Air Transport FACTS AND FIGURES

18th EDITION

1957

PREPARED BY

AIR TRANSPORT ASSOCIATION OF AMERICA

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The President's Message

THE JOB AHEAD

This book is a record of the past. In these factual and statistical columns you will find a dramatic story of air transport progress. But the men and women of the scheduled airlines, both by inclination and necessity, seldom dwell on the accomplishments of the past. In 1957, the scheduled airlines of the United States stand on the threshold of the civil aviation jet age. This revolution in transportation may well revise drastically the pattern of our economic and political and social life.

So far as the airlines are concerned there is no turning back. By the end of 1956, they had committed themselves to more than $2,600,000,000 to be spent over the next 5 years for new turbo-prop and turbo-jet airliners that will move people and cargo faster, accelerate the mails and add new and more powerful wings to our national defense.

But to bring these benefits to the public, the airlines face new and complex problems, both technological and economic, that have been thrust upon them. At stake is our nation's world leadership in aerial commerce and the very feasibility and vigor of its air power, in peace and war.

Most immediately critical is the problem of air navigation and air traffic control. We have almost run out of a precious natural resource, the air space itself. In addition, the air traffic control system is inadequate to handle even today's air fleet. More radar and other known electronic aids must be employed to provide some interim improvement of the present system. But beyond this, we need a whole new system concept geared to the traffic of tomorrow, that will increase rapidly in numbers and complexity, to provide adequate control of all air traffic at all times. Of course, any modern system must contemplate the unique and elaborate demands of the military and so must be far more expensive than civil aviation alone requires.

Equally important is the need for improvement and development of our nation's airports, those highly valued gateways by which each local community will enter or maintain its position in the air age.

These problems of adequate air traffic control and airport facilities are everybody's for they are concerned with vital service to the nation's air defense, our air transport network, the growing fleets of business aircraft and the private flyers.

The airlines are concentrating on better service for passengers and cargo but they face a serious economic barrier. This problem magnified itself in 1956. For the 19th consecutive year the scheduled airlines set new records for public usefulness. Revenue ton-miles flown—the yardstick by which we measure the usefulness of air transport—increased 15.6 per cent for the entire American-Flag scheduled air transport industry. But even though the industry's total revenues hit an all-time high of $1,861,175,000, an increase of 13.9 per cent above 1955, the net operating income after taxes was 7.2 per cent below 1955 due to continuing rising costs in all phases of airline operation. This steadily narrowing gap between growth and net income means that the airlines are becoming progressively more vulnerable financially.

The grim fact is that constant technological improvements and intensive management efficiency, which built today's vast airline network, are no longer sufficient to combat the inflation trend of our nation's economy. This has focused attention anew on the fare structure of the airlines.

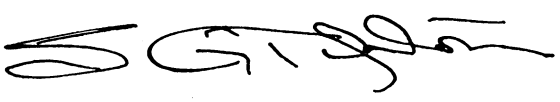
Since the passage of the Civil Aeronautics Act of 1938, the birth certificate of the organized scheduled air transport industry as we know it today, the airlines have maintained a policy of swallowing cost increases to keep fares low. Actually air transportation today costs the air traveler less per mile than it did in 1938. During this same period, while the average fare has been held down, the industry has doubled—and in many instances tripled—its usefulness in every phase of its service to the public.

The revenue problem is complicated by regulation. Scheduled air transport is the most closely regulated and highly competitive public service industry there is and competition is constantly increasing. For instance, new service has been authorized between 320 pairs of cities during the past two years. Further, in the case of 64 city pairs, already served by two, three or four competing airlines, more service was added. Beyond this, at the end of 1956, 33 foreign carriers were flying into this country in direct competition with many of our own carriers for overseas business.

The fare and airline cost problem will be in the spotlight for months to come. One thing is certain—to hold the fare line at the expense of improvements in service is not in the best interest of the public or the air transport industry.

The scheduled airlines also must constantly improve equipment because of their responsibilities to our national security. The airlines feel they can provide an even greater contribution to the national defense than is presently provided for in the Civil Reserve Air Fleet (CRAF) program if they are permitted to perform a greater share of the routine carriage of military personnel and cargo. This will permit the Air Force to devote more of their trained men and resources to such combat activities as SAC and ADC, reduce the over-all load on the taxpayer, and create a greater airlift potential in case of national emergency. These beneficial results can be obtained if a closer working partnership is developed with the military.

The job ahead is to unscramble these problems and face the future with the competence and confidence that have enabled the U. S. scheduled air transport industry to build the largest, finest, fastest and safest air transportation system in the world.



Air Transport

FACTS AND FIGURES

18th Edition, 1957

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 carriers with the Civil Aeronautics Board and the records of the Interstate Commerce Commission served as the major sources of the statistics.

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 serivce.

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 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.

EVER-GROWING PUBLIC USEFULNESS SINCE 1938

All classes of Certified Air Carriers	1938	1956	percent increase
Number of Airlines	23	54	135
Cities Served	286[1]	713[1]	146
Airplanes in Service	345	1,726	400
Seats Available (Daily)	4,800	80,500	1,577
Cruising Speed of Fastest Transport	220	360	64
Number of Passengers Carried	1,536,000	45,943,000	2,891
Number of People Employed	13,300	126,970[2]	855
Total Airline Payrolls	$27,396,000	$629,517,260	2,198
Air Mail Ton Miles	7,449	94,562,000	1,169
Average Fare[3]	5.32c	5.28c	—.8

1 These figures include international cities as well as domestic points and 10 Hawaiian cities; in addition 241 Alaskan points were served in 1956 and 12 in 1938 making a total of 954 cities in 1955 compared to 298 in 1938.
2 As of 6/30/56.
3 Domestic Trunk.

COMMERCE

The scheduled airlines of the United States today fly more than 61 per cent of the entire free world's air passenger traffic.

Under a doctrine of regulated competition established by the Civil Aeronautics Act of 1938 the airlines have built the finest, fastest, most reliable and most competitive—as well as the safest—air transportation system in the world.

Progress in Equipment

The combined fleets of the nation's scheduled airlines by the end of 1956 totaled 1,726 aircraft, representing an investment of more than half a billion dollars.

Speeds have increased. In the time it took the air traveler in 1938 to go from New York to Chicago, today's passenger can fly all the way from New York to Denver.

Capacity is greater. Biggest of today's four-engined airliners can carry five times as many passengers as the twin-engined airliners of 1938. Passenger-wise, all of today's airliners could provide seats for every man, woman and child in a city of 80,000 population. At the same time, they could carry 3,116 tons of mail, express and freight.

Progress in Services Provided

In 1938, half the nation's total population was without any air service at all. Today the nation is spider-webbed with airline routes tying together some 546 U. S. cities, big metropolitan centers and small rural areas. International operations link the U. S. with some 157 cities in 58 different foreign countries. Few localities are without air service of one kind or another.

Competition is increasing. There are almost three times as many certificated scheduled airlines today as there were in 1938. Over-all domestic revenue plane miles flown are up 852 per cent today over the 1938 figure. The average number of daily plane miles flown for all domestic and territorial airlines in 1938 was 198,000. The figure was 1,884,000 in 1956.

The number of airlines serving individual cities has increased greatly since 1938. Today, as many as 18 carriers serve the major terminals like New York and Chicago. In fact, in the past 17 months, competition between carriers was greatly intensified. Competition was added to one-third of the air traffic of the United States with as many as six additional carriers certificated to operate between two cities. In fact, from one to six additional carriers were certificated for 320 city pairs.

The value of the services which the airlines perform is indicated by increased spending on airline travel. In the past ten years, for example, the American public has demonstrated its faith and acceptance of air transportation by buying airline travel at a greater average yearly rate of increase—18 per cent—than any other type of personal purchase.

Safety has helped build this public confidence. In the ten years from 1947, airline accident fatality rates have shown a drop of almost 80 per cent. Moreover, safety record comparisons show that air travel

is, in fact, five times as safe as riding in your own automobile.

What the public is buying today in air transportation is a post-war luxury service at pre-war fare levels. In 1939, the airlines' first full year of operation under the Civil Aeronautics Act, an air passenger paid $44.95 for a ticket from New York to Chicago. (There was only first-class service available.) Flying time was four hours and 35 minutes. Today's air traveler can make the same trip using air coach or air tourist services for only $33.00, a reduction from 1939 fares of more than 25 per cent. The flight takes only two hours and 55 minutes. And today's passenger —whether first-class or coach—rides in an airliner that is far superior to the best of 1939.

Progress Toward Self-Sufficiency

In 1939 mail pay in the form of subsidy, or public service revenue, was a major source of airline income. By comparison, in 1956, public service revenue paid to the airlines represented only 2.3 per cent of their gross income. The domestic trunklines were almost entirely free of subsidy.

And mail pay is no longer a form of subsidy. In fiscal 1939, the domestic scheduled airlines grossed $47,683,759. Public service revenue or subsidy represented 25.9 per cent of this amount.

By comparison, in 1956, public service revenue paid to all the airlines represented only 2.3 per cent of their gross income. The domestic trunklines were almost entirely free of subsidy. Only the local service airlines, certain segments of international routes, the territorial airlines and the new helicopter services still receive public service revenue.

Milestones of 1956

The scheduled airlines carried their 300,000,000th passenger in 1956. Behind this statistic is a far more significant fact than the number itself. It took 24 years for the airlines to carry the first 100,000,000 passengers, four more years to count the second 100,000,000 but only a little over two years to hit the 300,000,000 mark.

Comparing 1956 figures with 1955, the number of passengers carried showed an increase of 10.4 per cent. In 1956, for the second time since the end of the Korean action, the scheduled airlines were solely responsible for a 3.5 per cent increase in the domestic intercity passenger traffic carried by the country's commercial transportation system.

The year showed gains in every type of service which the airlines provide. During 1956, the airlines carried 152,098 ton-miles of air mail, an increase of 10.7 per cent over 1955. Air express shipments increased from 51,285,000 ton-miles in 1955, to 52,278,000 ton-miles in 1956. Air freight jumped from 382,847,000 ton-miles carried in 1955, to 434,256,000 ton-miles carried in 1956.

In the twelve month period, the airlines added 238 airliners to their combined fleets, increasing their capacity to airlift passengers, mail, express and freight by 15.6 per cent.

During the year the industry grossed $1,856,231,000, an increase of 13.6 per cent over the previous year. But, although each individual carrier did more business, operational earnings failed to follow suit, and in some instances losses appeared. Profit margins still lagged substantially behind other public service industries.

At the same time, the industry has committed itself to an additional $2,600,000,000 in orders for more piston-engined aircraft and new jet liners. By year's end, this total number of new aircraft on order totaled 670.

DOMESTIC TRUNKLINES

The domestic trunklines during 1956 carried 81.8 per cent of the total number of passengers who flew on the schedued airlines. Passenger business for the domestic trunks was up 11.8 per cent and accounted for 90.4 per cent of the total trunkline revenues.

Air coach and air tourist services accounted for 35.9 per cent of the domestic trunkline passenger traffic. First-class service saw a rise of 12.6 per cent.

The trunklines also carried 60.3 per cent of the total air mail ton-miles. Carriage of the mail, by the ton-mile yardstick, was 6.6 per cent over the previous year's figures.

Air express ton-miles showed a gain of 0.2 per cent. Total air freight movements on a ton-mile basis showed a gain of 9.5 per cent.

During the year public service revenues dropped 18.2 per cent from the 1955 figure and amounted to less than .2 of one per cent of their total revenues.

INTERNATIONAL

U. S. Flag Carriers during 1956 accounted for 65 per cent of all passengers between the U. S. and foreign countries. During the heavy vacation travel months of June, July and August, the airlines flew more passengers to Europe than went by surface vessel.

The year's totals showed a 10.2 per cent increase in the number of passengers arriving via American international carriers from foreign countries. At the same time, the number of passengers they carried abroad was 10.1 per cent higher than in 1955.

Air coach and air tourist travel to and from the U. S. increased by more than 19 per cent during the year. The low-fare flights accounted for 64 per cent of the international passenger business. First-class traffic increased 9 per cent.

There were also important changes in the international route structure during 1956. The CAB, in permitting two of the U. S. overseas carriers to fly an inter-change operation across the Pacific, in effect, gave the U. S. a second round-the-world air route. One new foreign airline was granted entry into the U. S. and began operations. Another foreign airline began flying a trans-polar service with terminal points in the U. S. Of the total $42,736,000 in public service revenues granted the scheduled airlines in 1956, $8,123,000 went to the international carriers to fly routes in the government's interest.

LOCAL SERVICE

Created as a whole new family of airlines just after the end of World War II, the Local Service Carriers celebrated their tenth full year of operation in 1956. The decade produced many measurements of progress.

By the end of 1956 they had carried 100 times the number of passengers in the past twelve month period as they carried ten years ago. The gain in passenger traffic over 1955 was 21 per cent. Likewise, they have increased their gross revenues eight times since 1947. The increase in 1956, over 1955, was 17.7 per cent with total revenues in last year amounting to $67,380,000.

Although the local service airlines carried only one per cent of the total mail tonnage in 1956, it is significant to point out that without them some 192 U. S. cities would be without any direct air mail service.

The fact that they are making such a contribution to the nation's postal and transportation system accounts for the larger slice which they receive from public service revenue. In 1956 this figure was $22,933,000. The previous year it was $20,714,000. Indicative of their growing importance, however, is the fact that ten years ago they carried 25,000 pasengers, while in 1956 they carried 3,453,000—an increase of 13,712 per cent.

HELICOPTER CARRIERS

In 1956, scheduled helicopter airlines carried a total of 63,000 passengers and 135,000 ton-miles of mail and other cargo. Passenger service showed a gain of 152 per cent over 1955. During the year new and larger helicopters were put into operation. The helicopter passenger, used to riding in a rotorcraft with a capacity for carrying only five persons now can ride in helicopters that can carry 12 passengers. Although a limited number of new helicopters went into service during 1956, the number of seats available on a daily basis increased 98 per cent.

Because it costs more to fly a ton of passengers, mail or cargo by helicopter than it does to airlift the same load in a DC-7 airliner, the helicopter services are getting 5.6 per cent of the public service revenue dollar to help expand their operations. In 1956 this subsidy amounted to $2,544,000. However, public service revenue dropped 6.1 per cent from the 1955 figure.

ALASKAN CARRIERS

During 1956 Alaskan carriers, stimulated by new business in support of the DEW-line radar network, showed 31.4 per cent increase in total revenue. Available ton miles increased 52.4 per cent over 1955. Biggest traffic increase was in charter flights which jumped 151 per cent. The total number of passengers carried showed a 19.3 per cent increase. There was an 11 per cent increase in subsity.

TERRITORIAL CARRIERS

Over-all revenues for the Territorial Carriers in 1956 showed an increase of 4.4 per cent while subsidy declined .7 per cent from the 1955 figure. Total passenger revenue was up 6.3 per cent. Freight revenues increased four per cent from the 1955 level. Charter

traffic was off 47.1 per cent. Mail showed an increase of .9 per cent.

ALL-CARGO AIRLINES

The all-cargo airlines in 1956 carried 13.3 per cent more freight traffic than they did during the previous twelve-month period. Available ton-miles of the all-cargo carriers increased from 184,521 in 1955 to 284,512. Charter business accounted for the greatest gains in the all-cargo field, 42 per cent of the total revenue ton miles flown. This was an increase of 242 per cent over 1955.

MAIL

The Civil Aeronautics Act of 1938, also said that the scheduled airlines must serve the postal system of the United States.

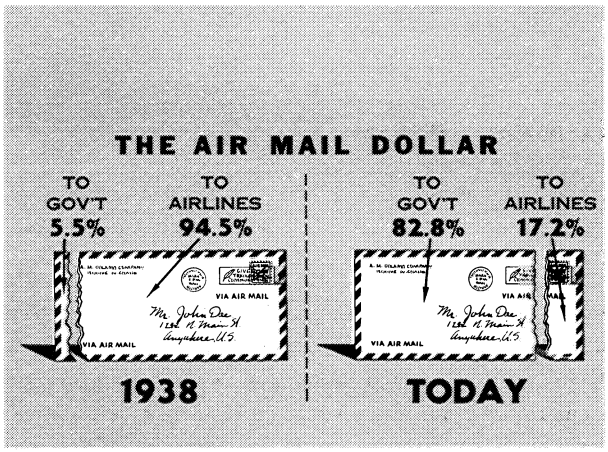
Since then, public use of the air mail service in the United States, which the scheduled air transport industry provides under contract with the Post Office Department, has increased 1,169 per cent. The airlines, for example, carry today in 50 days the number of air mail letters that they carried in fiscal 1938.

In the beginning, carrying out their responsibility of speeding the mails, the scheduled airlines relied heavily on public service revenues. This was a major source of revenue for the young industry. In 1956, however, total mail pay received by the whole scheduled airline industry amounted to only 3.4 per cent of the industry's gross revenue.

More important is the way the revenues from the air mail stamp are split today as compared with the breakdown in 1938. Then the airlines got 94.5 per cent of the stamp revenue, the Post Office kept 5.5 per cent. In fiscal 1956, the airlines got 17.2 per cent of the stamp revenue, while the Post Office kept 82.8 per cent.

Total revenues generated by the use of air mail (letters, cards and parcel post) for both domestic and international service returned $176,000,000 to the Post Office while the airlines received $61,000,000 for carrying the mail.

In addition, last year, through a special arrangement with the Post Office Department, the airlines on a space available basis carried more than 4,300,000 first-class letters daily between certain cities along



their domestic routes. And this "Three-Cent Air Mail Experiment," as it is called, in 1956, saved billions of hours in delivery time for millions of letter writers. Millions of letters reached their destinations an average of 12 hours sooner than had they traveled by surface means.

Started in 1953, the three-cent mail by air has proven highly successful. The total carriage of three-cent mail on a ton-mile basis was 15,013,000 ton-miles for fiscal 1956, or 19.8 per cent of total ton-miles of domestic mail flown by air. By the end of June 1956, after 33 months of the experiment, the airlines had received a total of $6,745,000 for carrying the three-cent letters between the points affected, less than .2 cents per letter carried. During the same period the service had generated a total of over $100,000,000 in revenue for the Post Office.

The experiment is a success, although the airlines are not certain they are being compensated enough for the service rendered.

At the same time, this does not mean that the regular six-cent air mail doesn't offer a superior service. It does. Regular air mail letters get special handling from the moment they are taken from the mail box. Furthermore, the six-cent air mail stamp is a guarantee that the letter goes by air, even at the expense of turning away passengers if the payload is too heavy. Air mail gets priority over all other types of cargo. The three-cent letter goes by air only when there is space available.

The airlines have also put wings on parcel post packages. Inaugurated on September 1, 1948, use of air parcel post has increased 277 per cent in seven years. The number of pieces flown, both domestic and international, in 1956, was 24,201,198, a gain of 11.9 per cent over the previous year.

NATIONAL DEFENSE

The airlines are constantly ready to augment airlift necessary to the nation's striking military air arm.

The planes, crews and maintenance support which the airlines contribute to the Civil Reserve Air Fleet (CRAF) program save hundreds of millions of dollars in tax monies which otherwise would have to be spent for maintaining emergency airlift on a stand-by basis.

Contributing to the CRAF program—a joint military-airlines operation born of the lessons learned in World War II, the Berlin Airlift and Korea—the scheduled carriers, alone, have 314 four-engine airliners earmarked for CRAF.

The scheduled airlines made available an additional 24 of their biggest and best airliners to CRAF in 1956. The new planes represent a daily increase of more than 1,600,000 ton-mile airlift capacity, bringing the total CRAF capability up to 7,276,160 available ton-mlies per ten-hour day.

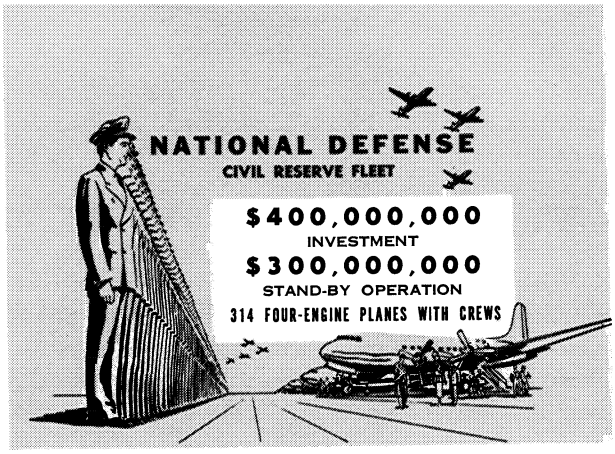
The total equipment value of the scheduled airline share in CRAF is estimated at more than $400,000,000. To operate such a fleet on a stand-by basis would cost the government something like $300,000,000 a year.

In addition to their CRAF contribution, the scheduled airlines in 1956 stepped up their activities to provide more and better service to the military organizations using civil air transportation.

The scheduled airlines provided the military agencies with 922,728,874 passenger-miles of official travel in 1956. This is the equivalent of flying 37,000 troops around the world at the equator. For the past seven and a half years the scheduled airlines have effectively served the military departments, in peace and emergency, through the Military Bureau of the Air Transport Association and its field offices.

The scheduled airlines have established over 60 offices at military installations called JAMTO's (Joint Airline Military Traffic Office). These offices, under the jurisdiction of local military committees of the industry, assist in making arrangements for movement of both cargo and personnel.

As an aftermath to the Hungarian Freedom uprisings, a JAMTO was established at reactivated Camp Kilmer. This JAMTO worked around the clock to assist the welfare agencies handling refugees in the domestic transportation to relatives and sponsors.



AIR NAVIGATION AND TRAFFIC CONTROL

Back in 1936, the scheduled airlines devised and put into practice the first system of air traffic control in this country. The operation was embryonic. But it worked and it set the basic pattern for the traffic control system in use today. The true significance, however, is the fact that almost 21 years ago the airlines themselves recognized the problem which today affects everyone who flies.

Today's vast and complicated Air Navigation and Traffic Control System is the direct responsibility of the Federal Government. And the airlines have never held back in contributing to the further development of the system and its upkeep—both in know-how and techniques, and in financial support.

The scheduled airline fleet of over 1,726 planes represents only about 1.6 per cent of the planes using the Federal Airways as they share the system with some 40,000 military planes and another 60,000 private and corporate aircraft.

The nation's air traffic control system is the heart of our national defense air network. Our bombers would not be able to strike, nor our fighters able to defend without it. And these big users of the airways system must have priority for the nation's security. Consequently, the system must be one which can integrate all segments of aviation—the private flyer, the business flyer, the commercial operator and the military—into a common system. It costs many times more than any system which might be required by the airlines alone.

America's system of Air Navigation and Traffic Control is the finest, safest and most extensive network of aerial highways in the world. The only thing wrong is that the system itself has been unable to

keep pace with the tremendous increases in the number of planes that use it.

The problem is to allocate the required amount of airspace to all users, and then effectively control the traffic using it. The growth of aviation has outstripped our ability to control effectively our present volume of air traffic with the present air traffic control system.

The need is for immediate improvement of the present system to insure safe operation of today's aircraft—an interim system. And beyond this, the need is for a whole new approach to the problem and the development of a completely new system that can handle the expected traffic increases and the bigger and faster planes that are coming.

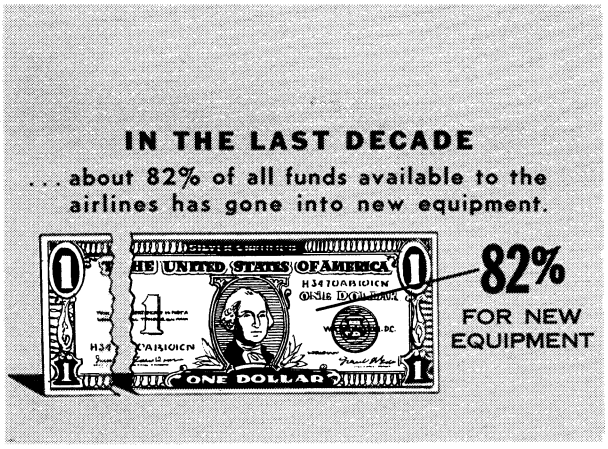
Admittedly, no method of controlling air traffic exists today which will adequately serve tomorrow's planes, in tomorrow's numbers, flying at tomorrow's speeds.

The need for these improvements and a continuing effort to solve the air navigation and traffic control problem was clearly demonstrated on June 21, 1956. On that day, adverse weather conditions taxed the present system to its limits. Over 31 per cent of all airline operations in the eastern half of the United States were cancelled or delayed. And other elements of aviation, including the military, suffered accordingly. It shouldn't have happened. But it did. And it is a striking example for the need of improving the situation.

RESOURCES

Although the scheduled airlines have demonstrated startling increases in providing more and better air service, their ability to earn profits for themselves has lagged far behind their capability to serve the public. Airline profits are way out of balance when they are weighed against the progress the industry has accomplished. Earnings are far below the margins of return of other public service industries. To bring the benefits of jet travel to the public, it is going to be increasingly difficult for the airline industry to pay off its indebtedness unless something is done to improve this earnings trend.

And this becomes even more evident when one considers the estimated net worth of the industry, set at $650,000,000 in 1956, and the $2,600,000,000 already committed for jetliners and other aircraft over the next five years.



Because the technological advances in aeronautical equipment have been so rapid, the airlines have been forced, time and again, into costly re-equipment programs.

For example, if you take trunkline funds from all sources—earnings, sales of additional stock, borrowings, depreciation, property retirements and other amortizations—you come up, for the last ten years, with about $1,760,000,000. Some 82 per cent—$1,448,000,000—of that money was ploughed back into new and better equipment.

Security analysts tell us that a growth industry, such as scheduled air transport, ought to be paying out about 40 per cent of its net income, after taxes, in dividends. The airlines, in the same ten year period, paid out about 32 per cent of net profits after taxes. The comparable figure for all U. S. corporations was 47 per cent of net profits after taxes.

The continuing need for a tremendous outlay of dollars for new equipment is pointed up by the increasing cost of the equipment itself.

In 1946, for example, the largest four-engined airliner then available cost about $625,000. A similar airliner in 1956 was selling for $1,150,000. But, the bigger, faster, four-engined airliners last year cost about $2,000,000 each. The cost per plane of the biggest new jetliners on order will hit $6,250,000, which is fifty times the cost of the DC-3 airliner 20 years ago.

Operating expenses of the scheduled airlines amounted to $1,727,677,000 in 1956, an increase of 15.9 per cent over 1955. In spite of a 15.6 per cent increase in traffic gross profits of the industry were only $133,498,000 in 1956 or a decrease of 7.2 per cent from the previous year.

U. S. Scheduled Airline Industry, *1947-1956 (In Millions)*

	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956
Domestic Trunk Airlines										
Available Ton Miles Flown	1,209.7	1,357.9	1,517.4	1,684.1	1,974.1	2,399.3	2,893.3	3,314.1	3,882.7	4,392.8
Revenue Ton Miles Flown	689.1	706.2	809.0	963.2	1,204.7	1,413.5	1,644.3	1,857.6	2,190.6	2,452.5
Ton Mile Load Factor (%)	56.97	52.01	53.31	57.20	61.02	58.91	56.83	56.05	56.42	55.83
Available Seat Miles Flown	9,152.4	9,980.2	11,117.7	12,385.6	14,672	18,068.1	22,114.4	25,646.5	30,001.3	33,752.6
Revenue Passenger Miles Flown	6,016.3	5,822.4	6,570.7	7,766.0	10,210.8	12,120.8	14,297.6	16,246.3	19,217.2	21,643.1
Passenger Load Factor (%)	65.73	58.34	59.10	62.70	69.59	67.08	64.65	63.31	64.06	64.12
Revenue Plane Miles Flown	311.9	316.3	323.2	327.1	362.5	411.4	467.0	497.2	564.0	622.1
Local Service Airlines										
Available Ton Miles Flown	14.9	31.5	46.4	62.4	81.5	96.2	109.3	112.9	121.9	145.6
Revenue Ton Miles Flown	4.7	9.1	14.3	20.9	31.6	36.1	40.7	47.2	55.0	66.5
Ton Mile Load Factor (%)	31.87	28.92	30.93	33.51	38.79	37.53	37.28	41.77	45.14	45.70
Available Seat Miles Flown	155.5	323.9	477.9	599.2	774.7	905.4	1,013.6	1,069.7	1,161.4	1,385.1
Revenue Passenger Miles Flown	46.4	87.9	134.7	188.8	289.6	339.2	390.9	449.5	523.3	633.2
Passenger Load Factor (%)	29.85	27.14	28.18	31.51	37.39	37.46	38.56	42.02	45.06	45.72
Revenue Plane Miles Flown	10.1	18.0	24.5	33.0	38.0	41.1	45.6	47.7	50.9	59.5
Territorial Airlines										
Available Ton Miles Flown	8.3	9.1	10.1	10.9	13.8	14.2	15.9	15.7	16.1	16.0
Revenue Ton Miles Flown	4.9	5.2	5.3	5.8	6.6	7.0	7.4	7.7	8.8	8.8
Ton Mile Load Factor (%)	59.91	57.12	52.47	52.75	47.86	49.49	46.70	49.17	54.25	54.80
Available Seat Miles Flown	65.9	81.0	91.3	100.1	119.0	124.1	134.6	134.5	134.7	147.2
Revenue Passenger Miles Flown	46.8	52.9	52.6	57.7	65.8	67.9	71.8	72.7	78.1	83.9
Passenger Load Factor (%)	71.10	65.28	57.19	57.66	55.27	54.72	53.37	54.04	57.99	56.99
Revenue Plane Miles Flown	3.1	3.6	4.0	4.3	5.0	5.4	4.9	4.7	4.6	4.6
Helicopter Airlines *(in thousands)*										
Available Ton Miles Flown	14	108	142	189	185	181	350	388	434	574
Revenue Ton Miles Flown	3	28	46	63	71	75	129	152	192	281
Ton Mile Load Factor (%)	18.43	25.93	32.39	33.33	38.38	41.44	36.86	39.18	44.24	48.95
Revenue Passenger Miles Flown	.....	.....	.....	.....	.....	.....	191	716	1,708	3,387
Available Seat Miles Flown	.....	.....	.....	.....	.....	.....	26	183	628	1,583
Passenger Load Factor (%)	.....	.....	.....	.....	.....	.....	13.61	25.56	36.77	46.74
Revenue Planes Miles Flown	37	284	412	668	619	631	1,006	1,071	1,148	1,323
International and Overseas Airlines										
Available Ton Miles Flown	425.8	480.8	540.3	554.2	608.4	693.7	760.5	856.1	982.6	1,146.9
Revenue Ton Miles Flown	243.7	273.5	300.4	325.4	377.8	426.3	466.8	527.1	622.4	728.1
Ton Mile Load Factor (%)	57.24	56.89	55.60	58.17	62.09	61.45	61.38	61.57	63.34	63.48
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	7,012.1	8,073.2
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	4,409.6	5,116.4
Passenger Load Factor (%)	61.90	57.37	56.67	59.71	59.59	62.28	61.90	59.56	62.89	63.38
Revenue Plane Miles Flown	86.5	98.1	104.5	93.8	97.4	103.4	109.6	116.1	130.7	146.0

AVAILABLE SERVICE AND UTILIZATION *(continued)*

U.·S. Scheduled Airline Industry, *1947-1956 (In Millions)*

	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956
Alaskan Airlines										
Available Ton Miles Flown		20.1	20.3	19.7	15.8	26.7	34.1	34.5	46.0	66.9
Revenue Ton Miles Flown		12.8	11.1	10.1	8.5	14.4	19.5	19.4	29.4	44.7
Ton Mile Load Factor (%)	Not	63.64	54.76	50.93	54.16	53.89	57.23	56.37	63.83	66.85
Available Seat Miles Flown	Available	42.6	38.9	54.0	82.4	168.8	209.2	206.3	233.9	284.1
Revenue Passenger Miles Flown		19.6	15.4	22.4	36.5	71.2	92.4	86.9	110.4	136.9
Passenger Load Factor (%)		46.10	39.64	41.60	44.26	42.18	44.15	42.15	47.20	48.20
Revenue Plane Miles Flown		4.6	3.9	5.4	6.9	9.3	10.4	9.6	10.5	11.3
All Cargo Airlines[1]										
Available Ton Miles Flown	.....	.....	16.5	80.2	126.2	118.6	121.8	108.8	184.5	284.5
Revenue Ton Miles Flown	.....	.....	11.6	59.5	103.6	97.0	99.3	88.6	136.0	216.8
Ton Mile Load Factor (%)	.....	.....	70.52	74.20	82.10	81.82	81.51	81.48	73.70	76.19
Available Seat Miles Flown	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Revenue Passenger Miles Flown	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Passenger Load Factor (%)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Revenue Plane Miles Flown	.....	.....	2.9	13.3	19.9	18.5	19.1	12.6	20.3	25.5
Total Scheduled Airline Industry										
Available Ton Miles Flown	1,658.7	1,899.5	2,151.1	2,411.6	2,819.9	3,348.9	3,935.3	4,442.5	5,234.2	6,053.3
Revenue Ton Miles Flown	942.4	1,006.8	1,151.8	1,384.9	1,732.8	1,994.3	2,278.2	2,547.8	3,042.4	3,517.7
Ton Mile Load Factor (%)	56.82	53.29	53.54	57.43	61.45	59.55	57.89	57.35	58.13	58.11
Available Seat Miles Flown	12,298.1	13,720.0	15,350.5	16,834.4	20,009.5	24,115.2	28,934.6	33,342.6	38,545.1	43,645.5
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	20,598.9	24,339.2	27,615.1
Passenger Load Factor (%)	64.40	57.37	57.51	60.84	65.98	67.77	63.02	61.78	63.14	63.27
Revenue Plane Miles Flown	411.6	440.9	463.1	477.6	530.3	589.7	657.6	689.0	782.1	870.4

[1] Riddle and AAXICO data not included in 1956.

REVENUE TON-MILE TRAFFIC CARRIED

by U. S. Scheduled Airline Industry, *1947-1956 (in Thousands of Revenue Ton-Miles)*

	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956
Domestic Trunk Airlines										
Passenger	579,859	558,680	632,014	747,558	982,642	1,167,556	1,377,728	1,568,413	1,856,196	2,091,517
Freight	35,214	70,438	94,190	112,861	100,581	117,128	131,778	144,276	174,023	190,597
U. S. Mail	32,879	37,510	40,874	46,315	62,932	68,296	71,725	80,201	86,034	91,686
Express	28,553	29,769	27,329	36,538	40,260	40,375	42,514	40,122	49,608	49,711
Charter Flights	5,774	3,158	7,483	8,203	8,576	8,593	6,874	8,317	5,730	5,884
All Other	6,875	6,657	7,102	11,782	9,680	11,512	13,706	16,288	19,049	23,060
Total	689,134	706,212	808,992	963,257	1,204,671	1,413,460	1,644,325	1,857,617	2,190,640	2,452,455

REVENUE TON-MILE TRAFFIC CARRIED *(continued)*

by U. S. Scheduled Airlines, *1947-1956 (in thousands of dollars)*

	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956
Local Service Airlines										
Passenger	4,316	8,184	12,908	18,242	27,904	32,373	36,767	42,396	49,442	59,862
Freight	62	265	436	696	920	1,116	1,179	1,158	1,355	1,625
U. S. Mail	165	334	428	566	787	912	1,000	1,226	1,257	1,572
Express	118	190	320	623	908	894	954	1,043	1,403	1,688
Charter Flights	59	90	194	653	961	653	649	1,108	1,338	1,487
All Other	18	39	60	118	132	168	198	224	245	312
Total	4,738	9,102	14,346	20,898	31,612	36,116	40,747	47,155	55,040	66,546
Territorial Airlines										
Passenger	3,839	4,309	4,309	4,680	5,234	5,354	5,806	5,929	6,599	6,991
Freight	636	581	618	529	855	1,258	1,503	1,657	1,646	1,477
U. S. Mail	43	53	70	65	59	50	57	58	58	65
Express	116	134	124	119	100	55	.....	.....	.....	.....
Charter Flights	184	39	123	304	283	272	27	45	436	235
All Other	68	68	66	56	50	49	46	34	20	19
Total	4,886	5,184	5,310	5,753	6,581	7,038	7,439	7,723	8,759	8,787
Helicopter Airlines										
Passenger	.....	.....	.....	.....	.....	.....	2	17	57	145
Freight	.....	.....	.....	.....	.....	.....	2	5	5	7
U. S. Mail	3	28	46	63	71	75	123	115	96	92
Express	.....	.....	.....	.....	.....	.....	.....	13	31	36
All Other	.....	.....	.....	.....	.....	.....	2	2	3	1
Total	3	28	46	63	71	75	129	152	192	281
International and Overseas Airlines										
Passenger	184,303	194,399	211,734	228,114	266,989	310,716	345,383	379,787	442,808	511,673
Freight	2,110	4,012	6,714	16,050	71,004	72,346	74,427	81,886	89,598	109,227
U. S. Mail	12,756	17,203	19,772	21,188	21,875	22,068	24,466	35,323	52,409	55,155
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	19,701	32,370
All Other	8,483	8,314	9,515	9,825	10,903	13,051	14,583	16,136	17,647	19,690
Total	243,713	273,499	300,412	325,420	377,784	426,308	466,778	527,139	622,406	728,115
Alaskan Airlines										
Passenger	.....	1,962	1,543	2,245	3,743	7,490	9,838	9,139	11,752	14,617
Freight	.....	1,027	618	882	1,763	4,252	5,908	5,998	7,300	7,955
U. S. Mail	.....	281	479	741	970	1,591	1,987	2,058	2,379	2,381
Charter Flights	.....	9,509	8,449	6,095	2,016	955	1,640	2,086	7,773	19,532
All Other	.....	40	27	90	51	99	114	114	149	243
Total	.....	12,819	11,116	10,053	8,543	14,387	19,487	19,395	29,353	44,728

REVENUE TON-MILE TRAFFIC CARRIED *(continued)*

by U. S. Scheduled Airline Industry, *1947-1956 (in Thousands of Revenue Ton-Miles)*

	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956
All Cargo Airlines[1]										
Passenger	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Freight	.....	.....	10,542	58,420	78,578	92,367	88,812	76,653	108,920	123,368
U. S. Mail	.....	.....	.....	.....	.....	.....	.....	.....	322	1,147
Express	.....	.....	.....	.....	.....	.....	.....	.....	.....	843
Charter Flights	.....	.....	1,124	1,125	25,038	4,670	10,517	11,988	26,758	91,415
Excess Baggage	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	.....	.....	11,666	59,545	103,616	97,037	99,329	88,641	136,000	216,773
Total Scheduled Airlines Industry										
Passenger	772,317	767,534	862,508	1,000,839	1,286,512	1,523,489	1,775,524	2,005,681	2,366,854	2,684,805
Freight	38,022	76,323	113,118	189,438	253,701	288,467	303,609	311,633	382,847	434,256
U. S. Mail	45,846	55,409	61,669	68,938	86,694	92,992	99,358	118,981	142,555	152,098
Express	59,553	71,674	77,217	81,793	41,557	41,605	43,687	41,395	51,285	52,278
Charter Flights	11,292	20,786	20,606	22,110	43,598	22,989	27,407	37,334	61,736	150,923
All Other	15,444	15,118	16,770	21,871	20,816	24,879	28,649	32,798	37,113	43,325
Total	942,474	1,006,844	1,151,888	1,384,989	1,732,878	1,994,421	2,278,234	2,547,822	3,042,390	3,517,685

[1] Riddle and AAXICO data not included in 1956.

OPERATING REVENUES

U. S. Scheduled Airlines, *1947-1956 (in thousands of dollars)*

	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956[1]
Domestic Trunk Airlines										
Passenger	$ 303,194	334,736	378,113	430,098	570,288	671,257	775,782	872,834	1,021,853	1,142,124
Freight	$ 8,358	13,825	18,323	21,698	21,030	25,529	29,341	33,009	39,605	42,166
U. S. Mail	$ 23,326	47,838	45,031	46,311	37,040	35,910	37,083	37,315	30,130	34,202
Express	$ 10,530	9,964	8,957	12,569	14,706	15,853	16,829	15,107	19,405	18,057
Other	$ 7,082	6,990	9,359	13,433	15,457	19,466	19,758	19,953	22,355	26,209
Total	$ 352,490	413,353	459,783	524,109	658,521	768,015	878,793	978,218	1,133,348	1,262,758
Local Service Airlines										
Passenger	$ 2,280	4,667	7,362	10,303	16,259	19,766	23,306	27,673	32,840	40,139
Freight	$ 17	76	138	212	309	405	462	502	556	746
U. S. Mail	$ 5,920	10,911	13,533	16,581	18,850	21,177	24,356	24,893	21,896	24,050
Express	$ 43	72	114	230	357	417	463	496	665	774
Other	$ 151	195	271	544	966	614	771	1,151	1,279	1,671
Total	$ 8,411	15,921	21,418	27,870	36,741	42,379	49,358	54,715	57,236	67,380

[1] Preliminary data.

U. S. Scheduled Airlines, *1947-1956 (in thousands of dollars)*

	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956[1]
Territorial Airlines										
Passenger $	3,102	3,888	3,799	4,105	4,639	4,433	4,771	5,270	5,685	6,042
Freight $	321	302	333	288	393	562	692	732	752	782
U. S. Mail $	162	189	247	285	643	768	1,128	640	338	341
Express $	108	134	145	125	119	63	.....	.....	.....	.....
Other $	208	137	254	410	418	420	135	148	338	265
Total $	3,901	4,650	4,778	5,213	6,212	6,246	6,726	6,790	7,114	7,430
Helicopter Airlines										
Passenger $	.....	.....	.....	.....	.....	.....	10	63	205	440
Freight $	.....	.....	.....	.....	.....	.....	4	16	21	29
U. S. Mail $	37	372	522	791	887	1,033	2,547	2,878	2,948	2,776
Express $	.....	.....	.....	.....	.....	.....	.....	35	95	114
Other $	.....	.....	.....	7	5	13	44	78	82	63
Total $	37	372	522	798	092	1,046	2,605	3,070	3,351	3,422
International and Overseas Airlines										
Passenger $	140,652	151,338	158,480	160,673	184,592	212,458	232,539	254,234	294,824	347,613
Freight $	689	1,370	2,105	5,881	25,116	26,730	27,257	29,614	31,854	36,774
U. S. Mail $	32,300	57,332	75,197	55,689	53,213	51,553	53,746	49,192	27,223	35,306
Express $	16,837	19,438	20,023	15,783	94	87	74	70	77	.....
Other $	18,532	19,756	18,350	22,105	24,784	24,110	23,670	25,739	30,324	38,064
Total $	209,010	249,234	274,155	260,131	287,799	314,918	337,286	358,849	384,302	452,757
Alaskan Airlines										
Passenger $	.....	2,492	2,188	2,758	4,042	5,857	6,815	6,479	8,162	10,188
Freight $	.....	529	547	639	928	1,474	1,851	1,837	2,464	2,761
U. S. Mail $	.....	1,530	2,122	2,939	3,742	7,524	9,060	9,226	7,954	8,719
Other $	.....	3,798	3,639	3,102	3,430	1,106	1,574	1,662	3,747	7,671
Total $	.....	8,349	8,496	9,438	12,142	15,961	19,300	19,204	22,324	29,339
All Cargo Airlines[2]										
Passenger $	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Freight $	.....	.....	1,810	8,850	12,017	14,498	14,825	13,958	18,634	23,586
U. S. Mail $	.....	.....	.....	.....	.....	.....	.....	.....	57	497
Other $	.....	.....	300	3,511	5,348	2,549	4,391	3,001	8,336	14,008
Total $	.....	.....	2,110	12,361	17,365	17,047	19,216	16,959	27,027	38,090

[1] Preliminary data.

[2] Seaboard and Western data not included in 1956.

OPERATING REVENUES *(continued)*

U. S. Scheduled Airlines, *1947-1956 (in thousands of dollars)*

	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956[1]
Total Scheduled Airline Industry										
Passenger	$ 449,228	497,121	549,942	607,937	779,820	913,771	1,043,223	1,166,553	1,363,569	1,541,545
Freight	$ 9,385	16,102	23,256	37,568	59,793	69,198	74,432	79,668	93,886	106,843
U. S. Mail	$ 61,745	118,172	136,652	122,596	114,375	117,945	127,920	124,144	91,869	195,891
Express	$ 27,518	29,608	29,239	28,707	15,276	16,420	17,366	15,708	20,246	18,945
Other	$ 25,973	30,876	32,173	43,112	50,408	48,278	50,343	51,732	65,137	87,951
Total	$ 573,849	691,879	551,262	839,920	1,019,672	1,165,612	1,313,284	1,437,805	1,634,707	1,861,175

[1] Preliminary data

DISTRIBUTION OF AIRCRAFT OPERATING EXPENSES

U. S. Scheduled Airlines, *1947-1956 (in thousands of dollars)*

	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956[1]
Domestic Trunk Airlines										
Flying Operations	$ 85,933	104,164	119,961	132,060	160,469	193,384	234,928	260,234	302,526	340,720
% of Total Expenses	23.0	25.3	27.6	28.6	29.0	28.7	29.7	29.6	30.0	29.3
Direct Maint.—Flight Equip.	$ 41,029	46,093	50,270	53,747	66,571	86,452	94,816	103,104	127,418	156,549
% of Total Expenses	11.0	11.2	11.6	11.6	12.0	12.8	12.0	11.7	12.6	13.5
Depreciation—Flight Equip.	$ 36,241	39,534	39,448	39,430	41,273	57,735	79,305	94,344	90,226	93,547
% of Total Expenses	9.7	9.6	9.1	8.5	7.5	8.6	10.0	10.7	8.9	8.0
Total Aircraft Oper. Expenses	$163,203	189,791	209,679	225,237	268,313	337,571	409,049	457,682	520,170	590,816
Local Service Airlines										
Flying Operations	$ 2,190	4,433	6,336	8,330	10,944	13,394	15,748	17,246	18,070	21,556
% of Total Expenses	24.3	28.5	29.0	30.8	30.5	30.8	30.9	32.5	31.8	31.6
Direct. Maint.—Flight Equip.	$ 1,332	2,289	3,198	3,433	4,284	5,451	6,479	5,950	6,709	8,235
% of Total Expenses	14.8	14.7	14.6	12.7	11.9	12.5	12.7	11.2	11.8	12.1
Depreciation—Flight Equip.	$ 908	1,375	1,938	1,492	1,613	2,098	2,443	1,893	1,818	2,148
% of Total Expenses	10.1	8.8	8.4	5.5	4.5	4.8	4.8	3.6	3.2	3.2
Total Aircraft Oper. Expenses	$ 4,430	8,097	11,472	13,255	16,841	20,943	24,670	25,089	26,597	31,939
Territorial Airlines										
Flying Operations	$ 704	946	1,091	1,221	1,468	1,623	1,875	1,908	1,942	2,032
% of Total Expenses	18.8	21.3	22.6	23.1	24.2	27.2	27.7	27.0	26.5	27.8
Direct Maint.—Flight Equip.	$ 537	603	551	543	644	580	625	713	715	716
% of Total Expenses	14.4	13.6	11.4	10.3	10.6	9.7	9.2	10.1	9.8	9.8
Depreciation—Flight Equip.	$ 259	330	331	359	253	143	392	482	488	320
% of Total Expenses	6.9	7.4	6.9	6.8	4.2	2.4	5.8	6.8	6.7	4.4
Total Aircraft Oper. Expenses	$ 1,500	1,879	1,973	2,123	2,365	2,346	2,892	3,103	3,145	3,068

[1] Preliminary data

DISTRIBUTION OF AIRCRAFT OPERATING EXPENSES *(continued)*

U. S. Scheduled Airlines, *1947-1956 (in thousands of dollars)*

	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956[1]
Helicopter Airlines										
Flying Operations...$	13	94	151	205	135	264	540	583	613	707
% of Total Expenses...	25.0	27.2	29.6	28.0	18.7	25.1	22.8	22.1	20.7	19.1
Direct Maint.—Flight Equip...$	5	50	83	116	182	213	418	533	566	626
% of Total Expenses...	9.6	14.5	16.3	16.0	25.2	20.3	20.3	20.2	19.2	16.9
Depreciation—Flight Equip...$	14	81	105	123	76	128	456	391	405	549
% of Total Expenses...	26.9	23.4	20.6	16.8	10.5	12.2	19.3	14.8	13.7	14.8
Total Aircraft Oper. Expenses...$	32	225	339	444	393	605	1,477	1,507	1,584	1,882
International and Overseas Airlines										
Flying Operations...$	53,189	67,163	72,347	70,980	75,031	87,368	91,489	98,755	108,553	125,546
% of Total Expenses...	25.4	28.5	28.6	28.6	27.8	28.7	28.8	29.7	29.7	29.9
Direct Maint.—Flight Equip...$	21,997	24,241	26,311	26,158	29,856	33,043	32,808	30,811	34,632	44,696
% of Total Expenses...	10.5	10.3	10.4	10.5	11.1	10.9	10.3	9.3	9.5	10.7
Depreciation—Flight Equip...$	18,580	19,589	23,676	25,638	24,263	26,480	26,723	27,799	27,547	30,942
% of Total Expenses...	8.9	8.3	9.4	10.3	9.0	8.7	8.4	8.4	7.5	7.4
Total Aircraft Oper. Expenses...$	93,766	110,993	122,334	122,776	129,150	146,891	151,020	157,365	170,732	201,184
Alaskan Airlines										
Flying Operations...$	.....	3,138	3,440	3,020	4,160	4.634	5,479	5,224	7,232	9,899
% of Total Expenses...	.....	38.9	33.8	31.1	31.6	28.4	30.0	28.9	33.0	36.4
Direct Maint.—Flight Equip...$	.....	923	1,342	1,591	2,257	2,744	2,673	2,580	3,083	3,610
% of Total Expenses...	.....	11.4	13.2	16.4	17.2	16.8	14.7	14.3	15.0	13.3
Depreciation—Flight Equip...$	.....	810	987	880	718	741	863	1,087	899	1,008
% of Total Expenses...	.....	10.0	9.7	9.1	5.5	4.5	4.7	6.0	4.1	3.7
Total Aircraft Oper. Expenses...$	.....	4,871	5,769	5,491	7,135	8,119	9,015	8,891	11,214	14,517
All Cargo Airlines[2]										
Flying Operations...$	.....	.....	966	4,633	6,361	6,752	8,062	7,834	10,632	15,997
% of Total Expenses...	.....	.....	42.3	42.9	44.4	42.4	42.2	39.6	40.4	40.2
Direct Maint.—Flight Equip...$	.....	.....	270	1,332	1,823	2,808	3,121	2,668	3,782	5,972
% of Total Expenses...	.....	.....	11.8	12.3	12.7	17.6	16.3	13.5	14.4	15.0
Depreciation—Flight Equip...$	.....	.....	54	246	356	495	836	1,930	1,834	2,793
% of Total Expenses...	.....	.....	2.4	2.3	2.5	3.1	4.4	9.8	7.0	7.0
Total Aircraft Oper. Expenses...$	.....	.....	1,290	6,211	8,540	10,055	12,019	12,432	16,248	24,762
Total Scheduled Airline Industry										
Flying Operations...$	142,029	179,938	204,292	220,449	258,568	307,419	358,121	391,784	449,568	516,457
% of Total Expenses...	23.9	26.7	28.1	28.9	29.0	29.0	29.7	29.9	30.2	29.9
Direct Maint.—Flight Equip...$	64,900	74,199	82,025	86,920	105,617	131,291	141,003	146,359	176,905	220,404
% of Total Expenses...	10.9	11.0	11.3	11.4	11.8	12.4	11.7	11.2	11.9	12.8
Depreciation—Flight Equip...$	56,002	61,719	66,539	68,168	68,552	87,820	111,018	127,926	123,217	131,307
% of Total Expenses...	9.4	9.1	9.1	8.9	7.7	8.3	9.2	9.7	8.3	7.6
Total Aircraft Oper. Expenses...$	262,931	315,856	352,856	375,537	432,737	526,530	610,142	666,069	749,690	868,168

[1] Preliminary data.
[2] Seaboard and Western data not included in 1956.

DISTRIBUTION OF GROUND AND INDIRECT EXPENSES

U. S. Scheduled Airlines, *1947-1956 (in thousands of dollars)*

	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956[1]
Domestic Trunk Airlines										
Ground Operations	$ 59,464	64,915	66,623	68,541	79,265	94,606	107,044	119,207	133,231	152,884
Ground and Indirect Maintenance	$ 32,812	33,515	33,404	33,653	41,110	50,856	56,940	61,331	68,736	82,760
Passenger Service	$ 28,669	29,151	27,778	30,870	42,563	47,045	53,115	58,235	72,978	83,938
Traffic and Sales	$ 42,644	42,668	45,661	48,079	58,024	70,253	81,472	89,288	103,882	124,507
Advertising and Publicity	$ 9,486	12,343	13,533	14,566	16,211	18,880	22,027	24,861	30,809	34,807
General and Administrative	$ 31,052	31,217	30,894	33,651	40,816	46,874	52,259	57,744	68,827	79,646
Depreciation—Ground Equipment	$ 6,060	7,678	7,585	6,941	6,279	6,807	8,515	10,411	11,430	12,737
Total—Ground and Indirect Expenses	$210,187	221,487	225,478	236,301	284,268	335,321	381,372	421,077	489,893	571,279
Local Service Airlines										
Ground Operations	$ 1,650	2,682	3,743	4,969	6,229	7,254	8,406	8,753	9,511	11,168
Ground and Indirect Maintenance	$ 740	1,114	1,339	1,823	2,496	3,150	3,596	3,666	3,756	4,328
Passenger Service	$ 261	540	825	1,090	1,671	1,944	2,218	2,389	2,684	3,383
Traffic and Sales	$ 660	1,053	1,771	2,434	3,943	4,868	6,099	6,895	7,618	9,465
Advertising and Publicity	$ 251	386	634	807	1,072	1,172	1,340	1,449	1,656	1,918
General and Administrative	$ 902	1,436	1,792	2,484	3,301	3,682	4,028	4,330	4,463	5,358
Depreciation—Ground Equipment	$ 123	270	295	344	440	484	546	535	554	629
Total—Ground and Indirect Expenses	$ 4,587	7,481	10,399	13,951	19,152	22,554	26,233	28,017	30,242	36,249
Territorial Airlines										
Ground Operations	$ 767	904	922	906	1,040	1,001	1,212	1,269	1,258	1,317
Ground and Indirect Maintenance	$ 342	357	349	399	433	384	482	532	562	541
Passenger Service	$ 97	140	165	190	223	213	210	198	245	252
Traffic and Sales	$ 385	441	528	681	858	881	768	769	842	958
Advertising and Publicity	$ 50	42	100	151	172	167	143	140	204	226
General and Administrative	$ 502	567	682	743	887	899	953	955	963	847
Depreciation—Ground Equipment	$ 96	103	113	93	89	81	97	114	116	97
Total—Ground and Indirect Expenses	$ 2,239	2,554	2,859	3,163	3,702	3,626	3,865	3,977	4,190	4,238
Helicopter Airlines										
Ground Operations	$ 3	33	50	98	108	138	283	334	425	543
Ground and Indirect Maintenance	$ 6	39	50	66	89	124	217	275	305	360
Passenger Service	$	.....	.....	.....	.....	.....	11	15	22	22
Traffic and Sales	$	.....	.....	.....	.....	.....	26	75	141	269
Advertising and Publicity	$	2	2	2	1	3	17	32	40	43
General and Administrative	$ 9	43	63	112	119	164	306	365	393	499
Depreciation—Ground Equipment	$ 2	4	6	10	11	16	30	35	45	84
Total—Ground and Indirect Expenses	$ 20	121	171	288	328	445	890	1,131	1,371	1,820
International and Overseas Airlines										
Ground Operations	$ 30,460	31,005	33,168	31,618	34,916	39,726	42,189	43,397	47,050	51,468
Ground and Indirect Maintenance	$ 17,805	20,219	20,934	17,282	20,014	21,188	22,219	22,302	24,236	27,354
Passenger Service	$ 13,084	14,034	14,617	14,589	17,511	19,554	20,027	22,372	26,716	31,050
Traffic and Sales	$ 21,996	25,350	25,560	25,886	29,821	34,945	37,727	40,573	45,872	53,163
Advertising and Publicity	$ 6,745	7,861	10,171	10,628	11,374	12,541	13,692	14,273	16,095	17,679
General and Administrative	$ 22,722	22,887	22,600	22,170	23,903	26,754	27,931	28,970	31,377	33,824
Depreciation—Ground Equipment	$ 2,716	2,938	3,479	3,374	3,041	2,668	3,102	3,434	3,526	3,696
Total—Ground and Indirect Expenses	$115,528	124,294	130,529	125,547	140,580	157,376	166,887	175,321	194,872	218,234

[1] Preliminary data

DISTRIBUTION OF GROUND AND INDIRECT EXPENSES *(continued)*

U. S. Scheduled Airlines, *1947-1956 (in thousands of dollars)*

	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956[1]
Alaskan Airlines										
Ground Operations	$	845	988	966	1,411	2,182	2,449	2,612	4,224	5,389
Ground and Indirect Maintenance	$	525	1,001	774	1,429	1,923	1,919	1,997	2,010	2,256
Passenger Service	$	268	370	358	501	694	797	696	771	962
Traffic & Sales	$	435	598	499	699	1,170	1,364	1,384	1,321	1,514
Advertising and Publicity	$	102	116	135	175	209	297	265	275	321
General and Administrative	$	903	1,180	1,332	1,591	1,767	2,100	1,952	1,582	1,872
Depreciation—Ground Equip.	$	121	156	148	204	264	302	308	310	359
Total—Ground & Indirect Expenses	$	3,199	4,409	4,212	6,010	8,209	9,228	9,214	10,493	12,673
All Cargo Airlines[2]										
Ground Operations	$	.....	206	1,033	982	2,383	2,844	2,812	3,895	6,228
Ground and Indirect Maintenance	$	.....	97	437	747	875	800	1,138	1,503	2,335
Passenger Service	$	.....	.....	.....	1	.....	23	209	269	630
Traffc and Sales	$	.....	445	1,939	2,886	1,004	1,233	945	1,788	2,565
Advertising and Publicity	$	.....	8	40	107	309	249	70	288	428
General and Administrative	$	.....	215	1,047	1,007	1,182	1,760	1,969	2,103	2,490
Depreciation—Ground Equip.	$	.....	20	83	71	109	163	198	239	340
Total—Ground & Indirect Expenses	$	.....	991	4,579	5,801	5,862	7,072	7,341	10,085	15,016
Total Scheduled Airline Industry										
Ground Operations	$ 92,344	100,384	105,700	108,131	123,951	147,290	164,427	178,384	199,594	228,997
Ground and Indirect Maintenance	$ 51,705	55,769	57,174	54.434	66,318	78,500	86,173	91,241	101,108	119,934
Passenger Service	$ 42,111	44,133	43,755	47,097	62,470	69,450	76,401	84,114	103,685	120,237
Traffic and Sales	$ 65,685	69,947	74,563	79,518	96,231	113,121	128,689	139,929	161,464	192,441
Advertising and Publicity	$ 16,532	20,736	24,564	26,329	29,112	33,281	37,765	41,090	49,367	55,422
General and Administrative	$ 55,187	57,053	57,426	61,539	71,624	81,322	89,337	96,284	109,708	124,536
Depreciation—Ground Equip.	$ 8,997	11,114	11,654	10,993	10,135	10,429	12,755	15,035	16,220	17,942
Total—Ground & Indirect Expenses	$332,561	359,136	374,836	388,041	459,841	533,393	595,547	646,077	741,146	859,509

[2] Seaboard and Western data not included in 1956.

SUMMARY OF PROFIT OR LOSS

U. S. Scheduled Airlines, *1947-1956 (in thousands of dollars)*

	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956[2]
Domestic Trunk Airlines										
Total Operating Revenues	$ 352,490	413,353	459,783	524,109	658,521	768,015	878,793	978,218	1,133,348	1,262,758
Total Operating Expenses	$ 373,390	411,278	435,157	461,538	552,581	672,892	790,421	878,759	1,010,063	1,162,095
Net Operating Income	$ (20,900)	2,075	24,626	62,571	105,940	95,123	88,372	99,458	123,285	100,663
Net Income Before Taxes[1]	$ (26,258)	(1,413)	,20,663	59,305	103,355	102,814	96,008	102,161	133,075	114,832
Income Taxes	$ (6,016)	3,583	7,285	28,426	59,858	49,280	47,624	50,671	70,062	57,408
Net Profit or Loss	$ (20,242)	(4,996)	13,378	30,879	43,497	53,534	48,384	51,490	63,013	57,424

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

( ) Denotes red figures.

[2] Preliminary data.

SUMMARY OF PROFIT OR LOSS *(continued)*

U. S. Scheduled Airlines, *1947-1956 (in thousands of dollars)*

	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956[2]
Local Service Airlines										
Total Operating Revenues $	8,411	15,921	21,418	27,683	36,741	42,379	49,358	54,473	57,236	67,380
Total Operating Expenses $	9,017	15,578	21,871	27,206	35,993	43,497	50,903	53,105	56,839	68,188
Net Operating Income $	(606)	343	(453)	477	802	(1,118)	(1,545)	1,368	397	(808)
Net Income Before Income Taxes[1] $	(1,182)	(486)	(1,283)	(176)	601	(345)	(2,080)	1,212	637	(962)
Income Taxes $	(77)	94	168	399	399	141	(47)	254	481	39
Net Profit or Loss $	(1,105)	(580)	(1,451)	(575)	202	(486)	(2,033)	958	157	(923)
Territorial Airlines										
Total Operating Revenues $	3,901	4,650	4,778	5,213	6,212	6,246	6,726	6,788	7,114	7,430
Total Operating Expenses $	3,739	4,433	4,832	5,286	6,067	5,972	6,757	7,080	7,335	7,306
Net Operating Income $	162	217	(54)	(73)	145	274	(31)	(292)	(221)	124
Net Income Before Income Taxes[1] $	124	167	(132)	(135)	125	254	(10)	(454)	(117)	14
Income Taxes $	35	65	57	3	77	88	(51)	(27)	8	.....
Net Profit of Loss $	89	102	(189)	(138)	48	166	41	(427)	(125)	14
Helicopter Airlines										
Total Operating Revenues $	37	372	522	798	892	1,046	2,605	3,069	3,351	3,422
Total Operating Expenses $	52	346	510	732	721	1,050	2,367	2,638	2,955	3,702
Net Operating Income $	(15)	26	12	66	171	(4)	238	431	396	(280)
Net Income Before Income Taxes[1] $	(22)	(4)	(16)	36	138	(50)	168	353	543	(345)
Income Taxes $	.....	.....	.....	8	42	30	68	163	201	(1)
Net Profit or Loss $	(22)	(4)	(16)	28	96	(80)	100	190	342	(344)
International & Overseas Airlines										
Total Operating Revenues $	209,010	249,234	274,155	260,131	287,799	314,918	337,286	358,856	384,302	452,757
Total Operating Expenses $	209,294	235,287	252,863	248,323	269,730	304,267	317,907	322,686	365,604	419,418
Net Operating Income $	(284)	13,947	21,292	11,808	18,069	10,651	19,379	26,170	18,698	33,339
Net Income Before Income Taxes[1] $	(4,473)	8,780	8,816	13,631	18,801	14,380	23,393	29,723	23,581	38,158
Income Taxes $	651	2,415	1,362	3,623	7,063	6,651	10,865	13,047	10,355	17,847
Net Profit or Loss $	(5,124)	6,365	7,454	10,008	11,738	7,729	12,528	16,676	13,226	20,311
Alaskan Airlines										
Total operating Revenues $	.....	8,349	8,496	9,438	12,142	15,961	19,300	19,206	22,329	29,339
Total Operating Expenses $	.....	8,070	10,178	9,703	13,145	16,328	18,243	18,105	21,707	27,190
Net Operating Income $	.....	279	(1,682)	(265)	(1,003)	(367)	1,057	1,099	617	2,149
Net Income Before Income Taxes[1] $	.....	171	(1,817)	(396)	(1,196)	(78)	873	1,126	828	1,957
Income Taxes $	.....	26	15	37	24	373	113	232	259	896
Net Profit or Loss $	.....	145	(1,832)	(433)	(1,220)	(451)	760	894	569	1,061

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

( ) Denotes red figures.

[2] Preliminary data.

SUMMARY OF PROFIT OR LOSS *(continued)*

U. S. Scheduled Airlines, *1947-1956 (in thousands of dollars)*

	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956[2]
All Cargo Airlines[3]										
Total Operating Revenues $	.....	.....	2,110	12,361	17,365	17,047	19,216	16,959	27,027	38,090
Total Operating Expenses $	.....	.....	2,281	10,790	14,341	15,917	19,091	19,773	26,333	39,778
Net Operating Income $	.....	.....	(171)	1,571	3,024	1,130	125	(2,814)	694	(1,688)
Net Income Before Income Taxes[1] $	.....	.....	(153)	1,779	3,735	2,399	3,626	(3,404)	1,260	2,189
Income Taxes $	.....	.....	2	575	2,050	709	1,357	(1,624)	20	951
Net Profit or Loss $	.....	.....	(155)	1,204	1,685	1,690	2,269	(1,780)	1,240	1,238
Total Scheduled Airline Industry										
Total Operating Revenues $	573,849	697,879	771,262	839,920	1,019,672	1,165,612	1,313,284	1,437,805	1,634,707	1,861,175
Total Operating Expenses $	595,492	674,992	727,692	763,578	892,578	1,059,923	1,205,689	1,312,146	1,490,836	1,727,677
Net Operating Income $	(21,643)	16,887	43,570	76,342	127,094	105,689	107,595	125,659	143,877	133,498
Net Income Before Income Taxes[1] $	(31,811)	7,215	26,078	74,044	125,559	119,374	121,978	130,717	159,807	155,842
Income Taxes $	(5,407)	6,183	8,889	33,071	69,513	57,272	59,929	62,716	81,385	77,062
Net Profit or Loss $	(26,404)	1,032	17,189	40,973	56,046	62,102	62,049	68,001	78,422	78,780

[1] Net income before taxes is adjusted for nonoperating items.
( ) Denotes red figures.
[2] Preliminary data.
[3] Seaboard and Western data not included in 1956.

ASSETS, LIABILITIES AND CAPITAL

U. S. Scheduled Airlines, *for selected years (in thousands of dollars)*

	1948	1950	1952	1954	1956[1]
Domestic Trunk Airlines					
Assets					
Current Assets	$171,860	203,952	344,115	358,375	406,956
Flight Equipment	$299,261	374,803	567,787	782,816	1,026,730
— Depreciation	$110,910	173,183	258,431	394,292	533,100
Flight Equipment—Net	$188,351	201,620	309,356	388,524	493,630
Ground Property and Equipment—Net	$ 73,722	59,265	76,506	90,371	121,972
Property and Equipment—Net	$262,073	260,885	385,862	478,895	615,602
Deferred Charges	$ 16,497	16,361	8,194	9,211	12,302
Other Assets	$ 33,811	61,341	37,593	38,035	126,493
Total Assets	$484,241	542,539	775,764	884,516	1,161,353
Liabilities and Capital					
Current Liabilities	$ 99,837	130,107	231,760	241,942	292,112
Long Term Debt	$167,404	135,842	168,247	185,093	262,956
Operating Reserves	$ 2,387	3,971	4,169	5,796	10,760
Capital Stock	$121,313	123,469	145,135	139,360	108,300
Capital Surplus	$ 60,573	64,644	89,028	91,845	165,144
Earned Surplus	$ 13,943	67,179	133,532	207,947	290,374
Other Liabilities	$ 18,784	17,327	3,893	12,533	31,707
Total Liabilities and Capital	$484,241	542,539	775,764	884,516	1,161,353

[1] Data for 1956 are as of Sept. 30th.

ASSETS, LIABILITIES AND CAPITAL *(continued)*

U. S. Scheduled Airlines, *for selected years (in thousands of dollars)*

	1948	1950	1952	1954	1956[1]
Local Service Airlines					
Assets					
Current Assets	$ 5,279	7,577	10,359	11,927	13,769
Flight Equipment	$ 5,671	10,056	16,404	17,693	25,806
— Depreciation	$ 2,396	5,020	6,788	9,873	12,384
Flight Equipment—Net	$ 3,275	5,036	9,616	7,820	13,422
Ground Property and Equipment—Net	$ 2,016	1,882	3,722	2,735	4,844
Property and Equipment—Net	$ 5,291	6,918	13,338	10,555	18,266
Deferred Charges	$ 1,349	1,743	1,209	1,018	1,161
Other Assets	$ 819	521	917	573	1,407
Total Assets	$ 12,738	16,759	25,823	24,073	34,603
Liabilities and Capital					
Current Liabilities	$ 3,333	6,542	10,346	10,666	16,446
Long Term Debt	$ 1,590	1,485	3,575	1,931	6,060
Operating Reserves	$ 105	287	357	616	1,119
Capital Stock	$ 4,832	6,938	7,218	6,720	6,799
Capital Surplus	$ 4,454	4,193	5,633	4,654	4,912
Earned Surplus	$ (1,665)	(2,815)	(1,821)	(556)	(889)
Other Liabilities	$ 89	129	515	42	156
Total Liabilities and Capital	$ 12,738	16,759	25,823	24,073	34,603
Territorial Airlines					
Assets					
Current Assets	$ 1,333	1,649	1,900	1,577	1,246
Flight Equipment	$ 2,411	2,300	4,338	6,354	5,994
— Depreciation	$ 1,261	1,653	2,277	2,899	3,046
Flight Equipment—Net	$ 1,150	647	2,061	3,455	2,948
Ground Property and Equipment—Net	$ 530	487	887	630	457
Property and Equipment—Net	$ 1,680	1,134	2,948	4,085	3,405
Deferred Charges	$ 85	72	268	161	151
Other Assets	$ 65	227	526	9	14
Total Assets	$ 3,163	3,082	5,642	5,832	4,816
Liabilities and Capital					
Current Liabilities	$ 486	466	1,601	1,751	1,444
Long Term Debt	$ 4	.....	1,222	1,725	1,741
Operating Reserves	$ 62	47	79	84	54
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)	(1,237)
Other Liabilities	$ 89	74	12	5	1
Total Liabilities and Capital	$ 3,163	3,082	5,642	5,832	4,816
Helicopter Airlines					
Assets					
Current Assets	$ 63	302	900	2,659	1,757
Flight Equipment	$ 297	528	1,371	2,285	3,845
— Depreciation	$ 94	285	385	1,176	1,646
Flight Equipment—Net	$ 203	243	986	1,109	2,199
Ground Property and Equipment—Net	$ 10	32	105	158	315
Property and Equipment—Net	$ 213	275	1,091	1,267	2,514
Deferred Charges	$ 89	71	263	145	169
Other Assets	$ 1	84	113	42	378
Total Assets	$ 366	732	2,367	4,113	4,818
Liabilities and Capital					
Current Liabilities	$ 97	69	430	656	481
Long Term Debt	$	.....	138	204	711
Operating Reserves	$	.....	4	33	50
Capital Stock	$ 294	695	816	899	677
Capital Surplus	$	.....	974	1,998	2,201
Earned Surplus	$ (25)	(32)	5	309	698
Other Liabilities	$	.....	.....	14	.....
Total Liabilities and Capital	$ 366	732	2,367	4,113	4,818

[1] Data for 1956 are as of Sept. 30th.

( ) Denotes red figures.

U. S. Scheduled Airlines, *for selected years (in thousands of dollars)*

	1948	1950	1952	1954	1956[1]
International and Overseas Airlines					
Assets					
Current Assets	$ 71,748	93,957	79,437	99,695	108,420
Flight Equipment	$ 94,782	133,489	164,524	193,798	256,410
— Depreciation	$ 32,398	55,495	76,243	91,061	110,371
Flight Equipment—Net	$ 62,384	77,994	88,281	102,737	146,039
Ground Property and Equipment—Net	$ 15,030	12,231	12,775	13,380	15,941
Property and Equipment—Net	$ 77,414	90,225	101,056	116,177	161,980
Deferred Charges	$ 24,909	25,688	20,706	4,685	4,541
Other Assets	$ 30,403	9,190	16,554	21,273	38,746
Total Assets	$204,474	219,070	217,753	241,770	313,687
Liabilities and Capital					
Current Liabilities	$ 31,477	52,623	66,986	81,341	92,356
Long Term Debt	$ 5,800	41,250	27,955	29,575	72,379
Operating Reserves	$ 5,438	5,776	6,314	3,637	4,136
Capital Stock	$ 7,665	10,766	10,895	13,068	13,777
Capital Surplus	$ 30,518	62,828	62,828	62,880	63,338
Earned Surplus	$ 18,691	26,024	33,584	47,184	60,690
Other Liabilities	$104,885	19,803	9,191	4,085	7,011
Total Liabilities and Capital	$204,474	219,070	217,753	241,770	313,687
Alaskan Airlines					
Assets					
Current Assets	$ 3,203	2,800	4,141	4,591	7,897
Flight Equipment	$ 4,146	4,629	5,856	8,251	11,186
— Depreciation	$ 1,743	3,125	4,026	5,307	5,390
Flight Equipment—Net	$ 2,403	1,504	1,830	2,944	5,796
Ground Property and Equipment—Net	$ 1,197	1,125	2,212	2,225	2,700
Property and Equipment—Net	$ 3,600	2,629	4,042	5,169	8,496
Deferred Charges	$ 177	130	230	172	254
Other Assets	$ 262	281	255	347	532
Total Assets	$ 7,242	5,840	8,668	10,279	17,179
Liabilities and Capital					
Current Liabilities	$ 2,685	2,571	4,878	3,449	6,255
Long Term Debt	$ 408	475	1,634	1,419	3,581
Operating Reserves	$ 175	313	388	342	777
Capital Stock	$ 1,746	1,833	2,258	2,680	2,932
Capital Surplus	$ 3,256	3,248	3,121	3,800	3,610
Earned Surplus	$ (1,073)	(2,626)	(3,648)	(1,593)	(103)
Other Liabilities	$ 45	26	37	182	127
Total Liabilities and Capital	$ 7,242	5,840	8,668	10,279	17,179
All Cargo Airlines					
Assets					
Current Assets	.....	$5,822	9,072	8,138	21,125
Flight Equipment	.....	$2,631	8,661	20,921	31,003
— Depreciation	.....	$ 838	2,264	6,212	9,459
Flight Equipment—Net	.....	$1,793	6,397	14,709	21,544
Ground Property and Equipment—Net	.....	$ 508	1,468	1,356	2,376
Property and Equipment—Net	.....	$2,301	7,865	16,065	23,920
Deferred Charges	.....	$ 422	395	335	1,543
Other Assets	.....	$ 381	3,016	281	20,292
Total Assets	.....	$8,926	20,348	24,819	66,880
Liabilities and Capital					
Current Liabilities	.....	$3,682	7,320	6,103	16,895
Long Term Debt	.....	$1,531	3,443	7,345	16,887
Operating Reserves	.....	$ 321	386	1,598	2,081
Capital Stock	.....	$4,183	6,360	6,401	10,382
Capital Surplus	.....	$3,135	1,732	2,352	11,992
Earned Surplus	.....	$3,971	981	968	7,183
Other Liabilities		$ 45	126	52	1,460
Total Liabilities and Capital	.....	$8,926	20,348	24,819	66,880

[1] Data for 1956 are as of Sept. 30th.

ASSETS, LIABILITIES AND CAPITAL *(continued)*

U. S. Scheduled Airlines, *for selected years (in thousands of dollars)*

	1948	1950	1952	1954	1956[1]
Consolidated Industry					
Assets					
Current Assets	$ 253,486	316,069	449,924	486,962	561,170
Flight Equipment	$ 406,568	528,436	768,941	1,032,118	1,360,974
— Depreciation	$ 148,802	239,599	350,414	510,820	675,396
Flight Equipment—Net	$ 257,766	288,837	418,527	521,298	685,578
Ground Property and Equipment—Net	$ 92,505	75,530	97,675	110,885	148,605
Property and Equipment—Net	$ 350,271	364,367	516,202	632,153	834,183
Deferred Charges	$ 43,106	44,487	31,265	15,727	20,121
Other Assets	$ 65,361	72,025	58,974	60,560	187,862
Total Assets	$ 712,224	796,948	1,056,365	1,195,402	1,603,336
Liabilties and Capital					
Current Liabilities	$ 137,915	196,060	323,321	345,908	425,989
Long Term Debt	$ 175,206	180,583	206,214	227,292	364,315
Operating Reserves	$ 8,167	10,715	11,697	12,106	18,977
Capital Stock	$ 137,695	149,729	175,457	171,904	144,848
Capital Surplus	$ 99,173	138,420	163,688	167,915	252,029
Earned Surplus	$ 30,176	84,037	162,214	253,364	356,716
Other Liabilities	$ 123,892	37,404	13,774	16,913	40,462
Total Liabilities and Capital	$ 712,224	796,948	1,056,365	1,195,402	1,603,336

[1] Data for 1956 are as of Sept. 30th.

INTERCITY PASSENGER MILE MARKET

Common Carriers and Private Automobile, *1947-1956*

(Millions of Passenger Miles)

	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956[1]
Pullman & Air Travel										
Rail Pullman (Class I)	12,261	11,015	9,349	9,338	10,226	9,504	7,950	6,850	6,441	6,319
Domestic Trunk Lines	6,016	5,822	6,571	7,766	10,211	12,121	14,298	16,246	19,218	21,643
Local Service Airlines	46	88	135	189	290	340	391	450	523	633
Pullman and Air Combined	18,323	16,925	16,055	17,293	20,727	21,965	22,639	23,546	26,182	28,595
Airline % of Combined Total	33.08	34.92	41.77	46.00	50.66	56.73	64.88	70.91	75.40	77.90
Other Common Carriers										
Rail Coach (Class I, ex. commutation)	27,660	24,315	20,273	17,443	19,524	19,758	18,955	17,687	17,314	17,054
Intercity Motor Bus Lines (Class I, II, III)	23,948	23,529	22,411	21,254	22,299	21,223	19,634	16,934	16,489	16,448
Total	51,608	47,844	42,684	38,697	41,823	40,981	38,589	34,621	33,803	33,502
Total Common Carrier	69,931	64,769	58,739	55,990	62,550	62,946	61,228	58,167	59,985	62,097
% Airline of Common Carrier	8.67	9.12	11.42	14.21	16.79	19.80	23.99	28.70	32.91	35.87
Private Intercity Automobile[2]	272,958	287,423	376,313	402,843	457,787	495,547	529,194	548,763	585,800	621,000
Total Common and Private Carrier	342,889	352,192	435,052	458,833	520,337	558,493	590,422	606,930	645,785	683,097
Passenger Miles per Capita[3]	2,381	2,403	2,916	3,025	3,371	3,557	3,699	3,737	3,907	4,064

[1] Partly Estimated
[2] Revised from 1949
[3] Not in Millions

REVENUE PASSENGERS CARRIED

U. S. Scheduled Airline Industry, *1947-1956 (in Thousands of Passengers)*

	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956
Domestic Trunk Airlines	12,279	12,324	14,021	15,978	20,621	22,759	26,137	29,526	34,511	37,598
Local Service Airlines	236	426	678	969	1,481	1,736	2,032	2,423	2,897	3,453
Territorial Airlines	376	418	382	477	550	515	553	561	591	627
Helicopter Airlines	.....	.....	.....	.....	.....	.....	1	9	29	62
International and Overseas Airlines	1,360	1,373	1,520	1,675	2,033	2,362	2,682	2,888	3,376	3,888
Alaskan Airlines[1]	.....	111	122	144	157	194	220	225	264	315
Total Scheduled Airline Industry	14,251	14,652	16,723	19,243	24,842	27,566	31,625	35,632	41,623	45,943

[1] Alaskan data for 1948 thru 1950 includes charter flights

AVERAGE PASSENGER FARE

Intercity Common Carriers, *1947-1956 (in Cents per Mile)*

	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956[2]
Domestic Scheduled Airlines [1]										
Coach or Tourist	.....	.....	3.96	4.10	4.45	4.18	4.13	4.34	4.32	4.31[3]
All Services	5.04	5.75	5.75	5.54	5.59	5.54	5.43	5.37	5.32	5.30
Int'l Scheduled Airlines										
Coach or Tourist	.....	.....	.....	.....	.....	.....	5.77	5.83	n.a.	n.a.
All Services	7.77	8.01	7.72	7.28	7.13	7.05	6.87	6.79	6.69	6.70
Intercity Railroads										
First Class	2.74	3.01	3.14	3.25	3.27	3.35	3.38	3.35	3.31	3.38
Coach	2.02	2.29	2.41	2.47	2.47	2.53	2.53	2.50	2.47	2.55
Intercity Motor Busses	1.70	1.74	1.84	1.88	1.94	2.02	2.05	2.07	2.06	2.07

[1] Includes trunk, local service and territorial airlines.
[2] Partly estimated.
[3] Fiscal 1956.
n.a.—Not available.

NEW TYPES OF AIRCRAFT IN SCHEDULED SERVICE

U. S. Domestic and International Airlines—*Operated as of December 31, 1956 and Cumulative Inventory Including Aircraft on Order through 1961*

Aircraft Type	Number In Service 12/31/56	1957	1958	1961
Boeing: 707*	.....	.....	.....	70
Bristol: Britannia*	.....	.....	5	5
Convair: 440	19	43	43	43
880*	.....	.....	.....	40
deHavilland: Comet IV*	.....	.....	6	14
Douglas: DC-6A, B & C	186	253	270	270
DC-7, B & C	132	211	253	253
DC-8*	.....	.....	.....	89
Fairchild: Friendship*	.....	16	31	31
Frye: Safari	.....	6	8	8
Lockheed: Constellation, G & H	32	51	51	51
L-1649	.....	25	25	25
Electra*	.....	.....	27	116
Vickers: Viscount*	54	74	89	92

* Jet Powered.

AIRCRAFT OPERATED

by U. S. Scheduled Airline Industry *as of December 31, for Selected Years*

Aircraft Type	Aircraft Used Wholly in Domestic Operations[1]				Aircraft Used Wholly in International and Overseas Oper.				Aircraft Used in Both Domestic and International Operations[2]			
	1946	1952	1954	1956	1946	1952	1954	1956	1946	1952	1954	1956
Boeing: 247-D	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
307-B	5	.....	.....	.....	3	.....	.....	.....	.....	.....	.....	.....
377	.....	.....	11	.....	.....	28	27	25	.....	16	10	9
Convair: 240	.....	22	16	22	.....	14	10	5	.....	77	76	73
340	.....	7	84	86	.....	1	5	5	.....	.....	32	32
440	.....	.....	.....	8	.....	.....	.....	.....	.....	.....	.....	11
Douglas: DC-3	460	343	259	282	78	56	56	50	.....	20	24	24
DC-4	150	80	71	61	42	50	39	48	8	55	45	34
DC-6/6A/6B	.....	65	72	99	.....	32	62	70	.....	98	117	130
DC-7/7B	.....	.....	20	4	.....	.....	.....	33	.....	.....	41	95
Lockheed:												
Electra	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lodestar	11	11	.....	.....	.....	.....	.....	.....	.....	.....	11	10
Constellation	4	51	53	52	23	14	9	9	8	50	49	56
Super Const.	.....	10	10	33	.....	.....	.....	2	.....	14	29	44
Martin: 202	.....	21	25	23	.....	.....	.....	.....	.....	.....	.....	.....
404	.....	96	100	97	.....	.....	.....	.....	.....	.....	.....	.....
Vickers Viscount	.....	.....	.....	54	.....	.....	.....	.....	.....	.....	.....	.....
Total	647[3]	706	711	821	146	195	208	247	16	330	434	518
Helicopters:												
Bell: B-47	.....	6	6	7								
Sikorsky: S-51	.....	3	3	2								
S-55	.....	5	11	8								
S-58	.....	.....	.....	3								
Total	.....	14	20	20								

[1] Includes Domestic Trunk and Local Service Carriers.
[2] Trunk Airlines who operate both Domestic and International Routes usually have their aircraft certificated for both operations in order use these aircraft internationally.
[3] Total Domestic for 1946 includes 10 Stinsons.

AIRCRAFT OPERATIONS AT CAA AIRPORT TOWERS

1947-1956 (in Thousands)

	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956[1]
Type of Flight Operation										
Military	1,595	2,259	2,780	2,384	2,852	2,983	3,712	4,409	4,975	5,075
Civil	13,221	12,877	10,446	9,585	9,618	7,965	7,719	8,015	8,540	9,107
Air Carrier	2,854	3,242	3,713	4,002	4,556	4,866	5,384	5,512	5,983	6,202
Total	17,670	18,378	16,939	15,971	17,026	15,814	16,815	17,945	19,480	20,384
% Air Carrier of Total	16.2	17.6	21.9	25.1	26.8	30.8	32.0	30.8	30.7	30.4

NOTES: Air Carriers include scheduled and non scheduled operations.
Each landing is counted as an operation as is also each takeoff.
[1] Fiscal Year.

COMPARATIVE TRANSPORT SAFETY RECORD

Passenger Fatality Rate *per 100,000,000 Passenger Miles, 1947-1956*

	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956
Domestic Scheduled Airlines										
Fatalities	199	83	93	96	142	46	86	16	156	144
Rate	3.28	1.40	1.39	1.21	1.35	.37	.59	.10	.79	.64
International and Overseas Scheduled Airlines[1]										
Fatalities	20	20	4	48	43	94	2	0	2	10
Rate	1.08	1.02	.19	2.10	1.59	2.98	.06	.....	.04	.19
Motor Buses										
Fatalities	140	120	120	100	130	100	70	60	100	n.a.
Rate	.21	.18	.20	.17	.22	.16	.13	.11	.19	n.a.
Railroad Passenger Trains										
Fatalities	75	52	29	184	150	14	50	23	19	52 p.
Rate	.16	.13	.08	.58	.43	.04	.16	.08	.07	.19 p.
Passenger Autos and Taxis										
Fatalities	15,300	15,200	15,300	17,600	21,000	22,600	23,500	22,500	24,700	n.a.
Rate	2.3	2.1	2.0	2.2	2.4	2.8	2.9	2.6	2.7	n.a.

[1] Alaska data not included for 1947.
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 and 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	Northeast	United
Capital	Eastern	Northwest	Western

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 thirteen local service lines in 1955 were:

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

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.

Alaska	Eastern	Pacific Northern	South Pacific [2]
American	Mackey [2]	Pan American	Trans World
Braniff	National	Pan American-Grace	U. M. C. A. [2]
Caribbean Atlantic	Northwest	Resort [1]	United
Delta		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.

Insular Lines

Hawaiian	Alaska	Pacific Northern
Trans-Pacific	Northwest	Pan American

Alaskan Lines

Operating between the U. S. and Alaska	Operators within Alaska	
Alaska	Alaska	Howard J. Mays
Northwest	Alaska Coastal	Northern Consolidated
Pacific Northern	Bristol Bay	Pacific Northern
Pan American	Cordova	Pan American
	Ellis	Reeve Aleutian
		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 they now fly passengers, air freight and air express. These carriers hold temporary certificates and are considered to be experimental in nature.

Chicago Helicopter Airways	Los Angeles Airways	New York Airways

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	Flying Tigers	Seaboard & Western
American Air Export and Import	Riddle	Slick

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:

Supplemental and irregular transport carriers	49
Air freight forwarders	80

[1] Certificated cruise carrier.

[2] Certificated non-mail carriers.

[1, 2] Statistical data of these carriers are not included in the statistical tables.

AIR TRANSPORT ASSOCIATION OF AMERICA

18TH EDITION
Facts and Figures, 1957

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