of oil prices in early 2008.

Asian Airline Industry

- Philippine Airlines (PAL) was officially founded on February 26, 1941, its license to operate as an airliner was derived from merged Philippine Aerial Taxi Company (PATCO) established by mining magnate Emmanuel N. Bachrach on December 3, 1930, making it Asia's oldest scheduled carrier still in operation. Commercial air service commenced three weeks later from Manila to Baguio, making it Asia's first airline route.
- On July 31, 1946, a chartered Philippine Airlines (PAL) DC-4 ferried 40 American servicemen to Oakland, California from Nielson Airport in Makati City with stops in Guam, Wake Island, Johnston Atoll and Honolulu, Hawaii, making PAL the first Asian airline to cross the Pacific Ocean. A regular service between Manila and San Francisco was started in December. It was during this year that the airline was designated as the flag carrier of Philippines.

India

- India was also one of the first countries to embrace civil aviation. One of the first West Asian airline companies was Air India, which had its beginning as Tata Airlines in 1932, a division of Tata Sons Ltd. (now Tata Group). The airline was founded by India's leading industrialist, JRD Tata. On October 15, 1932, J. R. D. Tata himself flew a single engine De Havilland Puss Moth carrying air mail (postal mail of Imperial Airways) from Karachi to Bombay via Ahmadabad.
- Tata Airlines was also one of the world's first major airlines which began its operations without any support from the Government.

Newly-born Airlines

- During the era of decolonization, newly-born Asian countries started to embrace air transport. Among the first Asian carriers during the era were Cathay Pacific of Hong Kong (founded in September 1946), Orient Airways (later Pakistan International Airlines; founded in October 1946), Malayan Airlines (later Singapore and Malaysia Airlines; founded in 1947), El Al in Israel in 1948, Garuda Indonesia in 1949, Japan Airlines in 1951, Thai Airways International in 1960, and Korean Air in 1962.



Latin American Airlines

- Among the first countries to have regular airlines in Latin America were Cuba with Cubana de Aviación, Colombia with Avianca, Brazil with Varig, Chile with LAN Chile (today LAN Airlines), Dominican Republic with Dominicana de Aviación, Mexico with Mexicana de Aviación, and TACA as a brand of several airlines of Central American countries (Honduras, El Salvador, Costa Rica, Guatemala and Nicaragua). All the previous airlines started regular operations before World War II.



- Just three airlines: LAN (Latin American Networks), Oceanair and TAM Airlines have international subsidiaries with Chile as the central operation along with Peru, Ecuador, Argentina and some operations in the Dominican Republic and TAM with TAM Mercosur have a base in Asuncion, Paraguay. Avianca have the control of Oceanair, VIP Airlines and also have an e-strategic alliance with TACA.
