## CIVIL AERONAUTICS BOARD

WASHINGTON, D.C. 20428

FOR RELEASE:

IMMEDIATE MAY 12, 1975 CAB 75-91

(202) 382-6031

The rate of baggage-related complaints has been increasing in recent months, while the rate of complaints related to flight matters has decreased, according to the latest report of the Civil Aeronautics Board's Office of the Consumer Advocate.

Of the total number of complaints received by the Office, baggage-related matters accounted for 13.3 percent in February (121 out of 904), 16.1 percent in March (193 out of 1,196) and 17.5 percent in April, followed by reservation matters (164 out of 1,021).

Flight-related complaints accounted for nearly 17 percent of the total received by the Office in February, 16.3 percent in March and 14.2 percent in April.

Continental Air Lines had the lowest rate of complaints among the trunk airlines in April, with 1.27 per 100,000 enplanements. Piedmont Airlines was lowest among the local service carriers with 0.87 per 100,000 enplanements.

Schedule service enplanements for U.S. domestic airlines totaled 14.3 million in February 1975, the latest month for which statistics are available. That compares with 15.8 million in January 1975 and 15.3 million in February 1974. Load factors were 48.4 percent in January 1975 and 55.6 percent in February a year ago.

# # # #

Attachment

| _         |  | _                       |          |         |         | _                                 | -     |     | _    |          |     |     |               |         |          |     |                    |                          |                |    |     | Τ    |        |       |       |       |       | Total Reports |         |                   |            |                            |                                       |                              |
|-----------|--|-------------------------|----------|---------|---------|-----------------------------------|-------|-----|------|----------|-----|-----|---------------|---------|----------|-----|--------------------|--------------------------|----------------|----|-----|------|--------|-------|-------|-------|-------|---------------|---------|-------------------|------------|----------------------------|---------------------------------------|------------------------------|
| CARRIER   |  | Number<br>of<br>Letters | Flights  |         |         | Reservations Oversale Prob Ticket |       |     |      | Baggrage |     |     |               | Fares & | Customer | 1   | In-High<br>Service | Service<br>in<br>General | Discrimination |    | COD |      | Cargo  |       |       |       | Other | Current       | Year to | Previous<br>month | Same month | Previous year<br>thru same | Monthly Explanements b/ (000 omitted) | Reports per 100.000 Emplane- |
|           |  |                         | Cancid   | Delayed | lanties |                                   | 10002 | ing | Loss |          |     |     | Rates         | - 20    |          |     |                    |                          | Nacial         | 0  | 0   | Loss | Damage | Delay | Other | Rates | - 0   | 82            | 363     | 94                | ,          | month<br>558               |                                       | 6.06                         |
| AMERICAN  |  | 73                      | 2        | ,       | 4       | 8                                 | 5     | 1   | 19   | 6        | 3   | 2   | 0             | 12      | 2        | 2   | 2                  | 0                        | -              |    | -   |      | -      | -     | -     |       | 9     | OZ.           |         | -                 | 152        |                            | 1352                                  | -                            |
| L         | RANIFF                                   | 32                      | 0        | -       | 1       | 1 4                               | 1     | 0   | 6    | 4        | 2   | 2   | 0             | 5       | 1        | 2   | 0                  | 0                        | 0              | 0  | 0   | 1    | 0      | 0     | 0     | 0     | 6     | 37            | 150     | -                 | 53         | 350                        | 635                                   | 5.67                         |
| C         | ONTINENTAL                               | 7                       | 0        | (       | 0       | 0                                 | 2     | 0   | 0    | 1        | 0   | 0   | 0             | 2       | 0        | 1   | 0                  | 0                        | 0              | 0  | 1   | 0    | 0      | 1     | 0     | 0     | 0     | 8             | 112     |                   | 15         | 73                         | 473                                   | 1.27                         |
| 0         | ELTA                                     | 39                      | 0        | 1       | 2       | 9                                 | 11    | 1   | 2    | 2 2      | 1   | 0   | 0             | 5       | 6        | 5   | 5                  | 0                        | 0              | 0  | 0   | 1    | 1      | 3     | 2     | 2     | 4     | 63            | 271     | 82                | 63         | 273                        | 1870                                  | 2.89                         |
| E         | ASTERN                                   | 75                      | 6        | 10      | -       | 4                                 | 8     | _   | -    | 3        | 2   | 6   | 0             | 10      | 10       |     | 2                  | 0                        | 0              | 1  | 0   | -    | 2      | 0     | 0     | 0     | 9     | 95            | 437     | 1                 | 173        | 960                        | 2051                                  | 4.53                         |
| N         | ATIONAL                                  | 39                      | 9        | 15      | -       | +                                 | 7     | +   | 0    | 1        | 1   | 1   | 0             | 12      | 17       | 11  | 1                  | 0                        | 0              | 0  | -   | -    | 0      | 0     | 0     | 0     | 8     | 85            | 230     |                   | 79         | 312                        | 490                                   | 17.35                        |
| H         | ORTHWEST                                 | 20                      | 3        | 1       | 0       | 5                                 | 2     | 0   | 1    | 0        | 2   | 0   | 0             | 5       | 0        | -   | 5                  | 0                        | 0              | 0  | -   | 0    | 1      | 0     | 1     | 0     | 0     | 27            | 125     | -                 | 69         | 190                        | 614                                   | 4.07                         |
| I         | RANS WORLD                               | 47                      | 3        | - 3     | 2       | 3                                 | 3     | 2   | 3    | 1        | 1   | 1   | ,             | 20      | 4        | 4   | 0                  | 0                        | 0              | 0  | 0   | 1    | 0      | 0     | 1     | 0     | 6     | 59            | 276     | 69                | 82         | 351                        | 940                                   | 6.06                         |
| U         | NITED                                    | 14.14                   | 5        | 8       | 0       | +                                 | 4     | 0   | -    | 0        | 3   | 1   | 2             | 7       | 10       | -   | 2                  | 0                        | 0              | 0  | 0   | 1    | 0      | 0     | 0     | 0     | 10    | 71            | 375     | 119               | 70         | 432                        | 2002                                  | 3.50                         |
| 1         | ESTERN                                   | 16                      | 2        | ,       | 0       | 5                                 | 2     | -   | +-   | 0        | -   | 0   | 0             | 2       | 2        | 0   | 2                  | 0                        | 0              | 0  | -   | 0    | 0      | -     | 0     | 0     | 1     | 21            | 97      | 33                | 29         | 130                        | 565                                   | 3.72                         |
| P         | AN AMERICAN                              | 39                      | 1        | - 2     | 3       | -                                 | 2     | -   | 1    | 1        | 2   | 0   | 0             | 8       | 3        | 4   | 0                  | 0                        | 0              | 0  | -   | 1    | 1      | 1     | 0     | 0     | 6     | 43            | 170     | -                 | 90         | 353                        | 532                                   | 7.52                         |
| A         | IR WEST                                  | 7                       | 2        | 1       | 1       | 0                                 | 2     | 0   | 0    | 0        | 0   | 0   | 0             | 1       | 2        | 0   | 1                  | 0                        | 0              | 0  | 0   | 0    | 0      | 0     | 0     | 0     | 1     | 11            | 48      | -                 | 25         | 115                        | 295                                   | 3.73                         |
| ALLEGHENY | LLEGHENY                                 | 25                      | 6        | - 3     | 0       | +                                 | 9     | +   | +    | 1        | 5   | 0   | 0             | 3       | 6        | -   | 1                  | 1                        | 0              | 0  | -   | -    | 0      | 0     | 0     | 0     | 2     | 50            | 215     | -                 | 80         | 443                        | 770                                   | -                            |
| F         | RONTIER                                  | 4                       | 1        | 1       | 0       | +                                 | 2     | 0   | -    | 0        | 1   | 0   | 0             | 0       | 0        | -   | 0                  | 0                        | 0              | 0  | -   | -    | -      | -     | 0     | 0     | 5     | 7             | 57      | -                 | 15         | 86                         | 268                                   | 2.61                         |
| N         | ORTH CENTRAL                             | 7                       | 0        | (       | -       | +                                 | 0     | -   | +    | 0        | 0   | 0   | 0             | 0       | 2        | -   | 0                  | 0                        | 0              | 0  | -   | -    | 1      | 1     | 0     | 0     | 0     | 10            | 40      | -                 | 13         | 64                         | 308                                   | 2.27                         |
| 0         | ZARK                                     | 10                      | 2        | 2       | -       | +                                 | 1     | +   | -    | 0        | 1   | 0   | 0             | 0       | 0        | -   | 1                  | 0                        | 0              | 0  | -   | -    | 0      | -     | 0     | 0     | 0     | 13            | 39      | -                 | 18         | 85                         | 229                                   | 5.68                         |
| $\vdash$  | IEDMONT                                  | , 2                     | 0        | (       | 0       | -                                 | 1     | -   | +    | 0        | 0   | 0   | 0             | 0       | 0        | -   | 0                  | 0                        | 0              | 0  | -   | -    | 0      | 0     | 0     | 0     | 0     | 5             | 23      | -                 | 11         | 57                         | 230                                   | .81                          |
| -         | DUTHERN                                  | 8                       | 0        | (       | 0       | -                                 | 1     | 0   | +-   | 3 0      | 1   | 1   | 0             | 0       | 2        | 0   | 0                  | 0                        | 0              | 0  | -   | 0    | 0      | 0     | 0     | 1     | 1     | 11            | 40      | -                 | 9          | 60                         | 193                                   | 5.18                         |
| -         | XAS INT'L                                | 3                       | 1        | (       | 0       | -                                 | 0     | -   | -    | 0        | 0   | 0   | 0             | 1       | 0        |     | 0                  | 0                        | 0              | 0  | -   | 0    | 0      | 0     | 0     | 0     | 0     | 3             | 23      | -                 | 30         | 87                         | 1/                                    | 1                            |
| $\vdash$  | LOHA                                     | 4                       | 0        | -       | 0       | +                                 | 0     | -   | +    | 0        | _   | 0   | 0             | 0       | 0        |     | 0                  | 0                        | 0              | 0  | -   | 0    | 0      | 0     | 0     |       | 2     | 4             | 16      | -                 | 0          | 4                          | 156                                   | -                            |
| -         | AWAIIAN                                  | 4                       | 0        | -3      | 1       | -                                 | 0     | -   | -    | 9 0      | _   | 0   | ٥             | . 0     | 0        |     | 0                  | 0                        | 0              | 0  | -   | -    | 0      | 0     | 0     | 0     | 1     | 10            | 28      | -                 | 8          | 31                         | 233                                   | 4.29                         |
| -         | LASKA                                    | 1                       | 0        | -       | 1       | 0                                 | 0     | -   | -    | 0 0      | _   | 0   | 0             | 0       | 0        | _   | 0                  | 0                        | 0              | 0  | -   | -    | 0      |       | 0     | 0     | 0     | 5             | 12      | -                 | 6          | 16                         | 40                                    | -                            |
|           | EN AIR ALASKA<br>R NEW<br>IGLAND         | 3                       | 1        | -       | -       | -                                 | 0     | -   | -    | 1        | _   | 0   | 0             | 1       | _        | -   | 0                  | 0                        | -              | -  | -   | -    | 1      | 1     | 0     | 0     | 1     | -             | 18      | -                 | -          | 13                         | 36                                    | 5.56                         |
|           | NGLAND<br>DREIGN                         | 107                     | 1        | -       | 0       | -                                 | 0     | -   | 12   | 0        | 0   | 0   | 0             | 0       | 0        | -   | 0                  | 0                        | 0              | 0  | -   | 0    | 0      | -     | 0     | 0     | 0     | 3             | 15      | -                 | -          | 0                          | 17                                    | 17.65                        |
| C         | P. INT'L AIR                             | 4                       | 0        | -       | 2       | 9                                 | 13    | -   | -    | -        | 0   | 6   | 0             | 38      | 3        | 0   | 0                  | 0                        | 0              | 0  | -   | 0    | 0      | 0     | 0     | 7     | 19    | 130           | 472     | -                 | 138        | 524                        |                                       |                              |
|           | HNSON FLYING<br>RV., INC.                |                         | 0        |         | -       | 0                                 | 0     | 0   | -    | 0        | 0   | 0   | 0             | 0       | 0        | 0   | 0                  | 0                        | 0              | 0  | 0   | 0    | 0      | 0     | 0     | 0     | _     | 0             | 30      | -                 | 20         | 109                        |                                       |                              |
| 16        | CULLOCH                                  | 0                       | 0        | _       | -       | -                                 | 0     | -   | -    | 0        | 0   | 0   | 0             | 0       | 0        | -   | 0                  | 0                        | 0              | 0  | _   | 0    | 0      | 0     | 0     | 0     | 0     | 0             | - 0     | 0                 | 0          | 0                          |                                       |                              |
| H         | T'L AIRLINES<br>DOERN AIR<br>RANS_INC.   | -                       |          |         | -       | -                                 | _     | -   | -    | -        | _   | -   | -             |         |          | -   | _                  | -                        | -              | _  | -   | -    | -      | _     | -     | _     | _     | -             |         |                   | -          |                            |                                       |                              |
| 0         | RANS_INC.<br>VERSEAS NAT*L<br>RWAYS_INC. | 7                       | 0        | - 0     | 0       | 0                                 | 0     | 0   | 2    | 0        | 0   | 0   | 0             | 0       | 0        | _   | 0                  | 0                        | 0              | 0  | -   | 0    | 0      | 0     | 0     | 0     | 6     | 10            | 28      | 6                 | 11         | 30                         |                                       |                              |
|           | TURN AIRWAYS,                            | 0                       | 0        | -       | 0       | 0                                 | -     | -   | -    | -        | _   | 0   | $\rightarrow$ |         | _        | -   | _                  | -                        | -              | -  | -   |      | -      | -     | 0     | -     |       | -             | 20      | -                 | -          | 33                         |                                       |                              |
| AIR       | C.<br>RANS INT'L .                       | 3                       | 1        | -       | 0       | 0                                 | 0     | _   | -    | -        | 0   | 0   | 0             | 0       | 0        | 0   | 0                  | 0                        | 0              | 0  | 0   | 0    | 0      | 0     | 0     | 0     | 0     | 0             | 15      | 7                 | 16         | 71                         |                                       |                              |
|           | RLINES, INC.                             | 3                       | 0        | -       |         | -                                 | 1     | -   | -    | -        | -   | 0   | -             |         |          | -   |                    | _                        | -              | _  | -   | _    | _      | _     | 0     | _     | 4     | -             |         | 4                 | -          |                            |                                       |                              |
| - 60      | C.<br>DREIGN SUPP.                       |                         |          | -       | 0       | 0                                 |       | 0   | -    | 1        | 0   | -   | 0             | 0       | 1        | 0   | 1                  | 0                        | 0              | 0  | -   | 0    | 0      | 0     | 0     | 0     |       | 1             | 17      | -                 | 4          | 23                         |                                       |                              |
| _         | MMUTERS                                  | 28                      | 0        | -0      | 0       | 0                                 | 0     | 0   | 0    | 0        | 0   | 0   | 0             | 0       | .0       | 0   | 0                  | 0                        | 0              | 0  | 0   | 0    | 0      | 0     | 0     | 0     | 0     | 0             | 353     | 5                 | 6          | -                          |                                       |                              |
| -         | EIGHT FWDR                               | 25                      | 0        |         | 0       | 0                                 | 5     | 0   | ,    | 0        | 3   | 0   | 0             | 3       | 0        | 0   | 0                  | 0                        | 0              | 0  |     | 0    | 0      | 0     | 0     | 0     | 2     | 32            | 151     |                   | 33         | 160                        |                                       |                              |
| _         | ENT & GROUP                              | 46                      | 0        | 0       | 0       | 0                                 | 1     | 0   |      | 1        | 0   | 0   | 1             | 7       | 2        | 9   | 0                  | 0                        | 0              | 0  | -   | 0    | 3      | 0     | 0     | 13    | 36    | 29<br>57      | 301     | -                 | 71         | 149<br>270                 |                                       |                              |
| _         | HER                                      | 21                      | 0        |         | -       | 1                                 |       |     | -    |          | -   | -   | -             |         | -        | -   |                    |                          | -              | _  | -   | -    | -      |       | -     | -     | _     | -             |         | -                 | -          | -                          |                                       |                              |
| 4/        |  |                         | _        | - 1     | 0       | -                                 | 0     | 0   |      | 1        | 1   | 0   | 0             | 1       | 0        | 0   | 0                  | 0                        | 0              | 0  | 0   | 2    | 1      | 5     | 1     | 2     | 8     | 24            | 107     | 29                | 36         | 158                        |                                       |                              |
| -         | Current month                            | 757                     | 50       | 69      | 27      | 71                                | 83    | 10  | 91   | -        | 33  | 20  | 7             | 143     | 78       | 68  | 17                 | 1                        | 0              | 1  | 6   | 15   | 11     | 13    | 7     | 25    | 147   | 1021          |         |                   | 1          | <b>.</b>                   |                                       |                              |
| TOTAL     |  | 3302                    | 234      | 362     | 140     | 315                               | 326   | 52  | 290  | -        | 125 | -   | 32            | 573     | 332      | 279 | 89                 | 14                       | 3              | 19 | 46  | 56   | 47     | 57    | 27    | 75    | 715   |               | 4423    |                   |            |                            |                                       |                              |
|           | Same month                               | 876                     | 61<br>84 | 94      | 40      | 83                                | 75    | 11  | 80   | -        | 41  | 25  | 9             | 151     | 81       | 82  | 30                 | 6                        | 2              | 9  | 16  | 15   | 13     | 15    | 3     | 17    | 199   |               |         | 1196              |            |                            |                                       |                              |
|           | plevious year                            | 1163                    | 04       | 145     | 51      | 129                               | 145   | 20  | 128  | 52       | 35  | 36  | 4             | 178     | 70       | 56  | 33                 | 9                        | 1              | 6  | 8   | 23   | 15     | 12    | 6     | 13    | 217   |               |         |                   | 1476       |                            |                                       |                              |
|           | Previous year<br>hru same month          | 5164                    | 502      | 790     | 250     | 519                               | 560   | 104 | 553  | 207      | 230 | 151 | 22            | 693     | 315      | 280 | 162                | 45                       | 5              | 17 | 24  | 81   | 67     | 62    | 28    | 38    | 913   |               |         |                   |            | 6618                       |                                       |                              |
| 1         | Jome m with                              | ,                       |          |         |         |                                   |       |     |      |          |     |     |               |         |          |     |                    |                          |                |    |     |      |        |       |       |       |       |               |         |                   |            |                            |                                       |                              |

d/ Represents 705 letters received. Fifty-two letters had complaints against more than one carrier.

g/ Includes Allegheny Commuter boardings of 77,990 during the month of

s/ These statistics reflect alleged problems with sirline service as stated in complaint letters.

No determination as to the validity of the complaint has been made.

Enplanement figures are taken from CAB Form %1 report for February 1975, the most recent swall-able to the Board. Charter emplanements are not included.

Based on passenger complaints only; cargo complaints have been eliminated.