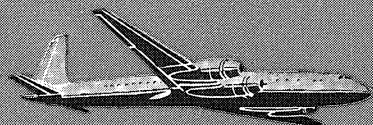


a decade of **POST WAR SERVICE**

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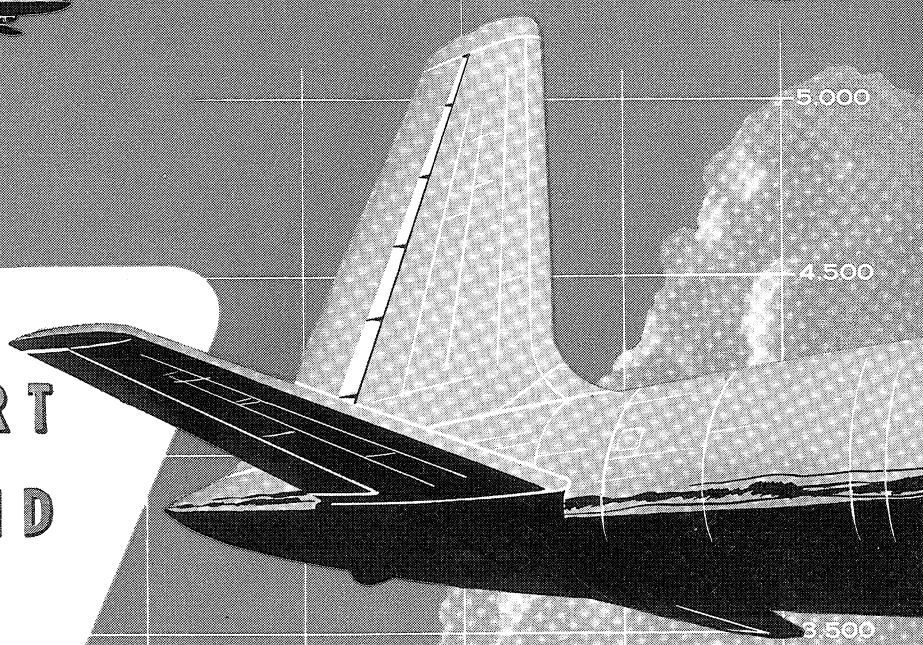


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IN MILLIONS

AIR TRANSPORT ★ FACTS AND FIGURES

17th EDITION, 1956



AVAILABLE TON MILES FLOWN

REVENUE TON MILES FLOWN

5,000

4,500

3,500

3,000

2,500

2,000

1,500

1,000

The President's Message

The year 1955 marked for the scheduled airlines of the United States the completion of a decade of service since the end of World War II. During that decade, the American-Flag airlines evolved into the most competitive, the most efficient and the most useful air transport system in the world.

That progress was achieved by private enterprise operating under a Federal law which obligates scheduled air transport to the public service. By law as by policy, the aim of the certificated, scheduled airlines of the U. S. is a comprehensive, flexible air service for the country as a whole.

As general measures of increased usefulness, it can be noted that the industry offered 4 times as many available ton miles in 1955 as in 1946; that air service was extended to many communities which had never previously received its benefits; that new fleets of airliners were introduced; and that the level of the average air fare nevertheless stood in 1955 just about where it stood in 1938. In terms of 1938 dollars, air fares actually have been cut by 60 per cent.

All branches of the family of the scheduled airlines contributed during the decade to the growing usefulness of scheduled air transport:

- The country's great domestic system undertook two equipment revolutions, underwent drastic route reshufflings, developed greatly increased competition, and emerged virtually subsidy free, despite financial crises shortly after World War II.
- The international and overseas operators, competing with one another as well as with heavily subsidized foreign-flag systems, webbed a war-torn world with air service; undertook two equipment revolutions; drastically cut international air fares; and emerged with subsidy amounting to only 3.6 per cent of gross revenues in 1955 as distinct from an estimated 13.8 per cent in 1951.
- The whole system of local service airlines came into being to bring a comprehensive system of regularly scheduled air service to America's important intermediate cities for the first time.
- The Alaskan and Territorial airlines proved to be indispensable to communities whose existence would have been threatened by lack of transportation or whose progress would

have been retarded by dependence upon slow surface transportation.

- The fledging helicopter operators came into being to begin the fruitful experiment in regular helicopter schedules in the metropolitan areas of New York, Chicago and Los Angeles.

In 1955, two developments were particularly significant for the industry, and for the country which it serves:

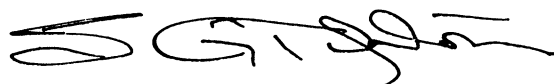
- Congress awarded permanent certification to the local service airlines.
- The domestic trunkline and international operators committed themselves to spend at least \$1.3 billion on new equipment, including jets. On some routes, airliners powered by propjet engines were actually placed in service during that year.

The progress in the last decade has been impressive; far greater progress is expected in the years ahead. But problems as well as opportunities lie ahead.

One problem is air traffic control. The airline are only one user of the country's vanishing air space. But they share with other users the concern that today's methods of air traffic control will not be suitable for the numbers and speed of tomorrow's aircraft. However, the problem can be solved. The country has the ability to provide an air traffic control system adequate for its future needs.

Another problem concerns equality of regulation. The country's air service has been developed under a method of close regulation as to the fitness, willingness and ability of individual companies. The standards for authorizing routes and services have been the standards of public convenience and necessity rather than private gain. The public should be made aware that efforts to subvert the principles of regulated competition—upon which future progress depends—are being made.

Granted a stable regulatory climate, what lies ahead is a transportation revolution for the United States. Improvements in short-haul as in long-haul services will bring about new and better patterns of living for the American people.



a decade of

POST WAR SERVICE

This index covers material demonstrating the increasing use of U. S. scheduled air transportation in the post war years. Revised data filed by the scheduled air transportation in the post war years. Revised data filed by the scheduled air carriers with the Civil Aeronautics Board and the records of the Interstate Commerce Commission served as the major sources of the statistics.

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Definition of Terms

Passenger Miles and Ton Miles

- AVAILABLE SEAT MILES FLOWN.** Total seat miles available for sale in scheduled service.
- AVAILABLE TON MILES.** Total ton miles of lift capacity available for sale in scheduled and charter service.
- CHARTER FLIGHT.** Transportation of passengers or property on other than scheduled and designated extra section flights.
- EXPRESS TON MILE.** A ton of express flown one mile.
- FREIGHT TON MILE.** A ton of freight flown one mile.
- PASSENGER MILE.** One passenger flown one mile.
- PASSENGER LOAD FACTOR.** The percentage of available seat miles actually sold in scheduled service.
- PASSENGER TON MILES.** Passenger miles converted to ton miles. (See definition of revenue ton miles.)
- REVENUE PASSENGER MILES.** The number of fare paying passengers flown times the length of trip in miles. This is the amount of available seat miles sold.
- REVENUE PLANE MILES.** Aircraft miles flown in scheduled service.
- REVENUE TON MILES.** The ton miles sold in scheduled and charter service. In the construction of this traffic measure passenger miles are converted to ton miles on the basis of about 10 to 1. That is, ten passengers with allowable free baggage are accepted as equalling one ton.
- SEAT MILE.** One passenger seat, filled or unfilled, flown one mile.
- TON MILE LOAD FACTOR.** Percentage of available ton miles sold in scheduled and charter service.
- U. S. MAIL TON MILE.** A ton of mail flown one mile. The statistic includes priority air letter mail and air parcel post. Since the beginning of the experiment on flying first-class (three-cent) mail by air, such non priority mail has also been included in U. S. Mail Ton Miles.

Revenues and Profit and Loss

- EXPRESS REVENUE.** Revenues accrued from the carriage of express.
- FREIGHT REVENUE.** Revenues accrued from the carriage of freight.
- INCOME TAXES.** Federal income taxes.
- NET INCOME BEFORE TAXES.** The net income to the business from all transactions. In addition to airline net operating income this includes such items as net profit from the sale of equipment, proceeds from the ownership or sale of investments, revenues of separately operated divisions, revenue from the rental or contractual operation of aircraft, and profit or loss on the exchange of foreign currency.
- NET OPERATING INCOME.** The total operating revenue from air transportation services less the operating expenses (see definition of Operating Expenses). Net Operating Income is before taxes and interest charges and does not include the nonoperating items in Net Income Before Taxes (see above).
- NET PROFIT OR LOSS.** Net income after Federal Income taxes—the amount available for dividends or investment in the business. This figure is subject to change because of the later adjustment of some accounting transactions and through revision of mail rates and subsidy by regulatory action.
- OPERATING EXPENSES.** The expenses incurred in the conduct of the business except for such items as debt financing and other non-operating items identified above in Net Income Before Income Taxes.
- OTHER REVENUE.** All other revenues, including excess baggage, chartered services, foreign mail, penalties for failure to cancel reservations, service charges on non-revenue transportation of employees and special services such as photography and crop dusting.
- PASSENGER REVENUES.** Passenger revenues from scheduled operations.
- PUBLIC SERVICE REVENUES.** Payments by the Federal Government to insure air service to communities in the United States and its territories which could not otherwise afford it; to maintain essential international air routes which are not yet self-supporting; and to develop helicopter service.
- U. S. MAIL REVENUE.** Service revenue for the transportation of mail. This is the amount paid by the Post Office to purchase air transportation for mail, and is not subsidy.



COMMERCE

Under the system of regulated competition, established by the Civil Aeronautics Act of 1938, the scheduled airlines of the United States have provided the country with the most competitive, the most efficient and the most useful airline system in the world.

Here are some of the measurements of the industry's expanded usefulness to the commerce of the country since 1938:

The number of certificated airlines has risen from 22 to 56 and the number of employees from 13,300 to more than 118,000;

the number of passengers from 1,526,000 to more than 41,623,000.

In terms of passenger miles, the domestic and international scheduled airlines increased from 533,052,000 in 1938 to 24,463,158,000 in 1955, an almost phenomenal rise of 4,489 per cent.

There were 284 daily schedules available in 1938, and more than seven times that number in 1955. Speeds of available equipment increased to as much as 360 miles an hour in 1955 as against 200 in 1946 and 180 in 1939. Range of equipment has also increased. Plans for the industry to put still faster planes in service make news almost daily.

A proof of the value the American public has placed on modern air transportation since World War II is that it has increased its spending on airline travel at a greater average yearly rate—18 per cent annually—than it has on any other type of personal spending.

Today scheduled air transportation is offering a post-war luxury service at pre-war average fare levels, which are still declining despite rising costs (in terms of 1938 dollars, it can be said that fares have been cut 60 per cent). In fact, domestic air coach and air tourist fares are lower than 1939 fares, although today's air

coach and air tourist services are superior to 1939's first-class services. International air fares in 1955 were down by about 21 per cent in comparison with 1939.

Comparing 1955 with 1954, scheduled air transportation alone was responsible for about a 3 per cent increase in the domestic intercity passenger traffic of all commercial transportation facilities in 1955. Domestic airline passenger traffic in 1955 increased about 3.2 billion revenue passenger miles over 1954 while the surface carrier figures went down about 1.8 billion.

For the entire industry—domestic trunklines, local service lines, international carriers, territorial airlines, helicopter services and the Alaskan Carriers—revenue passenger-miles went up from 20,605,058,000 in 1954 to 24,338,000,000 in 1955, a gain of 18.1 per cent.

At the same time, passenger revenues for the industry rose from \$1,166,554,000 in 1954 to \$1,356,435,000 in 1955, an increase of 16.3 per cent. Public service revenues, or subsidy, on the other hand, dropped about 42 per cent from \$66,233,000 in 1954 to \$38,407,000 in 1955, or 2.4 per cent of total revenues.

Total revenues for the industry went up from \$1,420,847,000 in 1954 to \$1,610,557,000 in 1955 for a gain of 13.35 per cent.

Mail ton miles recorded for the industry went up from 118,293,000 in 1954 to 142,209,000 in 1955, an increase of about 19 per cent, while foreign mail ton-miles rose nearly 7 per cent from 7,338,000 in 1954 to 7,842,000 in 1955.

Express ton-miles for the entire industry totaled 51,075,000 in 1955, up 24 per cent from the 41,175,000 total in 1954, while the freight ton-mile total rose from 236,623,000 in 1954 to 280,938,000 in 1955 for an increase of 18.7 per cent.

During 1955, the industry started the biggest equipment drive in its history. Positive orders and public statements of intention to order included 135 pure jet transport planes at a total cost of \$761,300,000; 135 turbo-prop airplanes—aircraft with jet engines turning propellers—at a total cost of \$265,000,000 and 55 piston-engine airplanes at a total cost of \$137,300,000.

In addition, announced equipment-buying plans totaling another \$146,000,000 will probably include orders for all three types of airplanes. The total of \$1,309,600,000 does not include an option held on 30 additional turbo-prop airplanes.

DOMESTIC TRUNKLINES

The domestic trunklines, which are virtually subsidy-free, set new records in 1955. Revenue passenger miles were up nearly 18 per cent; gains of 25.2 per cent in coach traffic and 14.5 per cent in first class. Revenue ton miles gained 20 per cent; express ton miles increased 25 per cent and freight ton-miles 22 per cent. Mail traffic was up almost 9 per cent.

Total revenues were up, too, with a gain of 16 per cent which for the first time placed the domestic trunklines total operating revenue well above the billion dollar mark. Passenger revenues alone showed a gain of more than 16 per cent and accounted for almost 97 per cent of the total revenues. Public service revenues dropped more than 25 per cent. (Most of the domestic trunklines are subsidy free, with the result that subsidy for the trunklines as a whole amounted to only one quarter of one per cent of total revenues.)

INTERNATIONAL

During the 12-month period ending June, 1955, American-Flag airlines recorded gains at 24.3 per cent in the number of passengers leaving the country and 21.2 per cent in incoming passengers, while foreign-flag airlines gained 15.9 per cent in passengers departing from the U. S. and 8.9 per cent in passengers arriving in the United States. June was the first month in which more people flew to Europe than went by ocean vessels.

During the 12-month period ending in June, 1955, a total of 1,177,546 people arrived in this country via air, of which 808,999 came via American-Flag airlines and 368,547 used foreign-flag airlines. In these same twelve months, 1,028,264 passengers left the United States by air, 698,523 using American-Flag airlines and 329,741 flying under a foreign flag.

In that period coach or tourist-class service continued to gain until it outnumbered first-class traffic approximately two to one.

During 1955 American-Flag airlines ordered jet transports from Boeing and Douglas which are presently scheduled for international operations in 1959.

Subsidy payments dropped from \$28,500,000 to \$7,600,000, or 73 per cent. The latter figure is 2% of the 1955 total revenues.

LOCAL SERVICE

During 1955, Congress, recognizing the value of the local service airlines in the national transportation picture, directed the CAB award them permanent certificates.

The local service airlines have increased their revenue passenger miles more than 77 times since 1946, their first full year of operation. In 1946 they carried 25,000 passengers; in 1955 the number reached almost 3 million.

In the five-year period ending with 1955, the local service airlines more than tripled their revenue passenger miles, while increasing their passenger revenues four times and their total commercial revenues more than three times. Their percentage of public service revenues to total revenues has also declined; in 1954 public service revenues amounted to 57 per cent of their income. In 1955 the corresponding figure was approximately 37 per cent.

HELICOPTER CARRIERS

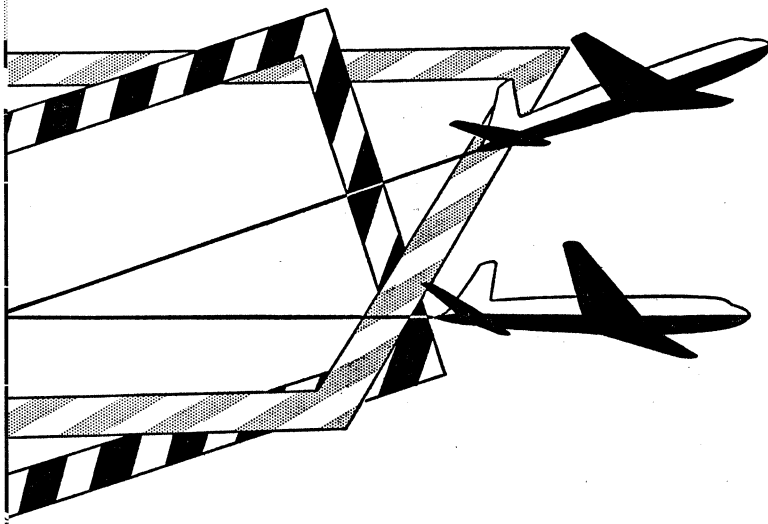
The helicopter airlines in the five years ending with 1955 have more than doubled the available ton miles of service offered. They increased their revenue passenger miles almost 3½ times in 1955, compared with 1954. Their freight ton miles in this same period showed an increase of 26 per cent and their express ton miles rose more than 167 per cent. Total revenues were up 12.3 per cent.

ALASKAN CARRIERS

The Alaskan carriers showed increases in all forms of traffic, with revenue passenger miles up 26.9 per cent, mail ton miles up 10.8 per cent and combined express and freight ton miles up 21.7 per cent. Total revenues were up almost 15 per cent.

TERRITORIAL AIRLINES

The territorial airlines increased their revenue passenger miles in 1955 over 1954 7.4 per cent; their mail ton miles 5.3 per cent and despite a drop in freight ton miles their total revenue ton miles were up 8.4 per cent. Total revenues were up 13.8 per cent.



MAIL

Back in the days when commercial scheduled air service was born, air mail was the major source of revenue for the country's young airlines. Scheduled air service then was in fact designed for the sole purpose of speeding the mails.

Today, however, payments for carrying the mail are only 4.5 per cent of the revenues for the entire scheduled airline industry. In addition, air mail today is a source of revenue for the Post Office.

The total of postal revenues taken in by the Government on domestic air mail services fiscal 1955 was \$142,571,000. Of that amount, the Post Office paid the airlines \$33,719,567.

In fiscal year 1955 it is estimated that domestic air mail showed a return of \$20,268,000 or 14.2 per cent on a gross revenue of \$143,000,000. International air mail had a return of \$12,161,000.

Over the past four years, the Post Office had a return of \$47,598,000 on domestic air mail, or 12.4 per cent on a gross of \$383,413,000. International air mail in the same period showed a return to the Post Office of \$26,800,000.

In addition to carrying air mail, the airlines and the Post Office are now conducting an experiment in carrying three-cent mail by air on a space-available basis whenever carriage by air saves time over and costs no more than surface transportation.

At the present time about 4 million pieces of first-class mail are moving every day on a space available basis by air. Under the first-class mail experiment, a part of the national transportation evolution now going on in the United States, about 21,000 tons of three-cent letter mail is being moved annually or about 6 per cent of the 17 billion non-local first-class mail handled yearly. The Post Office has estimated

that the delivery of this mail is as much as 48 hours faster than when carried by surface transportation.

While the experiment is succeeding, the airlines are not certain that they are being compensated adequately for the service (in the first twelve months of the experiment they received \$1,830,000 for carrying the mail between the points affected while returning \$29,500,000 to the Post Office). But the main point is that the experiment is proving that the lines have the airlift capacity to provide the service.

This new service does not infringe upon six-cent air mail service—a superior service that gets special treatment from the moment of mailing.

AIR NAVIGATION AND TRAFFIC CONTROL

The people of the United States are running out of one of their most vital resources—the airspace. The sky, which once seemed to be limitless, is now in short supply; it has become a critical commodity in this day of ever-increasing numbers of air transports, military aircraft and numerous classes of business and private aircraft, many flying at ever-increasing speeds.

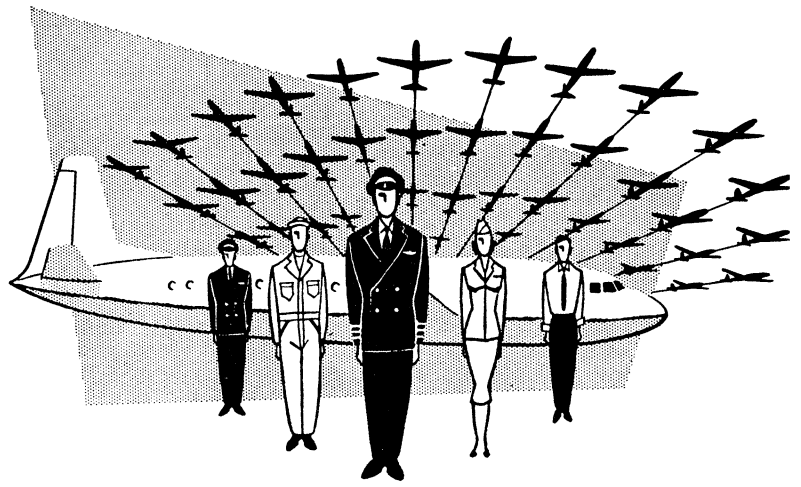
But the demands for airspace do not stop with the multiple types of aircraft using it. The Army requires airspace to conduct artillery firing, the television industry seeks more airspace for transmitting towers, and the Atomic Energy Commission must have its share of the airspace for vital experimental and test purposes.

The problem resulting is how to control the users of the airspace so that each will have his fair share.

Today's method of controlling air traffic is not only outmoded, but it will be seriously inadequate tomorrow. No system yet exists which will adequately control tomorrow's planes in tomorrow's numbers flying at tomorrow's speeds. The attack on this problem should be two-pronged. First, steps should be taken to install at a greatly accelerated pace the air traffic control tools already in existence. Radar is one such tool for bolstering the present safe but entirely inadequate system. And simultaneously, steps should be taken to begin the development of a bold, new revolutionary system for the future. The end product of the new system should be fully automatic air traffic control, which has the feature of being gradually integrated with, and also compatible with, our present system.

The Federal Government at both the Congressional and Executive level recognizes the nation's air traffic control needs. An aviation subcommittee of the

Senate Committee on Foreign and Interstate Commerce, known as the Monroney Committee, has undertaken a study which includes an examination of the nation's current air traffic status and future requirements. The Bureau of the Budget has completed a report on the subject and President Eisenhower has appointed Edward Peck Curtis as a Special Assistant for Aviation Facilities Planning to head an attack on the problem of an air traffic control system suited to the country's future needs.



NATIONAL DEFENSE

One of the principal contributions of the scheduled airlines is in the large, modern fleet they maintain in being. That fleet contains aircraft essential to the national defense and which, if they were not provided by the airlines, would have to be built and maintained on a "stand-by" basis by the taxpayers.

The large commitments for jet airliners planned to start to go into service beginning in 1958 are thus as significant to the defense as to the commerce of the United States. The jetliners will represent defense contributions by airlines which not only, as a group, are free of subsidy but which out of their own funds are able to create an active fleet reserve for the military.

Apart from the future contribution represented by the jetliners, the scheduled airlines today stand ready to aid in any national emergency with the largest Civil Reserve Air Fleet (CRAF) the world has ever known—a fleet composed of more than 45 per cent of the air transport industry's biggest, fastest and latest airliners now flying our domestic and international routes. This airlift capacity costs the government nothing, for the contractual arrangement involves no charge to the government unless there is an emergency.

The CRAF program is based on experience and know-how and proven performance born of lessons learned in World War II, the Berlin Airlift and Korea. The CRAF fleet, available on 48-hour notice, is the result of a joint plan worked out by the Department of Defense, the Department of Commerce and the operators of our civilian air transportation system. The fleet, which represents initial investments estimated in the neighborhood of \$400,000,000 in aircraft equipment, would cost the taxpayers \$300,000,000 annually if it were maintained and operated by the government on a "stand-by" basis.

The present fleet has an airlift capacity estimated at 566,000 available ton-miles an hour. But according to the Defense Air Transport Administration, which is charged with allocating the aircraft on the basis of the proposed 1956-57 program, the above figures will be revised upward to around 797,000 ton-miles an hour by including more of the bigger and faster planes.

In addition, the CRAF program is to include a War Air Service Pattern for the remaining civil airliner fleet, which is now being worked out to speed the flow of civilian traffic vital to the national defense.

As to their peacetime usefulness to the military, the scheduled airlines in 1955 provided over 843,900,000 passenger-miles of transportation to the various military agencies for their official travel. Through the Military Bureau of the Air Transport Association in Washington, D. C. and its offices throughout the country, the scheduled airlines are constantly serving peacetime requirements of the military departments.

During 1955, by the use of air travel, the Department of Defense realized a saving of 20,165,301 man-hours of productive time of their personnel. Converting the saving to dollars (in terms of per diem payable and the base pay of a private), the man-hour saving represented a net gain to the U. S. Government of \$9.8 million.

The scheduled airlines have established over 50 offices at military installations throughout the country called Joint Airlines Military Traffic Offices (JAMTO's). These offices assist in making arrangements for the prompt and efficient movement of personnel and cargo. Over 30,000 military personnel per month have availed themselves of these services for their official and personal travel requirements.

AVAILABLE SERVICE AND UTILIZATION

U. S. Scheduled Airline Industry, 1947-1955 (In Millions)

	1947	1948	1949	1950	1951	1952	1953	1954	1955
Domestic Trunk Airlines									
Available Ton Miles Flown.....	1,209.7	1,357.9	1,517.4	1,684.1	1,974.0	2,399.3	2,893.3	3,314.1	3,882.7
Revenue Ton Miles Flown.....	689.1	706.2	809.0	963.2	1,204.7	1,413.5	1,644.3	1,862.0	2,190.6
Ton Mile Load Factor (%).....	56.97	52.01	53.31	57.20	61.02	58.91	56.83	56.18	56.42
Available Seat Miles Flown.....	9,152.4	9,980.2	11,117.7	12,385.6	14,672	18,068.1	22,114.8	25,729.9	30,001.3
Revenue Passenger Miles Flown..	6,016.3	5,822.4	6,570.7	7,766.0	10,210.7	12,120.8	14,297.6	16,288.4	19,217.2
Passenger Load Factor (%).....	65.73	58.34	59.10	62.70	69.59	67.08	64.65	63.31	64.04
Revenue Plane Miles Flown.....	311.9	316.3	323.2	327.1	362.5	411.4	467.0	497.2	569.4
Local Service Airlines									
Available Ton Miles Flown.....	14.9	31.5	46.4	62.4	81.5	96.2	109.3	115.2	121.9
Revenue Ton Miles Flown.....	4.7	9.1	14.3	20.9	31.6	36.1	40.7	48.4	55.0
Ton Mile Load Factor (%).....	31.87	28.92	30.93	33.51	38.79	37.53	37.28	41.65	45.12
Available Seat Miles Flown.....	155.5	323.9	477.9	599.2	774.7	905.4	1,013.6	1,092.9	1,161.4
Revenue Passenger Miles Flown..	46.4	87.9	134.7	188.8	289.6	339.2	390.9	461.2	523.3
Passenger Load Factor (%).....	29.85	27.14	28.18	31.51	37.39	37.46	38.56	42.20	45.06
Revenue Plane Miles Flown.....	10.1	18.0	24.5	33.0	38.0	41.5	45.6	48.7	51.0
Territorial Airlines									
Available Ton Miles Flown.....	8.3	9.1	10.1	10.9	13.8	14.2	15.9	15.7	16.1
Revenue Ton Miles Flown.....	4.9	5.2	5.3	5.8	6.6	7.0	7.4	7.7	8.8
Ton Mile Load Factor (%).....	59.91	57.12	52.47	52.75	47.86	49.49	46.70	49.30	54.27
Available Seat Miles Flown.....	65.9	81.0	91.3	100.1	119.0	124.1	134.6	134.5	134.7
Revenue Passenger Miles Flown..	46.8	52.9	52.6	57.7	65.8	67.9	71.8	72.7	78.1
Passenger Load Factor (%).....	71.10	65.28	57.19	57.66	55.27	54.72	53.37	54.04	57.99
Revenue Plane Miles Flown.....	3.1	3.6	4.0	4.3	5.0	5.4	4.9	4.7	4.6
Helicopter Airlines (in thousands)									
Available Ton Miles Flown.....	14	108	142	189	185	181	350	403	438
Revenue Ton Miles Flown.....	3	28	46	63	71	75	129	152	194
Ton Mile Load Factor (%).....	18.43	25.93	32.39	33.33	38.38	41.44	36.86	37.71	44.35
Available Seat Miles Flown.....	-----	-----	-----	-----	-----	-----	191	716	1,708
Revenue Passenger Miles Flown..	-----	-----	-----	-----	-----	-----	26	183	628
Passenger Load Factor (%).....	-----	-----	-----	-----	-----	-----	13.61	25.56	36.77
Revenue Plane Miles Flown.....	37	284	412	668	619	631	1,006	1,071	1,152
International and Overseas Airlines									
Available Ton Miles Flown.....	425.8	480.8	540.3	554.2	608.4	693.7	760.5	856.1	984.6
Revenue Ton Miles Flown.....	243.7	273.5	300.4	325.4	377.8	426.3	466.8	527.4	623.6
Ton Mile Load Factor (%).....	57.24	56.89	55.60	58.71	62.09	61.45	62.38	61.60	63.43
Available Seat Miles Flown.....	2,924.3	3,292.3	3,624.7	3,695.5	4,361.4	4,848.8	5,462.2	6,284.9	7,015.9
Revenue Passenger Miles Flown..	1,810.0	1,888.9	2,054.0	2,206.4	2,599.0	3,019.8	3,381.1	3,743.3	4,410.4
Passenger Load Factor (%).....	61.90	57.37	56.67	59.71	59.59	62.28	61.90	59.56	62.86
Revenue Plane Miles Flown.....	86.5	98.1	104.3	93.8	97.4	103.4	109.6	116.1	130.8

AVAILABLE SERVICE AND UTILIZATION (continued)

U. S. Scheduled Airline Industry, 1947-1955 (In Millions)

	1947	1948	1949	1950	1951	1952	1953	1954	1955
Alaskan Airlines									
Available Ton Miles Flown.....		20.1	20.3	19.7	15.8	26.7	34.1	34.5	45.6
Revenue Ton Miles Flown.....		12.8	11.1	10.1	8.5	14.4	19.5	19.4	29.0
Ton Mile Load Factor (%).....	Not	63.64	54.76	50.93	54.16	53.89	57.23	56.37	63.63
Available Seat Miles Flown.....	Available	42.6	38.9	54.0	82.4	168.9	209.2	206.3	233.9
Revenue Passenger Miles Flown..		19.6	15.4	22.4	36.5	71.2	92.4	86.9	110.4
Passenger Load Factor (%).....		46.10	39.64	41.60	44.26	42.18	44.15	42.15	47.20
Revenue Plane Miles Flown.....		4.7	3.9	5.4	6.9	9.3	10.4	9.6	10.5
Total Scheduled Airline Industry									
Available Ton Miles Flown.....	1,658.7	1,899.5	2,134.6	2,331.5	2,693.7	3,230.3	3,813.5	4,336.0	5,051.3
Revenue Ton Miles Flown.....	942.4	1,006.8	1,140.2	1,325.4	1,629.2	1,897.3	2,178.9	2,465.0	2,907.2
Ton Mile Load Factor (%).....	56.82	53.00	53.41	56.85	60.48	58.73	57.14	56.85	57.57
Available Seat Miles Flown.....	12,298.1	13,720.0	15,350.5	16,834.4	20,009.5	24,115.3	28,934.6	33,449.2	38,548.9
Revenue Passenger Miles Flown..	7,919.5	7,871.7	8,827.4	10,241.3	13,201.6	15,618.9	18,233.8	20,652.7	24,340.0
Passenger Load Factor (%).....	64.40	57.37	57.51	60.84	65.98	64.77	63.02	61.74	63.14
Revenue Plane Miles Flown.....	411.6	441.0	460.3	464.3	510.4	571.6	638.5	677.3	767.5

REVENUE TON-MILE TRAFFIC CARRIED

by U. S. Scheduled Airline Industry, 1947-1955 (In Thousands of Revenue Ton-Miles)

	1947	1948	1949	1950	1951	1952	1953	1954	1955
Domestic Trunk Airlines									
Passenger.....	579,859	558,680	632,014	747,558	982,642	1,167,556	1,377,728	1,572,594	1,856,193
Freight.....	35,214	70,438	94,190	112,861	100,581	117,128	131,778	144,514	174,021
U. S. Mail.....	32,879	37,510	40,874	46,315	62,932	68,296	71,725	80,201	86,028
Express.....	28,533	29,769	27,329	36,538	40,260	40,375	42,514	40,090	49,717
Charter Flights.....	5,774	3,158	7,483	8,203	8,576	8,593	6,874	8,317	5,730
All Other ¹	6,875	6,657	7,102	11,782	9,680	11,512	13,706	16,285	19,046
Total.....	689,134	706,212	808,992	963,257	1,204,671	1,413,460	1,644,325	1,862,001	2,190,731
Local Service Airlines									
Passenger.....	4,316	8,184	12,908	18,242	27,904	32,373	36,767	43,505	49,434
Freight.....	62	265	436	696	920	1,116	1,179	1,188	1,359
U. S. Mail.....	165	334	428	566	787	912	1,000	1,255	1,257
Express.....	118	190	320	623	908	894	954	1,076	1,403
Charter Flights.....	59	90	194	653	961	653	649	1,108	1,285
All Other ¹	18	39	60	118	132	168	198	232	245
Total.....	4,738	9,102	14,346	20,898	31,612	36,116	40,747	48,364	54,983

¹ All other includes excess baggage and foreign mail ton miles in international figures.

REVENUE TON-MILE TRAFFIC CARRIED (continued)

by U. S. Scheduled Airline Industry, 1947-1955 (In Thousands of Revenue Ton-Miles)

	1947	1948	1949	1950	1951	1952	1953	1954	1955
Territorial Airlines									
Passenger.....	3,839	4,309	4,309	4,680	5,234	5,354	5,806	5,947	6,600
Freight.....	636	581	618	529	855	1,258	1,503	1,657	1,647
U. S. Mail.....	43	53	70	65	59	50	57	58	59
Express.....	116	134	124	119	100	55	-----	-----	-----
Charter Flights.....	184	39	123	303	283	272	27	45	436
All Other ¹	68	68	66	55	50	49	46	36	20
Total.....	4,886	5,184	5,310	5,753	6,581	7,038	7,439	7,743	8,762
Helicopter Airlines									
Passenger.....	-----	-----	-----	-----	-----	-----	2	17	58
Freight.....	-----	-----	-----	-----	-----	-----	2	5	5
U. S. Mail.....	3	28	46	63	71	75	123	115	97
Express.....	-----	-----	-----	-----	-----	-----	-----	13	32
All Other ¹	-----	-----	-----	-----	-----	-----	2	2	1
Total.....	3	28	46	63	71	75	129	152	193
International and Overseas Airlines									
Passenger.....	184,303	194,399	211,734	228,114	266,989	310,716	345,383	379,801	442,745
Freight.....	2,110	4,012	6,714	16,050	71,004	72,346	74,427	82,101	90,605
U. S. Mail.....	12,756	17,203	19,772	21,188	21,875	22,068	24,466	35,321	52,409
Express.....	30,786	41,581	49,444	44,513	289	281	219	217	243
Charter Flights.....	5,275	7,990	3,233	5,730	6,724	7,846	7,700	13,790	19,683
All Other ¹	8,483	8,314	9,515	9,825	10,903	13,051	14,583	16,126	17,652
Total.....	243,713	273,499	300,412	325,420	377,784	426,308	466,778	527,356	623,337
Alaskan Airlines									
Passenger.....		1,962	1,543	2,245	3,743	7,490	9,838	9,139	11,753
Freight.....		1,027	618	882	1,763	4,252	5,908	5,998	7,302
U. S. Mail.....	Not Available	281	479	741	970	1,591	1,987	2,058	2,280
Charter Flights.....	Available	9,509	8,449	6,095	2,016	955	1,640	2,086	7,556
All Other ¹		40	27	90	51	99	114	114	150
Total.....		12,819	11,116	10,053	8,543	14,387	19,487	19,395	29,041
Total Scheduled Airlines Industry									
Passenger.....	772,317	767,534	862,508	1,000,839	1,286,512	1,523,489	1,775,524	2,011,003	2,366,783
Freight.....	38,022	76,323	102,576	131,018	175,123	196,100	214,797	235,463	274,939
U. S. Mail.....	45,846	55,409	61,669	68,938	86,694	92,992	99,358	119,008	142,130
Express.....	59,553	71,674	77,217	81,793	41,557	41,605	43,687	41,396	51,395
Charter Flights.....	11,292	20,786	19,482	20,985	18,560	18,319	16,890	25,346	34,690
All Other ¹	15,444	15,118	16,770	21,870	20,816	24,879	28,649	32,795	37,114
Total.....	942,474	1,006,844	1,140,222	1,325,443	1,629,262	1,897,384	2,178,905	2,465,011	2,907,051

¹ All other includes excess baggage and foreign mail ton miles in international figures.

OPERATING REVENUES

U. S. Scheduled Airlines, 1947-1955 (In Thousands of Dollars)

	1947	1948	1949	1950	1951	1952	1953	1954	1955
Domestic Trunk Airlines									
Passenger.....	\$303,194	334,736	378,113	430,098	570,288	671,257	775,782	872,834	1,021,848
Freight.....	\$ 8,358	13,825	18,323	21,698	21,030	25,529	29,341	33,008	39,604
U. S. Mail.....	\$ 23,326	47,838	45,031	46,311	37,040	35,910	37,083	37,310	30,136
Express.....	\$ 10,530	9,964	8,957	12,569	14,706	15,853	16,829	15,106	19,401
Other.....	\$ 7,082	6,990	9,359	13,433	15,457	19,466	19,758	19,956	22,355
Total.....	\$352,490	413,353	459,783	524,109	658,521	768,015	878,793	978,214	1,133,344

Local Service Airlines

Passenger.....	\$2,280	4,667	7,362	10,303	16,259	19,766	23,306	27,673	32,839
Freight.....	\$ 17	76	138	212	309	405	462	503	555
U. S. Mail.....	\$5,920	10,911	13,533	16,400	18,850	21,177	24,356	24,652	21,900
Express.....	\$ 43	72	114	230	357	417	463	497	664
Other.....	\$ 151	195	271	538	966	614	771	1,148	1,278
Total.....	\$8,411	15,921	21,418	27,683	36,741	42,379	49,358	54,473	57,236

Territorial Airlines

Passenger.....	\$3,102	3,888	3,794	4,105	4,639	4,433	4,771	5,268	5,686
Freight.....	\$ 321	302	333	288	393	562	692	734	753
U. S. Mail.....	\$ 162	189	247	285	643	768	1,128	638	339
Express.....	\$ 108	134	145	125	119	63	....	....	....
Other.....	\$ 208	137	259	410	418	420	135	148	336
Total.....	\$3,901	4,650	4,778	5,213	6,212	6,246	6,726	6,788	7,114

Helicopter Airlines

Passenger.....	\$....	....	....	....	....	....	10	61	209
Freight.....	\$....	....	....	....	....	....	4	14	23
U. S. Mail.....	\$37	372	522	791	887	1,033	2,547	2,876	2,961
Express.....	\$....	....	....	....	....	....	....	31	99
Other.....	\$....	....	....	7	5	13	44	87	63
Total.....	\$37	372	522	798	892	1,046	2,605	3,069	3,355

International and Overseas Airlines

Passenger.....	\$140,652	151,338	158,480	160,673	184,592	212,458	232,539	254,234	294,827
Freight.....	\$ 689	1,370	2,105	5,881	25,116	26,730	27,257	29,614	31,855
U. S. Mail.....	\$ 32,300	57,332	75,197	55,689	53,213	51,533	53,746	49,192	9,298
Express.....	\$ 16,837	19,438	20,023	15,783	94	87	74	70	79
Other.....	\$ 18,532	19,756	18,350	22,105	24,784	24,110	23,670	25,746	29,482
Total.....	\$209,010	249,234	274,155	260,131	287,799	314,918	337,286	358,856	385,541

OPERATING REVENUES (continued)

U. S. Scheduled Airlines, 1947-1955 (In Thousands of Dollars)

	1947	1948	1949	1950	1951	1952	1953	1954	1955
Alaskan Airlines									
Passenger.....	\$	2,492	2,188	2,758	4,042	5,857	6,815	6,481	8,166
Freight.....	\$	529	547	639	928	1,474	1,851	1,840	2,472
U. S. Mail.....	\$	1,530	2,122	2,939	3,742	7,524	9,060	9,232	7,954
Other.....	\$	3,798	3,639	3,102	3,430	1,106	1,574	1,653	3,737
Total.....	\$	8,349	8,496	9,438	12,142	15,961	19,300	19,206	22,329
Total Scheduled Airline Industry									
Passenger.....	\$449,228	497,121	549,937	607,937	779,820	913,771	1,043,223	1,166,551	1,363,575
Freight.....	\$ 9,385	16,102	21,446	28,718	47,776	54,700	59,607	65,713	75,262
U. S. Mail.....	\$ 61,745	118,172	136,652	122,415	114,375	117,945	127,920	123,900	90,588
Express.....	\$ 27,518	29,608	29,239	28,707	15,276	16,420	17,366	15,704	20,243
Other.....	\$ 25,973	30,876	31,878	39,595	45,060	45,729	45,952	48,738	57,251
Total.....	\$573,849	691,879	769,152	827,372	1,002,307	1,148,56	1,294,068	1,420,606	1,608,919

DISTRIBUTION OF AIRCRAFT OPERATING EXPENSES

U. S. Scheduled Airlines, 1947-1955 (In Thousands of Dollars)

	1947	1948	1949	1950	1951	1952	1953	1954	1955
Domestic Trunk Airlines									
Flying Operations.....	\$ 85,933	104,164	119,961	132,060	160,469	193,384	234,928	260,233	302,526
% of Total Expenses.....	23.0	25.3	27.6	28.6	29.0	28.7	29.7	29.6	30.0
Direct Maint.—Flight Equip.....	\$ 41,029	46,093	50,270	53,747	66,571	86,452	94,816	103,104	127,418
% of Total Expenses.....	11.0	11.2	11.6	11.6	12.0	12.8	12.0	11.7	12.6
Depreciation—Flight Equip.....	\$ 36,241	39,534	39,448	39,430	41,273	57,735	79,305	94,344	90,226
% of Total Expenses.....	9.7	9.6	9.1	8.5	7.5	8.6	10.0	10.7	8.9
Total Aircraft Oper. Expenses....	\$163,203	189,791	209,679	225,237	268,313	337,571	409,049	457,681	520,170
Local Service Airlines									
Flying Operations.....	\$ 2,190	4,433	6,336	8,330	10,394	13,394	15,748	17,246	18,070
% of Total Expenses.....	24.3	28.5	29.0	30.8	30.5	30.8	30.9	32.5	31.8
Direct Maint.—Flight Equip.....	\$ 1,332	2,289	3,198	3,433	4,284	5,451	6,479	5,950	6,709
% of Total Expenses.....	14.8	14.7	14.6	12.7	11.9	12.5	12.7	11.2	11.8
Depreciation—Flight Equip.....	\$ 908	1,375	1,938	1,492	1,613	2,443	1,893	1,818	1,818
% of Total Expenses.....	10.1	8.8	8.4	5.5	4.5	4.8	4.8	3.6	3.2
Total Aircraft Oper. Expenses....	\$4,430	8,097	11,472	13,255	16,841	20,943	24,670	25,089	26,597

DISTRIBUTION OF AIRCRAFT OPERATING EXPENSES (continued)

U. S. Scheduled Airlines, 1947-1955 (In Thousands of Dollars)

	1947	1948	1949	1950	1951	1952	1953	1954	1955
Territorial Airlines									
Flying Operations.....	\$ 704	946	1,091	1,221	1,468	1,623	1,875	1,908	1,942
% of Total Expenses.....	18.8	21.3	22.6	23.1	24.2	27.2	27.7	27.0	26.5
Direct Maint.—Flight Equip.....	\$ 537	603	551	543	644	580	625	712	716
% of Total Expenses.....	14.4	13.6	11.4	10.3	10.6	9.7	9.2	10.1	9.8
Depreciation—Flight Equip.....	\$ 259	330	331	359	253	143	392	482	488
% of Total Expenses.....	6.9	7.4	6.9	6.8	4.2	2.4	5.8	6.8	6.7
Total Aircraft Oper. Expenses.....	\$1,500	1,879	1,973	2,123	2,365	2,346	2,892	3,102	3,146
Helicopter Airlines									
Flying Operations.....	\$13	94	151	205	135	264	540	583	611
% of Total Expenses.....	25.0	27.2	29.6	28.0	18.7	25.1	22.8	22.1	20.7
Direct Maint.—Flight Equip.....	\$ 5	50	83	117	182	213	481	533	566
% of Total Expenses.....	9.6	14.5	16.3	16.0	25.2	20.3	20.3	20.2	19.2
Depreciation—Flight Equip.....	\$14	81	105	123	76	128	456	391	405
% of Total Expenses.....	26.9	23.4	20.6	16.8	10.5	12.2	19.3	14.8	13.7
Total Aircraft Oper. Expenses.....	\$32	225	339	445	393	605	1,477	1,507	1,582
International and Overseas Airlines									
Flying Operations.....	\$53,189	67,163	72,347	70,980	75,031	87,368	91,489	98,755	108,553
% of Total Expenses.....	25.4	28.5	28.6	28.6	27.8	28.7	28.8	29.7	29.7
Direct Maint.—Flight Equip.....	\$21,997	24,241	26,311	26,158	28,856	33,043	32,808	30,813	34,850
% of Total Expenses.....	10.5	10.3	10.4	10.5	11.1	10.9	10.3	9.3	9.5
Depreciation—Flight Equip.....	\$18,580	19,589	23,676	25,638	24,263	26,480	26,723	27,799	27,547
% of Total Expenses.....	8.9	8.3	9.4	10.3	9.0	8.7	8.4	8.4	7.5
Total Aircraft Oper. Expenses.....	\$93,766	110,993	122,334	122,776	129,150	146,891	151,020	157,367	170,950
Alaskan Airlines									
Flying Operations.....	\$.....	3,138	3,440	3,020	4,160	4,634	5,479	5,224	7,232
% of Total Expenses.....	.....	38.9	33.8	31.1	31.6	28.4	30.0	28.9	33.0
Direct Maint.—Flight Equip.....	\$.....	923	1,342	1,591	2,257	2,744	2,673	2,581	3,288
% of Total Expenses.....	.....	11.4	13.2	16.4	17.2	16.8	14.7	14.3	15.0
Depreciation—Flight Equip.....	\$.....	810	987	880	718	741	863	1,087	899
% of Total Expenses.....	.....	10.0	9.7	9.1	5.5	4.5	4.7	6.0	4.1
Total Aircraft Oper. Expenses.....	\$.....	4,871	5,769	5,491	7,135	8,119	9,015	8,892	11,419
Total Scheduled Airline Industry									
Flying Operations.....	\$142,029	179,938	203,326	215,816	252,207	300,667	350,059	383,949	438,934
% of Total Expenses.....	23.9	26.7	28.0	28.7	28.7	28.8	29.5	29.7	30.0
Direct Maint.—Flight Equip.....	\$ 64,900	74,199	81,755	85,589	103,794	128,483	137,882	143,693	173,547
% of Total Expenses.....	10.9	11.0	11.3	11.4	11.8	12.3	11.6	11.1	11.8
Depreciation—Flight Equip.....	\$ 56,002	61,719	66,485	67,922	68,196	87,325	110,182	125,996	121,383
% of Total Expenses.....	9.4	9.1	9.2	9.0	7.8	8.4	9.3	9.7	8.3
Total Aircraft Oper. Expenses.....	\$262,931	315,856	351,566	369,327	424,197	516,475	598,123	653,638	733,864

DISTRIBUTION OF GROUND AND INDIRECT EXPENSES

U. S. Scheduled Airlines, 1947-1955 (In Thousands of Dollars)

	1947	1948	1949	1950	1951	1952	1953	1954	1955
Domestic Trunk Airlines									
Ground Operations.....	\$ 59,464	64,915	66,623	68,541	79,265	94,606	107,044	119,207	133,231
Ground and Indirect Maintenance.....	\$ 32,812	33,515	33,404	33,653	41,110	50,856	56,940	61,331	68,736
Passenger Service.....	\$ 28,669	29,151	27,778	30,870	42,563	47,045	53,115	58,235	72,978
Traffic and Sales.....	\$ 42,644	42,668	45,661	48,079	58,024	70,253	81,472	89,288	103,882
Advertising and Publicity.....	\$ 9,486	12,343	13,533	14,566	16,211	18,880	22,027	24,861	30,809
General and Administrative.....	\$ 31,052	31,217	30,894	33,651	40,816	46,874	52,259	57,744	68,599
Depreciation—Ground Equipment.....	\$ 6,060	7,678	7,585	6,941	6,279	6,807	8,515	10,411	11,430
Total—Ground and Indirect Expenses...	\$210,187	221,487	225,478	236,301	284,268	335,321	381,372	421,077	489,665
Local Service Airlines									
Ground Operations.....	\$1,650	2,682	3,743	4,969	6,229	7,254	8,406	8,753	9,511
Ground and Indirect Maintenance.....	\$ 740	1,114	1,339	1,823	2,496	3,150	3,596	3,666	3,756
Passenger Service.....	\$ 261	540	825	1,090	1,671	1,944	2,218	2,389	2,684
Traffic and Sales.....	\$ 660	1,053	1,771	2,434	3,943	4,868	6,099	6,895	7,618
Advertising and Publicity.....	\$ 251	386	634	807	1,072	1,172	1,340	1,449	1,656
General and Administrative.....	\$ 902	1,436	1,792	2,367	3,247	3,682	4,028	4,330	4,476
Depreciation—Ground Equipment.....	\$ 123	270	295	344	440	484	546	535	554
Total—Ground and Indirect Expenses...	\$4,587	7,481	10,399	13,834	19,098	22,554	26,233	28,017	30,255
Territorial Airlines									
Ground Operations.....	\$ 767	904	922	906	1,040	1,002	1,212	1,268	1,258
Ground and Indirect Maintenance.....	\$ 342	357	349	399	433	384	482	532	562
Passenger Service.....	\$ 97	140	165	190	223	213	210	198	245
Traffic and Sales.....	\$ 385	441	528	681	858	881	768	769	842
Advertising and Publicity.....	\$ 50	42	100	151	172	167	143	140	204
General and Administrative.....	\$ 502	567	682	743	887	899	953	955	963
Depreciation—Ground Equipment.....	\$ 96	103	113	93	89	81	97	114	116
Total—Ground and Indirect Expenses...	\$2,239	2,554	2,859	3,163	3,702	3,627	3,865	3,976	4,190
Helicopter Airlines									
Ground Operations.....	\$ 3	33	50	98	108	138	283	334	425
Ground and Indirect Maintenance.....	\$ 6	39	50	66	89	124	217	275	305
Passenger Service.....	\$---	---	---	---	---	---	11	15	22
Traffic and Sales.....	\$---	---	---	---	---	---	26	75	141
Advertising and Publicity.....	\$---	2	2	2	1	3	17	32	40
General and Administrative.....	\$ 9	43	63	112	119	164	306	365	392
Depreciation—Ground Equipment.....	\$ 2	4	6	10	11	16	30	35	45
Total—Ground and Indirect Expenses...	\$20	121	171	288	328	445	890	1,131	1,370
International and Overseas Airlines									
Ground Operations.....	\$ 30,460	31,005	33,168	31,618	34,916	39,726	42,189	43,397	47,050
Ground and Indirect Maintenance.....	\$ 17,805	20,219	20,934	17,282	20,014	21,188	22,219	22,302	24,236
Passenger Service.....	\$ 13,084	14,034	14,617	14,589	17,511	19,554	20,027	22,372	26,716
Traffic and Sales.....	\$ 21,996	25,350	25,560	25,886	29,821	34,945	37,727	40,573	45,872
Advertising and Publicity.....	\$ 6,745	7,861	10,171	10,628	11,374	12,541	13,692	14,273	16,095
General and Administrative.....	\$ 22,722	22,887	22,600	22,170	23,903	26,754	27,931	28,970	31,377
Depreciation—Ground Equipment.....	\$ 2,716	2,938	3,479	3,374	3,041	2,668	3,102	3,434	3,526
Total—Ground and Indirect Expenses...	\$115,528	124,294	130,529	125,547	140,580	157,376	166,887	175,321	194,872

DISTRIBUTION OF GROUND AND INDIRECT EXPENSES *(continued)*

U. S. Scheduled Airlines, 1947-1955 (In Thousands of Dollars)

	1947	1948	1949	1950	1951	1952	1953	1954	1955
Alaskan Airlines									
Ground Operations.....	\$ 845	988	966	1,411	2,182	2,449	2,612	4,224	
Ground and Indirect Maintenance.....	\$ 525	1,001	774	1,429	1,923	1,919	1,997	2,010	
Passenger Service.....	\$ 268	370	358	501	694	797	696	771	
Traffic and Sales.....	\$ 435	598	499	699	1,170	1,364	1,384	1,321	
Advertising and Publicity.....	\$ 102	116	135	175	209	297	265	275	
General and Administrative.....	\$ 903	1,180	1,332	1,591	1,767	2,100	1,952	1,582	
Depreciation—Ground Equipment.....	\$ 121	156	148	204	264	302	308	310	
Total—Ground and Indirect Expenses...	\$3,199	4,409	4,212	6,010	8,209	9,228	9,214	10,493	
Total Scheduled Airline Industry									
Ground Operations.....	\$ 92,344	100,384	105,494	107,098	122,969	144,908	161,583	175,571	195,699
Ground and Indirect Maintenance.....	\$ 51,705	55,769	57,077	53,997	65,571	77,625	85,373	90,103	99,605
Passenger Service.....	\$ 42,111	44,133	43,755	47,097	62,469	69,450	76,378	83,905	103,416
Traffic and Sales.....	\$ 65,685	69,947	74,118	77,579	93,345	112,117	127,456	138,984	159,676
Advertising and Publicity.....	\$ 16,532	20,736	24,556	26,289	29,005	32,972	37,516	41,020	49,079
General and Administrative.....	\$ 55,187	57,053	57,211	60,375	70,563	80,140	87,577	94,316	107,389
Depreciation—Ground Equipment.....	\$ 8,997	11,114	11,634	10,910	10,064	10,320	12,592	14,837	15,981
Total—Ground and Indirect Expenses...	\$332,561	359,136	373,845	383,345	453,986	527,532	588,475	638,736	730,845

SUMMARY OF PROFIT OR LOSS

U. S. Scheduled Airlines, 1947-1955 (In Thousands of Dollars)

	1947	1948	1949	1950	1951	1952	1953	1954	1955
Domestic Trunk Airlines									
Total Operating Revenues.....	\$352,490	413,353	459,783	524,109	658,521	768,015	878,793	978,214	1,133,344
Total Operating Expenses.....	\$373,390	411,278	435,157	461,538	552,581	672,892	790,421	878,758	1,010,059
Net Operating Income.....	\$(20,900)	2,075	24,626	62,571	105,940	95,123	88,372	99,456	123,283
Net Income Before Income Taxes ¹ .	\$(26,258)	(1,413)	20,663	59,305	103,355	102,814	96,008	102,161	133,119
Income Taxes.....	\$ (6,016)	3,583	7,285	28,426	59,858	49,280	47,624	50,671	70,021
Net Profit or Loss.....	\$(20,242)	(4,996)	13,378	30,879	43,497	53,534	48,384	51,490	63,097
Local Service Airlines									
Total Operating Revenues.....	\$ 8,411	15,921	21,418	27,683	36,741	42,379	49,358	54,473	57,236
Total Operating Expenses.....	\$ 9,017	15,578	21,871	27,089	35,939	43,497	50,903	53,106	56,840
Net Operating Income.....	\$ (606)	343	(453)	594	802	(1,118)	(1,545)	1,367	396
Net Income Before Income Taxes ¹ .	\$(1,182)	(486)	(1,283)	(176)	601	(345)	(2,080)	1,212	231
Income Taxes.....	\$ (77)	94	168	399	399	141	(47)	254	287
Net Profit or Loss.....	\$(1,105)	(580)	(1,451)	(575)	202	(486)	(2,033)	958	(56)

¹ Net income before income taxes is adjusted for nonoperating items.

() Denotes red figure.

SUMMARY OF PROFIT OR LOSS (continued)

U. S. Scheduled Airlines, 1947-1955 (In Thousands of Dollars)

	1947	1948	1949	1950	1951	1952	1953	1954	1955
Territorial Airlines									
Total Operating Revenues.....	\$3,901	4,650	4,778	5,213	6,212	6,246	6,726	6,788	7,114
Total Operating Expenses.....	\$3,739	4,433	4,832	5,286	6,067	5,973	6,757	7,078	7,336
Net Operating Income.....	\$ 162	217	(54)	(73)	145	273	(31)	(290)	(222)
Net Income Before Income Taxes ¹ ...	\$ 124	167	(132)	(135)	125	254	(10)	(454)	(118)
Income Taxes.....	\$ 35	65	57	3	77	88	(51)	(27)	8
Net Profit or Loss.....	\$ 89	102	(189)	(138)	48	166	41	(427)	(126)
Helicopter Airlines									
Total Operating Revenues.....	\$ 37	372	522	798	892	1,046	2,605	3,069	3,355
Total Operating Expenses.....	\$ 52	346	510	733	721	1,050	2,367	2,638	2,952
Net Operating Income.....	\$(15)	26	12	65	171	(4)	238	431	403
Net Income Before Income Taxes ¹ ...	\$(22)	(4)	(16)	36	138	(50)	168	353	547
Income Taxes.....	\$ ---	---	---	8	42	30	68	163	203
Net Profit or Loss.....	\$(22)	(4)	(16)	28	96	(80)	100	190	344
International and Overseas Airlines									
Total Operating Revenues.....	\$209,010	249,234	274,155	260,131	287,799	314,918	337,286	358,856	385,541
Total Operating Expenses.....	\$209,294	235,287	252,863	248,323	269,730	304,267	317,907	332,688	365,653
Net Operating Income.....	\$ (284)	13,947	21,292	11,808	18,069	10,651	19,379	26,168	19,888
Net Income Before Income Taxes ¹ ...	\$ (4,473)	8,780	8,816	13,631	18,801	14,380	23,393	29,723	24,728
Income Taxes.....	\$ 651	2,415	1,362	3,623	7,063	6,651	10,865	13,047	10,857
Net Profit or Loss.....	\$ (5,124)	6,365	7,454	10,008	11,738	7,729	12,528	16,676	13,871
Alaskan Airlines									
Total Operating Revenues.....	.....	\$8,349	8,496	9,438	12,142	15,961	19,300	19,206	22,329
Total Operating Expenses.....	.....	\$8,070	10,178	9,703	13,145	16,328	18,243	18,106	21,661
Net Operating Income.....	.....	\$ 279	(1,682)	(265)	(1,003)	(367)	1,057	1,100	668
Net Income Before Income Taxes ¹...	.....	\$ 171	(1,817)	(396)	(1,196)	(78)	873	1,126	828
Income Taxes.....	.....	\$ 26	15	37	24	373	113	232	259
Net Profit or Loss.....	.....	\$ 145	(1,832)	(433)	(1,220)	(451)	760	894	569
Total Scheduled Airline Industry									
Total Operating Revenues.....	\$573,849	691,879	769,152	827,372	1,002,307	1,148,565	1,294,068	1,420,606	1,608,919
Total Operating Expenses.....	\$595,492	674,992	725,411	752,672	878,183	1,044,007	1,186,598	1,292,374	1,464,501
Net Operating Income.....	\$(21,643)	16,887	43,741	74,700	124,124	104,558	107,490	128,232	144,418
Net Income Before Income Taxes ¹ ...	\$(31,811)	7,215	26,231	72,265	121,824	116,975	118,352	134,121	159,335
Income Taxes.....	\$ (5,407)	6,183	8,887	32,496	67,463	56,563	58,572	64,340	81,634
Net Profit or Loss.....	\$(26,404)	1,032	17,344	39,769	54,361	60,412	59,780	69,781	77,699

¹ Net income before taxes is adjusted for nonoperating items.

() Denotes red figures.

ASSETS, LIABILITIES AND CAPITAL

U. S. Scheduled Airlines, for selected years (In Thousands of Dollars)

	1948	1950	1952	1954	1955 ¹
Domestic Trunk Airlines					
<i>Assets</i>					
Current Assets.....	\$171,860	203,952	344,115	358,375	418,408
Flight Equipment.....	\$299,261	274,803	576,787	782,816	868,270
— Depreciation.....	\$110,910	173,183	258,431	394,292	458,317
Flight Equipment—Net.....	\$188,351	201,620	309,356	388,524	409,953
Ground Property and Equipment—Net.....	\$ 73,722	59,265	76,506	90,371	96,563
Property and Equipment—Net.....	\$262,073	260,885	385,862	478,895	506,516
Deferred Charges.....	\$ 16,497	16,361	8,194	9,211	10,274
Other Assets.....	\$ 33,811	61,341	37,593	38,035	35,281
Total Assets.....	\$484,241	542,539	775,764	884,516	970,479
<i>Liabilities and Capital</i>					
Current Liabilities.....	\$ 99,837	130,107	231,760	241,942	270,746
Long Term Debt.....	\$167,404	135,842	168,247	185,093	169,097
Operating Reserves.....	\$ 2,387	3,971	4,169	5,796	8,531
Capital Stock.....	\$121,313	123,469	145,135	139,360	110,017
Capital Surplus.....	\$ 60,573	64,644	89,028	91,845	128,509
Earned Surplus.....	\$ 13,943	67,179	133,532	207,947	246,621
Other Liabilities and Capital.....	\$ 18,784	17,327	3,893	12,533	36,958
Total Liabilities and Capital.....	\$484,241	542,539	775,764	884,516	970,479
Local Service Airlines					
<i>Assets</i>					
Current Assets.....	\$ 5,279	7,577	10,359	11,927	11,732
Flight Equipment.....	\$ 5,671	10,056	16,404	17,693	21,063
— Depreciation.....	\$ 2,396	5,020	6,788	9,873	10,950
Flight Equipment—Net.....	\$ 3,275	5,036	9,616	7,280	10,113
Ground Property and Equipment—Net.....	\$ 2,016	1,882	3,722	2,735	3,282
Property and Equipment—Net.....	\$ 5,291	6,918	13,338	10,555	13,395
Deferred Charges.....	\$ 1,349	1,743	1,209	1,018	886
Other Assets.....	\$ 819	521	917	573	848
Total Assets.....	\$12,738	16,759	25,823	24,073	26,861
<i>Liabilities and Capital</i>					
Current Liabilities.....	\$ 3,333	6,542	10,346	10,666	11,116
Long Term Debt.....	\$ 1,590	1,485	3,575	1,931	3,650
Operating Reserves.....	\$ 105	287	357	616	728
Capital Stock.....	\$ 4,832	6,938	7,218	6,720	6,717
Capital Surplus.....	\$ 4,454	4,193	5,633	4,654	4,319
Earned Surplus.....	\$(1,665)	(2,815)	(1,821)	(556)	(91)
Other Liabilities and Capital.....	\$ 89	129	515	42	422
Total Liabilities and Capital.....	\$12,738	16,759	25,823	24,073	26,861
Territorial Airlines					
<i>Assets</i>					
Current Assets.....	\$1,333	1,649	1,900	1,577	968
Flight Equipment.....	\$2,411	2,300	4,338	6,354	5,824
— Depreciation.....	\$1,261	1,653	2,277	2,899	2,908
Flight Equipment—Net.....	\$1,150	647	2,061	3,455	2,916
Ground Property and Equipment—Net.....	\$ 530	487	887	630	467
Property and Equipment—Net.....	\$1,680	1,134	2,948	4,085	3,383
Deferred Charges.....	\$ 85	72	268	161	188
Other Assets.....	\$ 65	227	526	9	15
Total Assets.....	\$3,163	3,082	5,642	5,832	4,554
<i>Liabilities and Capital</i>					
Current Liabilities.....	\$ 486	466	1,601	1,751	1,717
Long Term Debt.....	\$ 4	—	1,222	1,725	1,379
Operating Reserves.....	\$ 62	47	79	84	20
Capital Stock.....	\$1,845	1,845	2,775	2,776	1,981
Capital Surplus.....	\$ 372	372	372	386	832
Earned Surplus.....	\$ 305	278	(419)	(895)	(1,378)
Other Liabilities and Capital.....	\$ 89	74	12	5	3
Total Liabilities and Capital.....	\$3,163	3,082	5,642	5,832	4,554

¹ Data for 1955 are as at Sept. 30th.

ASSETS, LIABILITIES AND CAPITAL (continued)

U. S. Scheduled Airlines, for selected years (In Thousands of Dollars)

	1948	1950	1952	1954	1955 ¹
Helicopter Airlines					
<i>Assets</i>					
Current Assets.....	\$ 63	302	900	2,659	2,519
Flight Equipment.....	\$297	528	1,371	2,285	2,463
— Depreciation.....	\$ 94	285	385	1,176	1,270
Flight Equipment—Net.....	\$203	243	986	1,109	1,193
Ground Property and Equipment—Net.....	\$ 10	32	105	158	223
Property and Equipment—Net.....	\$213	275	1,091	1,267	1,416
Deferred Charges.....	\$ 89	71	263	145	165
Other Assets.....	\$ 1	84	113	42	23
Total Assets.....	\$366	732	2,367	4,113	4,123
<i>Liabilities and Capital</i>					
Current Liabilities.....	\$ 97	69	430	656	502
Long Term Debt.....	-----	-----	138	204	116
Operating Reserves.....	-----	-----	4	33	43
Capital Stock.....	\$294	695	816	899	892
Capital Surplus.....	-----	-----	974	1,998	1,998
Earned Surplus.....	\$(25)	(32)	5	309	551
Other Liabilities and Capital.....	-----	-----	-----	14	21
Total Liabilities and Capital.....	\$366	732	2,367	4,113	4,123
International and Overseas Airlines					
<i>Assets</i>					
Current Assets.....	\$ 71,748	93,957	79,437	99,695	119,706
Flight Equipment.....	\$ 94,782	133,489	164,524	193,798	212,540
— Depreciation.....	\$ 32,398	55,495	76,243	91,061	98,779
Flight Equipment—Net.....	\$ 62,384	77,994	88,281	102,737	113,761
Ground Property and Equipment—Net.....	\$ 15,030	12,231	12,775	13,380	13,659
Property and Equipment—Net.....	\$ 77,414	90,225	101,056	116,117	127,420
Deferred Charges.....	\$ 24,909	25,688	20,706	4,685	5,167
Other Assets.....	\$ 30,403	9,190	16,554	21,273	27,925
Total Assets.....	\$204,474	219,070	217,753	241,770	280,218
<i>Liabilities and Capital</i>					
Current Liabilities.....	\$ 31,477	52,623	66,986	81,341	91,108
Long Term Debt.....	\$ 5,800	41,250	27,955	29,575	45,266
Operating Reserves.....	\$ 5,438	5,776	6,314	3,637	4,022
Capital Stock.....	\$ 7,665	10,766	10,895	13,068	13,912
Capital Surplus.....	\$ 30,518	62,828	62,828	62,880	63,120
Earned Surplus.....	\$ 18,691	26,024	33,584	47,184	56,553
Other Liabilities and Capital.....	\$104,885	19,803	9,191	4,085	6,237
Total Liabilities and Capital.....	\$204,474	219,070	217,753	241,770	280,218
Alaskan Airlines					
<i>Assets</i>					
Current Assets.....	\$3,203	2,800	4,141	4,591	6,219
Flight Equipment.....	\$4,146	4,629	5,856	8,251	6,957
— Depreciation.....	\$1,743	3,125	4,026	5,307	5,076
Flight Equipment—Net.....	\$2,403	1,504	1,830	2,944	1,881
Ground Property and Equipment—Net.....	\$1,197	1,125	2,212	2,225	2,307
Property and Equipment—Net.....	\$3,600	2,629	4,042	5,169	4,188
Deferred Charges.....	\$ 177	130	230	172	342
Other Assets.....	\$ 262	281	255	347	372
Total Assets.....	\$7,242	5,840	8,668	10,279	11,121
<i>Liabilities and Capital</i>					
Current Liabilities.....	\$ 2,685	2,571	4,878	3,449	3,808
Long Term Debt.....	\$ 408	475	1,634	1,419	1,001
Operating Reserves.....	\$ 175	313	388	342	447
Capital Stock.....	\$ 1,746	1,833	2,258	2,680	2,944
Capital Surplus.....	\$ 3,256	3,248	3,121	3,800	3,578
Earned Surplus.....	\$(1,073)	(2,626)	(3,648)	(1,593)	(832)
Other Liabilities and Capital.....	\$ 45	26	37	182	175
Total Liabilities and Capital.....	\$ 7,242	5,840	8,668	10,279	11,121

¹ Data for 1955 are as at Sept. 30th.

ASSETS, LIABILITIES AND CAPITAL (continued)
U. S. Scheduled Airlines, 1947-1955 (In Thousands of Dollars)

	1948	1950	1952	1954	1955 ¹
Consolidated Industry					
<i>Assets</i>					
Current Assets.....	\$253,486	310,247	440,852	478,824	559,552
Flight Equipment.....	\$406,568	525,805	760,280	1,011,197	1,117,117
— Depreciation.....	\$148,802	238,761	348,150	504,608	577,300
Flight Equipment—Net.....	\$257,766	287,044	412,130	506,589	539,817
Ground Property and Equipment—Net.....	\$ 92,505	75,022	96,207	109,499	116,501
Property and Equipment—Net.....	\$350,271	362,066	508,337	616,088	656,318
Deferred Charges.....	\$ 43,106	44,065	30,870	15,392	17,022
Other Assets.....	\$ 65,361	71,644	55,958	60,279	64,464
Total Assets.....	\$712,224	788,022	1,036,017	1,170,583	1,297,356
<i>Liabilities and Capital</i>					
Current Liabilities.....	\$137,915	192,378	316,001	339,805	378,997
Long Term Debt.....	\$175,206	179,052	202,771	219,947	220,509
Operating Reserves.....	\$ 8,167	10,394	11,311	10,508	13,791
Capital Stock.....	\$137,695	145,546	169,097	165,503	136,463
Capital Surplus.....	\$ 99,173	135,285	161,956	165,563	202,356
Earned Surplus.....	\$ 30,176	88,008	161,233	252,396	301,424
Other Liabilities and Capital.....	\$123,892	37,359	13,648	16,867	43,816
Total Liabilities and Capital.....	\$712,224	788,022	1,036,017	1,170,583	1,297,356

¹ Data for 1955 are as at Sept. 30th.

INTERCITY PASSENGER MILE MARKET

Common Carriers and Private Automobile, 1947-1955

(Millions of Passenger Miles)

	1947	1948	1949	1950	1951	1952	1953	1954	1955 ¹
Pullman & Air Travel									
Rail Pullman.....	12,261	11,015	9,349	9,340	10,226	9,504	7,950	6,850	6,430
Domestic Trunk Lines.....	6,016	5,840	6,563	7,766	10,211	12,121	14,298	16,288	19,341
Local Service Airlines.....	46	88	135	189	290	340	391	407	523
Pullman and Air Combined.....	18,323	16,943	16,047	17,295	20,727	21,965	22,639	23,545	26,294
Airline % of Combined Total.....	33.08	34.99	41.74	46.00	50.66	56.73	64.88	70.91	75.55
Other Common Carriers									
Rail Coach.....	27,665	24,315	20,273	17,441	19,524	19,758	18,955	17,689	17,315
Intercity Motor Bus Lines.....	23,948	23,529	22,411	21,254	21,499	20,732	19,700	16,934	16,850
Total.....	51,613	47,844	42,684	38,695	41,023	40,490	38,655	34,623	34,165
Total Common Carrier.....	69,936	64,787	58,731	55,990	61,750	62,455	61,294	58,168	60,459
% Airline of Common Carrier...	8.67	9.15	11.40	14.21	17.01	19.95	23.96	28.70	32.86
Private Intercity Automobile.....	272,958	287,423	316,774	337,339	379,324	410,300	432,100	549,000	575,000
Total Common and Private Carrier.....	342,894	352,210	375,505	393,329	441,074	472,755	493,394	607,168	635,459
Passenger Mile per Capita².....	2,392	2,412	2,528	2,619	2,919	2,988	3,068	3,742	3,812

¹ Estimated

² Not in millions

REVENUE PASSENGERS CARRIED

U. S. Scheduled Airline Industry, 1947-1955 (In Thousands of Passengers)

	1947	1948	1949	1950	1951	1952	1953	1954	1955
Domestic Trunk Airlines	12,279	12,324	14,021	15,978	20,621	22,759	26,137	29,526	34,466
Local Service Airlines	236	426	678	969	1,481	1,736	2,032	2,423	2,897
Territorial Airlines	376	418	382	477	550	515	553	561	591
Helicopter Airlines							1	9	29
International and Overseas Airlines	1,360	1,373	1,520	1,675	2,033	2,362	2,682	2,888	3,376
Alaskan Airlines ¹		111	122	144	157	194	220	225	264
Total Scheduled Airline Industry	14,251	14,652	16,723	19,243	24,842	27,566	31,625	35,632	41,623

¹ Alaskan data for 1948 thru 1950 includes charter flights.

AVERAGE PASSENGER FARE

Intercity Common Carriers, 1947-1955 (In Cents Per Mile)

	1947	1948	1949	1950	1951	1952	1953	1954 ¹	1955 ²
Domestic Scheduled Airlines ¹									
Coach or Tourist.....	.....	.....	3.96	4.10	4.45	4.18	4.13	4.34	4.36
All Services.....	5.06	5.76	5.76	5.55	5.60	5.55	5.43	5.37	5.34
Int'l Scheduled Airlines									
Coach or Tourist.....	.....	.....	.....	.....	.....	.....	5.77	5.83	n.a.
All Services.....	7.77	8.01	7.72	7.28	7.13	7.05	6.87	6.79	6.69
Intercity Railroads									
First Class.....	2.74	3.01	3.14	3.25	3.27	3.35	3.38	3.35	3.31
Coach.....	2.02	2.29	2.41	2.47	2.47	2.53	2.53	2.50	2.47
Intercity Motor Busses	1.70	1.74	1.84	1.88	1.94	2.02	2.05	2.07	2.06

¹ Includes trunk, local service and territorial airlines.

² Estimated.

n.a.—Not Available.

NEW TYPE AIRCRAFT IN SCHEDULED SERVICE

Operated as of December 31, 1955 and Cumulated Inventory, Actual and on Order through 1960 . . . U. S. Domestic and International Airlines

Aircraft Type	Number of Aircraft In Scheduled Service as of 12/31/55	Cumulative Aircraft To Be Operated		
		1956	1957	1960
B-707	0	0	0	70
CV-340	123	123	123	123
CV-440	0	18	19	19
DC-6	245	272	315	321
DC-7	92	136	207	221
DC-8	0	0	0	84
Electra	0	0	0	107
L-1049	63	81	81	81
L-1649	0	0	25	25
M-404	99	99	99	99
Viscount	6	58	60	75
Total	628	787	929	1,225

AIRCRAFT OPERATED

by U. S. Scheduled Airline Industry, as of December 31, for selected years

Aircraft Type	Number of Engines	1946		1952		1954		1955	
		Domestic ¹	Int'l ²	Domestic ¹	Int'l ²	Domestic ¹	Int'l ²	Domestic ¹	Int'l ²
Boeing									
247-D	2	4	3	-----	-----	-----	-----	-----	-----
307-B	4	5	-----	-----	-----	-----	-----	-----	-----
377	4	-----	-----	16	44	11	37	10	36
Convair									
240	2	-----	-----	99	91	92	86	93	79
340	2	-----	-----	25	-----	121	32	122	32
Douglas									
DC-3	2	470	63	381	41	299	41	302	10
DC-4	4	158	50	124	101	109	76	89	78
DC-6/6A/6B	4	-----	-----	161	124	185	179	173	226
DC-7	4	-----	-----	-----	-----	61	41	63	53
Lockheed									
Electra	2	3	-----	-----	-----	-----	-----	-----	-----
Lodestar	2	11	-----	11	-----	11	11	10	-----
Constellation	4	12	31	101	64	102	58	80	76
Super Const.	4	-----	-----	24	14	39	29	53	65
Martin									
202/202A	2	-----	-----	21	-----	25	-----	18	-----
404	2	-----	-----	96	-----	100	-----	100	-----
Vickers									
Viscount	4	-----	-----	-----	-----	-----	-----	5	-----
Total		673 ³	147	1,058	479	1,155	590	1,118	655

¹ Includes Domestic Trunk, Local Service and Territorial Airlines.

² Trunk Airlines who operate Domestic and International Routes usually have their aircraft certificated for both operations in order to use these aircraft interchangeably. The number of aircraft certificated for both operations and therefore, duplicated in the international figures given above are as follows: 1946—16; 1952—253; 1954—434; 1955—443.

³ Total Domestic for 1946 includes 10 Stinson.

AIRCRAFT OPERATIONS AT CAA AIRPORT TOWERS

1947-1955 (In Thousands)

	1947	1948	1949	1950	1951	1952	1953	1954	1955
Type of Flight Operation									
Military.....	1,595	2,259	2,780	2,384	2,852	2,983	3,712	4,409	4,975
Civil.....	13,221	12,877	10,446	9,585	9,618	7,965	7,719	8,015	8,540
Air Carrier.....	2,854	3,242	3,713	4,002	4,556	4,866	5,384	5,521	5,983
Total.....	17,670	18,378	16,939	15,971	17,026	15,814	16,815	17,945	19,480
% Air Carrier of Total.....	16.2	17.6	21.9	25.1	26.8	30.8	32.0	30.8	30.7

NOTES: Air Carriers include scheduled and non scheduled operations.
Each landing is counted as an operation as is also each take off.

COMPARATIVE TRANSPORTATION SAFETY RECORD

Passenger Fatality Rate Per 100,000,000 Passenger Miles, 1947-1955

	1947	1948	1949	1950	1951	1952	1953	1954	1955
Domestic Scheduled Airlines¹									
Fatalities.....	199	83	93	96	142	46	86	16	156
Rate.....	3.2	1.3	1.3	1.1	1.3	0.4	0.6	0.09	0.78
International Scheduled Airlines									
Fatalities.....	20	20	0	48	31	94	2	0	2
Rate.....	1.1	1.0	....	2.1	1.1	3.0	0.1	....	0.04
Motor Buses									
Fatalities.....	140	120	120	100	130	100	70	60	n.a.
Rate.....	.21	.18	.20	.17	.22	.16	.13	.11	n.a.
Railroad Passenger Trains									
Fatalities.....	75	52	29	184	150	14	50	23	16 p
Rate.....	.16	.13	.08	.58	.43	.04	.16	.08	.06 p
Passenger Autos and Taxis									
Fatalities.....	15,300	15,200	15,300	17,600	21,000	22,600	23,500	22,500	n.a.
Rate.....	2.3	2.1	2.0	2.2	2.4	2.8	2.9	2.6	n.a.

¹ Includes domestic trunk, local service and territorial airlines.

n.a.—Not Available.

p. —Preliminary

CLASSES OF UNITED STATES COMMERCIAL AIR CARRIERS

At the present time there are seven recognized classes of air carriers in the air transport industry of the United States. This classification is used by the Civil Aeronautics Board in connection with the economic regulation of the industry under the Civil Aeronautics Act is based largely on the scope of operations authorized or allowed by that Act. Classes One to Six have certificates of convenience and necessity and conduct regularly scheduled services.

- 1. The Domestic Trunk Lines** include those air carriers which presently have permanent operating rights within the continental United States. These rights derive largely from operations by present or predecessor companies antedating the Civil Aeronautics Act of 1938 which granted them "grandfather rights." There are currently twelve trunk lines, most of which operate high-density traffic routes between the principal traffic centers of the United States.

American	Continental	National	Trans World
Braniff	Delta-C&S	Northeast	United
Capital	Eastern	Northwest	Western
Colonial			

- 2. The Domestic Local Service Lines** have, with one exception, been certificated since 1945. These carriers operate routes of lesser traffic density between the smaller traffic centers and between these centers and principal centers. The fourteen local service lines in 1955 were:

Allegheny	Frontier	Ozark	Southwest
Bonanza	Lake Central	Piedmont	Trans Texas
Braniff	Mohawk	Southern	West Coast
Central	North Central		

- 3. The International and Overseas Lines** include all U. S. flag air carriers operating between the United States and foreign countries other than Canada. Some of these carriers conduct operations between foreign countries and some are extensions of domestic trunk lines into Mexico and the Caribbean.

American	Eastern	Pacific Northern	South Pacific ³
Braniff	Mackey ²	Pan American	Trans World
Caribbean Atlantic	Midet ²	Pan American-Grace	U. M. C. A. ²
Colonial	National	Resort ¹	United
Delta-C&S	Northwest	Samoan ²	

- 4. The Territorial Lines** include two groups of carriers. The Insular Lines operate in the U. S. Island possessions in the Pacific and the Caribbean and the Alaskan Lines operate between the U. S. and Alaska and within Alaska.

<i>Insular Lines</i>		<i>Alaskan Lines</i>		
		Operating between the U. S. and Alaska		Operators within Alaska
Hawaiian	Alaska	Pacific Northern	Alaska	Howard J. Mays
Trans-Pacific	Northwest	Pan American	Alaska Coastal	Northern Consolidated
			Bristol Bay	Pacific Northern
			Byers	Pan American
			Cordova	Reeve Aleutian
			Ellis	Wien

- 5. The Helicopter Airmail Lines** presently operate between airports, central post offices, and suburbs in New York, Chicago and Los Angeles. Originally certificated as exclusive mail carriers, some of them now fly passengers, air freight and air express. These carriers hold temporary certificates and are considered to be experimental in nature.

Helicopter Air Service	Los Angeles Airways	New York Airways
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- 6. The All Cargo Lines** operate under temporary certificates authorizing scheduled cargo flights between designated areas in the U. S., and in one case to the Caribbean and in another to Europe. These carriers cannot carry either regular air mail or passengers.

Aerovias Sud Americana	Riddle	Slick
Flying Tigers	Seaboard & Western	

- 7. Non-certificated Air Carriers** include a diversified group of operators who, with the exception of the air taxi operators and air freight forwarders, are not authorized to engage in regularly scheduled service. They are described in the CAB 1954 Annual Report as follows:

Operators of various types of air services have been authorized by the Board through the exemption process, rather than through the requirement that a certificate of convenience and necessity be obtained. At present this group includes:

Large irregulars and irregular transport carriers.....	53
Air Taxi operators (includes 50 Alaskan).....	1,589
Alaska pilot-owners.....	153
Air freight forwarders.....	62

¹ Certificated cruise carrier.

² Certificated non-mail carriers. Statistical data of these carriers are not included in the following statistical tables.



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