

AIR TRANSPORT

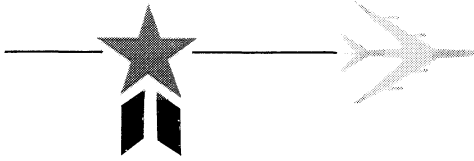


**20th
Edition
1959**

**Official Publication
of the Air Transport
Association of America**

FACTS AND FIGURES

**The Standard Reference of
United States Scheduled
Air Transportation**



THE PRESIDENT'S MESSAGE

Why the jets? What prompts the scheduled airline industry to invest more than three times its net worth to buy new equipment? Why should the airlines and its industry organization spend so much time and trouble trying to convince Government agencies that the civil jet age will be a good thing for the nation and that a climate of freedom is essential? Why not give up in the face of obstacles, man-made and otherwise, and merely stick with what we have?

There are many answers to those questions. During the past few years of detailed planning and preparation, airline people have referred to them all. There is the obvious value of a mighty 600-mile-an-hour airlift, paid for by private money, and available under the Civil Reserve Air Fleet plan to the nation in time of emergency. There is also the equally obvious national interest value of effective competition on a world-wide basis with the civil jets of Aeroflot, the Russian airline.

However, I think if I were pressed to provide a single answer, I would do it in the words spoken to me recently by an executive of one of our member airlines. He said:

“We’re fighting to save time for people and time is just about the most precious possession people have.”

It is that energetic desire to improve constantly its service to the public that has pressed the U.S.-Flag airlines forward into the jet age. This, of course, is not a new atti-

tude on the part of the airlines. Although the jet re-equipment program is the most revolutionary, both in terms of managerial effort required and in terms of benefit for the nation, it is actually the fifth major equipment change since World War II.

The traveling public has responded to this airline desire to serve the public. It was a matter of considerable pride that in 1958, in spite of a general economic slump, that the airlines maintained the same traffic level as the year before, even while railroads and buses were slipping in passenger traffic.

The progress of the airlines in the last two decades has come about by a fruitful blend of cooperation and competition. Cooperation, that is, through the ATA and otherwise, in areas such as safety development, improvement of operational techniques, and in techniques designed to make things more convenient for the passenger or shipper. Competition, of a particular intense variety, is carried on in matters of sales promotion and market development.

The Congress, when it adopted the Civil Aeronautics Act in 1938 and enacted the Federal Aviation Act in 1958, directed the Government to promote the sound economic development of the air transport industry, legislated wisely and well. The future progress in the public interest now depends upon the ability of the industry and the Government to work together effectively in applying this Congressional mandate.

A handwritten signature in black ink, appearing to read 'S. G. Tipton'.

S. G. TIPTON

FACTS AND FIGURES

20th Edition, 1959

Definition of Terms

Passenger Miles and Ton Miles

AVAILABLE SEAT MILES FLOWN. Total seat miles available for sales in scheduled service.

AVAILABLE TON MILES. Total ton miles of lift capacity available for sales 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 mail figures are in two categories. These are defined as Priority and Non-Priority. Priority mail includes air mail and air parcel post. Non-priority mail is first class mail that moves in air service. At present non-priority mail is being flown on an experimental basis between certain selected cities.

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 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 non-operating items.

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.

RATE OF RETURN ON INVESTMENT. Total return, i.e. net profit plus interest paid on long term debt, as percent of average investment. Investment is the average of total net worth (stockholders equity) plus long term debt at the beginning and end of the year.

PROFIT MARGIN ON SALES. Net profit after interest and after taxes as per cent of operating revenues.

OTHER REVENUE. All other revenues, including excess baggage, chartered services, foreign mails, penalties for failure to cancel reservation, 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.

The year 1959 is the first year of air transport operation under the new Federal Aviation Act, passed last year. To demonstrate how the industry has increased its public usefulness over the years, this edition of Facts and Figures compares two decades of growth by showing figures for 1939, 1949, and 1958. In addition, the three years prior to 1958 are listed to show a more recent pattern of growth. 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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THE YEAR IN REVIEW

1958 was the twenty-first year of airline operations under the Civil Aeronautics Act. The year saw, not only the inauguration of commercial jet transportation, but other developments that will also have significance in the years to come.

● **The Federal Aviation Act.** During the year, the Congress enacted the Federal Aviation Act of 1958. The Act repeals the Air Commerce Act of 1926 and the Civil Aeronautics Act of 1938. It created the Federal Aviation Agency with this objective: "To provide for the safe and efficient use of the airspace by both civil and military operations, and to provide for the regulation and promotion of civil aviation in such manner as to best foster its development and safety."

Incorporated into the new agency are the Civil Aeronautics Administration, the Airways Modernization Board, and the safety-rulemaking authority of the Civil Aeronautics Board.

The Administrator, E. R. Quesada, appointed by the President, has the authority to "regulate establish, operate and improve air navigation facilities; to prescribe air traffic rules for all aircraft; and to conduct related research and development activities."

● **The Cherington—Quesada Report.** This important report, "The Status and Economic Significance of the Airline Equipment Investment Program," was sent to Congress by President Eisenhower in August. Written by Paul W. Cherington, Professor of Business Administration, School of Business, Harvard University, it was presented to the President by E. R. Quesada, the President's Special Assistant for aviation matters.

Writing to Congress, President Eisenhower said: "This report sets forth, in some detail, the present status of the major air carriers and discusses their ability to implement their investment program of approximately \$4 billion in aircraft and equipment. This program is of such a size as to hold some significance to the national economy over the next few years."

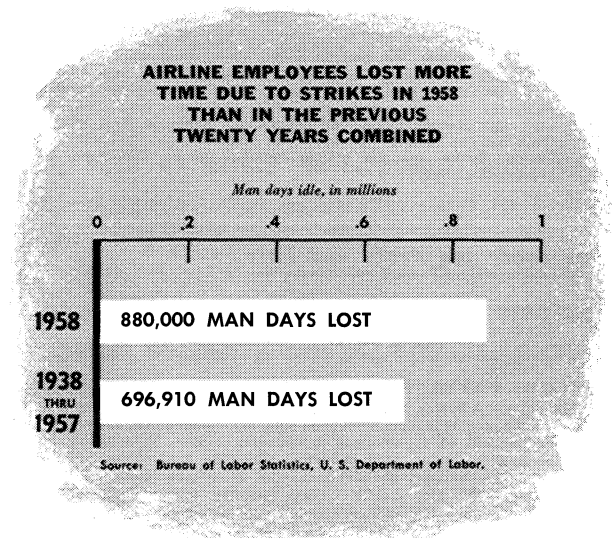
● **The Transportation Tax.** In 1958, the three per cent tax on shipment of freight via for hire carriers was repealed.

Still remaining is the 10 per cent Federal transportation tax on passengers.

● **Balance at the Bargaining Table.** In November, six airlines joined in an agreement that allows limited financial assistance to those members of the agreement shut down by strikes. The payments are based on the additional net revenues received by the carriers still in operation.

The agreement was presented to the Civil Aeronautics Board and in a press release decision the CAB said the plan was "not adverse to the public interest and should be approved."

This plan was advanced by the airlines to deter strikes which in 1958 alone forced cancellation or disruption of the travel plans of over 2,500,000 passengers.



Historically, airlines have not had the economic resources to withstand long and costly strikes. This situation has led to an imbalance at the bargaining table where labor uses the strike, and the strike threat, most effectively. Most airline unions are national in scope and for years have employed various forms of mutual aid to assist one another.

● **The Airlines Hold the Line.** Despite the continually upward spiraling of costs over the last 20 years the scheduled air carriers of the U. S. are now offering the public a fare level only 3.2 per cent greater than the 1939 level.

During this time, the airlines have greatly expanded their usefulness by adding more cities to their network, carrying more passengers, more freight and by increasing their service to the Post Office Department.

Their contribution to the national defense has also increased. Today, more than 300 long-range, four-engine aircraft are available to the Department of Defense on 36 hours' notice for airlift in the event of a national emergency.

On Stage in 1958—The Civil Jet Age

Last year, the first U. S. commercial pure jet planes went into scheduled operation.

Observers were quick to note the many benefits that will flow from this new era in public transportation. The speed of the new planes, the comfort they will afford passengers, the almost-revolutionary changes that will improve the lot of the traveler, shipper and postal user, were all cited as some of the major benefits.

This Age means business, not only in terms of the multi-billion-dollar investment that will go into the planes and the supporting equip-

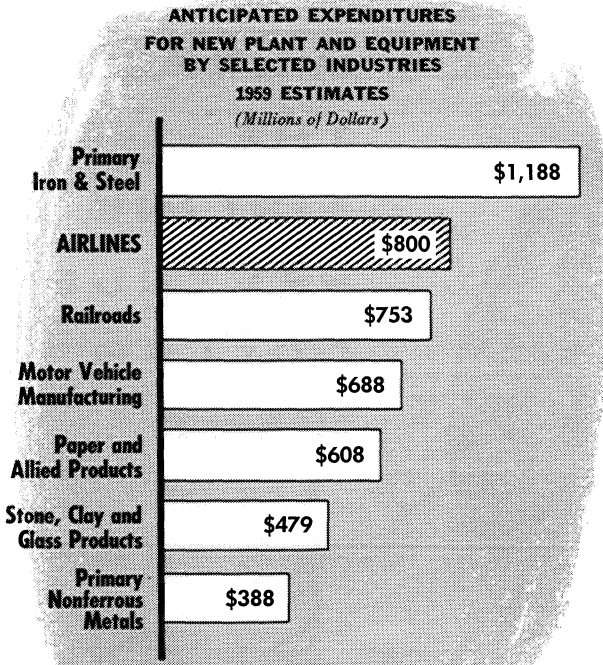
ment right now, but more importantly, in the years to come.

Here is how the investment will be apportioned:

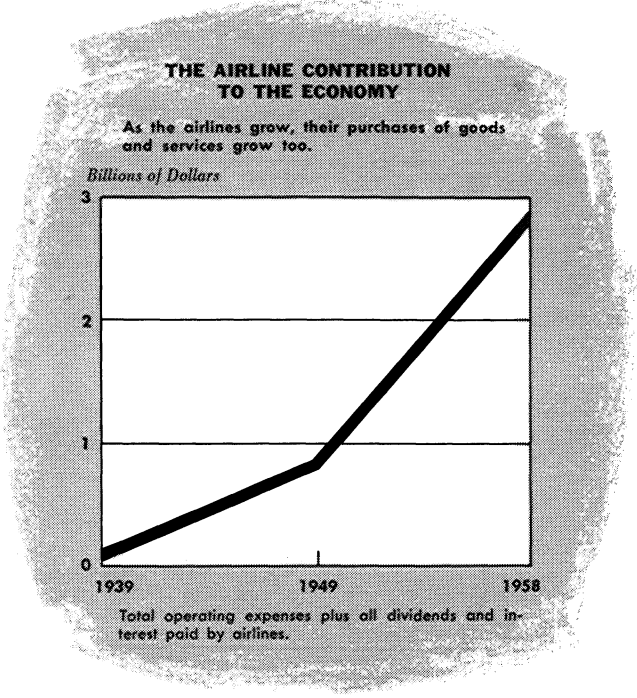
- \$2,500,000,000 for new aircraft, along with spare parts and engines.
- \$ 250,000,000 for supporting ground equipment, hangars, maintenance bases and other equipment
- \$ 220,000,000 to be spent by others for facilities but to be taken over, and paid for, by the airlines.

The investment for 1959 alone compares favorably with the capital expenditures of basic manufacturing industries.

The overall importance of the investment to the general economy promises to have a far greater, and more lasting, benefit in the long run than the temporary pump-priming effect of the aircraft orders.



Source: Airlines: ATA. Others: U. S. Dept. of Commerce, "Survey of Current Business," March, 1959.



The investment is radiating out into the nation's economy, creating more jobs, and making existing jobs more secure, by the need to; (1), supply the airline orders, and; (2), maintain this enormous fleet when it is delivered and in scheduled service.

**WHERE
THE
AIRLINE
REVENUE
DOLLAR
CAME
FROM
IN
1958***



AND

**WHERE
THE
AIRLINE
REVENUE
DOLLAR
WENT**



*For the 12-month period ending September 30, 1958.

Mr. Cherington estimated that the jet program of the airlines directly involves an average of 80,000 to 125,000 net additional jobs annually in the economy and indirectly still more.

He also saw the equipment program of the airlines as a matter of "direct concern" to the income of 5,000 business firms.

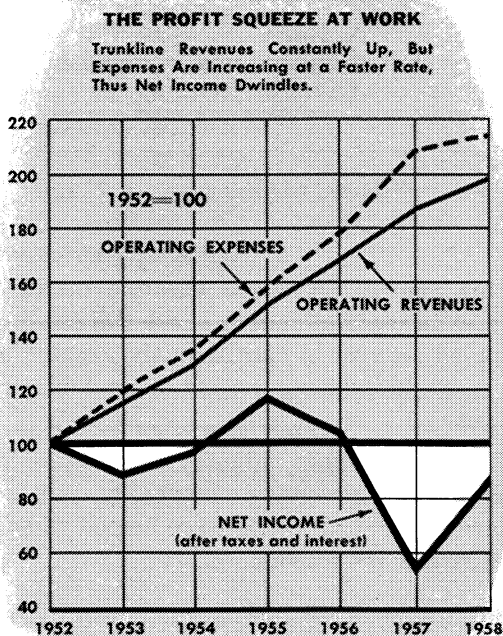
The airlines are good customers of more than 10,000 different concerns who supply the more than 100,000 different items that carriers need.

Last year their spending reached an all-time peak when they pumped back into the economy more than two billion dollars to suppliers, employees and, through taxes, to Federal, state and local agencies.

The largest part of this re-investment in the economy was for wages and salaries, a total payroll of about \$950,000,000. The rest of the airline expenditures were spread out over an almost infinite list of supplies; from thumb tacks to the enormous, and expensive, rubber tires for the aircraft themselves.

A Look at Airline Earnings

Financially, 1958 was the same kind of frustrating year that the air transport industry had experienced in 1957; record-breaking revenues, all-time highs in traffic but, when all the bills were paid, a net profit that remained at a critically low level.



Specifically, the airlines of the United States last year took in \$2,237,469,000 in operating revenues, spent \$2,131,542,000 for operating expenses and kept only \$52,914,000 as a net profit, after taxes and interest.

The revenue and the expense figures were the highest ever; the net profit compares with \$56,046,000 in 1951 when the airlines grossed \$1,019,672,000, less than 1/2 of the 1958 level.

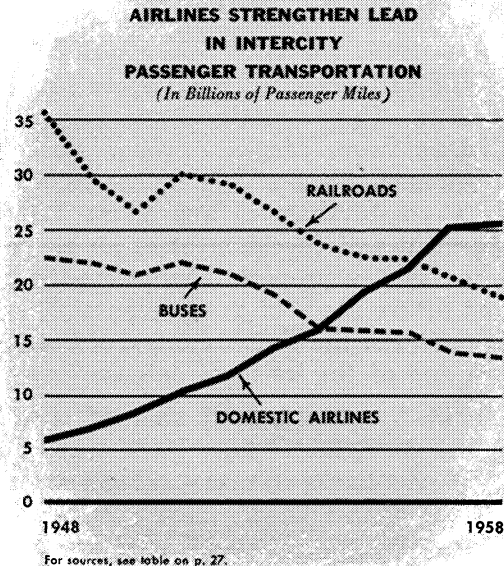
The Civil Aeronautics Board granted two temporary fare adjustments during the last year. Approximately 70 million dollars were added to domestic airline revenues because of these fare adjustments:

- On February 10, the CAB authorized the domestic airlines to raise their basic fares by 4 per cent, in both first class and coach and add \$1 per ticket.
- In October, the CAB permitted the domestic airlines to eliminate the roundtrip discount of 5 per cent, remove the free stopover privileges, and reduce the discount for family dependent travel from 50 per cent to 33 1/3 per cent.

Airline Traffic Continued to Gain

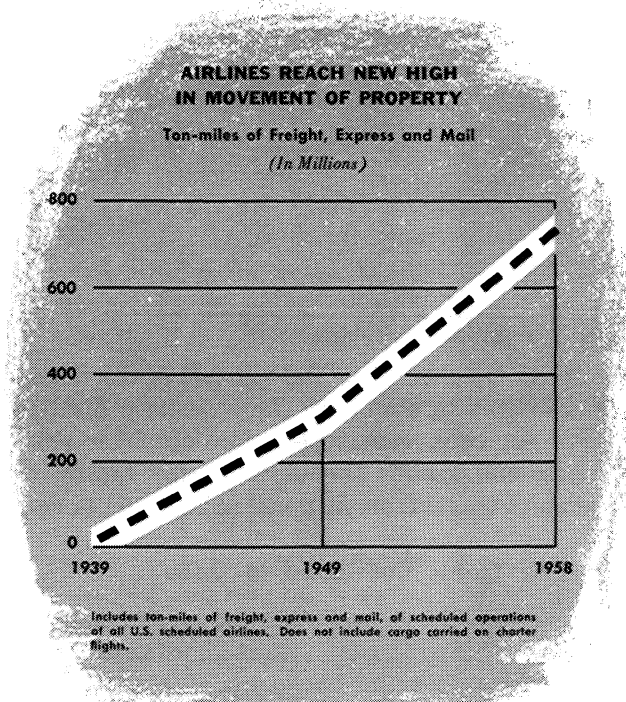
Overall, airline traffic showed an increase over 1957. This increase was significant when viewed against the backdrop of a nationwide recession during part of the year and a series of airline strikes during the latter part of the year.

The domestic airlines; compared with their public transportation competitors, the railroads and the buses; more than held their own. While



the airlines maintained their 1957 level, the railroads' passenger traffic dropped 14 per cent and the buses dropped two per cent.

For 1958 compared to 1957, the scheduled airlines operated a record high of revenue ton miles, 4,075,000,000, but it was only a 1.8 per cent increase over the previous year.



Mail reached new highs with a 177,000,000 ton-mile haul. Express was up six per cent to a new peak of 48,837,000 miles but freight traffic, due to the cessation of common carriage by one of the major all-cargo carriers, showed a drop.

Progress Under the Aviation Acts

During 1958, the Civil Aeronautics Act of 1938 was succeeded by the Federal Aviation Act of 1958. The promotional provisions of the original act were carried through without a word changed. That provision, the basic tenet of the Civil Aeronautics Board, is: "The encouragement and development of an air transportation system properly adapted to the present and future needs of the foreign and domestic commerce of the United States, of the Postal Service and of the national defense."

In 1958, the twenty-first year of operation under the Acts, the airlines have reached new peaks of usefulness in every category.

THE AIRLINE STORY Ever Increasing Usefulness Over The Years			
All classes of Certificated Air Carriers	1939	1949	1958
Number of Airlines	23	45	55
Cities Served (excluding Alaskan points) ²	286	638	703
Aircraft in Service	347	1,083	1,900
Seats Available (Daily)	5,100	35,900	103,700
Cruising Speed of Fastest Transport	220 mph	315 mph	590 mph
Number of People Employed	13,300	76,000	146,000
Total Airline Payrolls	\$24,000,000	\$349,000,000	\$950,000,000
U. S. Mail Ton Miles	8,610,000	61,144,000	177,430,000
Number of Passengers Carried	1,864,000	16,723,000	49,075,000
Average Fare	5.62¢	6.23¢	5.8¢
Ton Miles of Freight Carried	2,713,000 ¹	112,500,000	501,591,000

¹ Freight and Express combined.

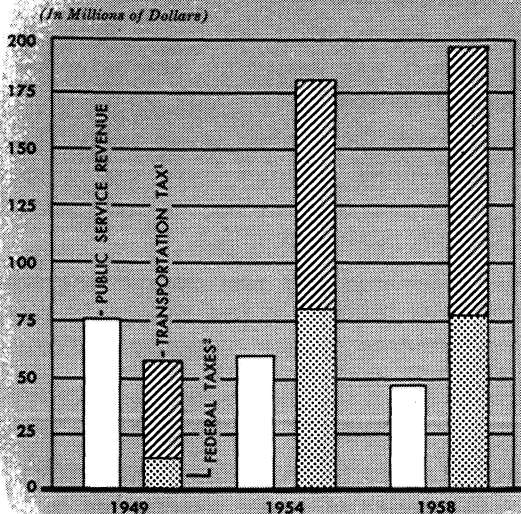
² Early figures for Alaska not available but in 1958 there were 268 points served.

This growth has been possible because the airlines in their efforts to serve the public have provided service in continuously greater abundance, while improving their dependability over the years.

The air transport industry has been aided by public service revenues, or subsidy, just as the waterways and railroads were helped when they were young industries.

THE GOVERNMENT'S RETURN ON ITS AIRLINE INVESTMENT

—Although some segments of the air transport industry have received public service revenues to aid development, the airlines now return more to the government in various taxes than they receive.



¹ Federal transportation taxes generated by the Airlines and turned over to the government.

² Federal income taxes and fuel taxes paid by the Airlines to the government.

While the total amount of aid that has been given to the domestic airlines since 1938 is small in relation to many other support programs of the United States government, the country has benefitted from the investment in an actual return that now approaches the billion-dollar-mark.

Subsidy now accounts for only 2.2 per cent of the total airline revenues. The greater part of the government aid today goes to the local service airlines in order to guarantee air service to smaller communities. Other subsidy payments go to help develop the experimental helicopter service in three cities, for Alaskan airlines, and to maintain national interest routes in Latin America. No domestic trunk line is now receiving subsidy.

Safety in the Air

The number one concern in the airline industry last year, as it has been in every year, was the matter of safety in the air.

The airlines in cooperation with the Civil Aeronautics Administration, now part of the Federal Aviation Agency, and the military services, have been working toward reducing the

hazard of mid-air collisions by seeking a means of positive separation of aircraft flying the nation's airways.

The airlines had voluntarily placed all of their planes flying above 18,000 feet on instrument flight rules, which meant that above that altitude, all airliners were separated from each other. This level was lowered in mid-1958 to the 10,000 foot level. During the year, the military also adopted some restrictions of "see-and-be-seen" operations.

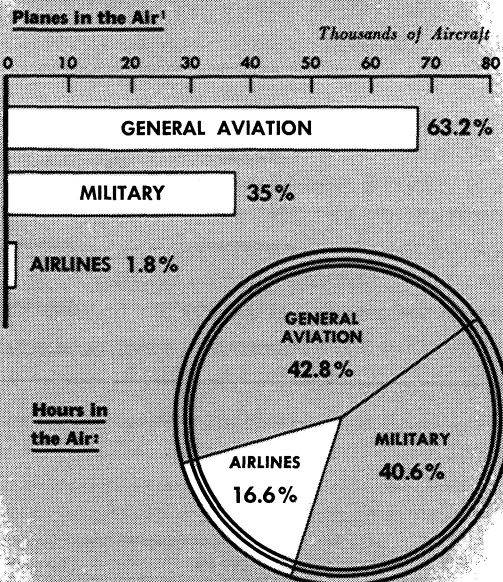
Another step to make air transportation still safer was the setting up, by the Civil Aeronautics Board, of three Super Skyways that connect New York and Washington with Los Angeles and San Francisco. These special airways extend from 17,000 to 22,000 feet and no airplane is permitted to use, or even cross, these airways without specific permission of the traffic control centers.

Plans are now underway to extend this system of positive control highways to other parts of the air traffic control system.

Air Traffic Control and the New Jets

The new jets flying greater speeds and at higher altitudes, will be handled in the existing

THE USERS OF THE AIRSPACE



¹ Based on figures as of June 30, 1958.

² These percentages are based on 1957 data, the latest year for which military figures are available.

system, but with special consideration. Working with the close cooperation of the military, the high-flying jets will be tracked, and radar separation will be provided, for aircraft operating above 24,000 feet. This is being done by FAA traffic controllers and utilizes the existing long-range radar of the Air Defense Command.

The airspace—that rapidly dwindling natural, and public, resource—has now for the first time been placed under single, and unified, management. The management is the Federal Aviation Agency.

The Air Force estimates that the military planes fly about ten million hours a year—within the continental U.S. The general aviation planes fly about 111½ million hours a year and the airlines about 4½ million hours.

Complicating the problem of allocation is the fact that not all of the navigable airspace can be used. Areas around radio-TV towers and tall buildings and over natural preserves are closed off to all kinds of flying. Also, some 130,000 square miles over the continental U.S. are closed off to non-military flying.

The end result of the planning on the part of the airlines and the government, with the co-

operation of the other users, the military and general aviation, has as its ultimate goal, safety.

The safety record of the airlines has demonstrated the wisdom of advanced planning, and the manufacturers ceaseless search for equipment and devices that will make flying safer today than it was yesterday, and safer tomorrow than it is today.

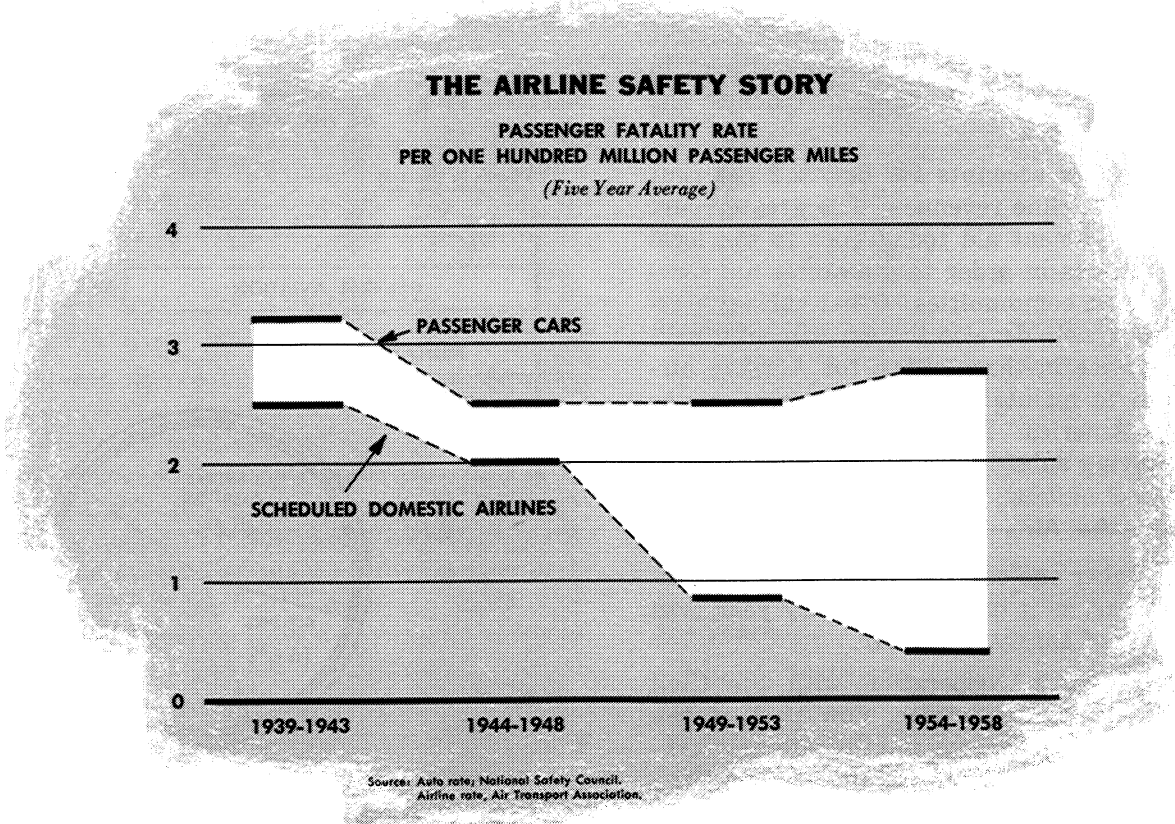
The record: In the last seven years, the domestic scheduled airlines have had a safety rate of less than one fatality for every one hundred million passenger miles.

On the basis of five year periods the scheduled airlines in 1954-58 had a fatality rate of .38 per hundred million passenger miles compared to 2.55 in the 1939-43 period.

DOMESTIC TRUNKLINES

The domestic trunk airline industry gained in all categories of traffic except one in 1958. Revenue ton miles flown in domestic operations totaled 2,750,900,000, an increase of 1.1 per cent.

The 12 trunklines flew a total of 24,435,700,000 passenger miles in scheduled service over their domestic routes in 1958, a decline of 0.3 per cent from 1957.



Domestic trunkline freight traffic increase 10.1 per cent to 240,510,000 ton miles in 1958.

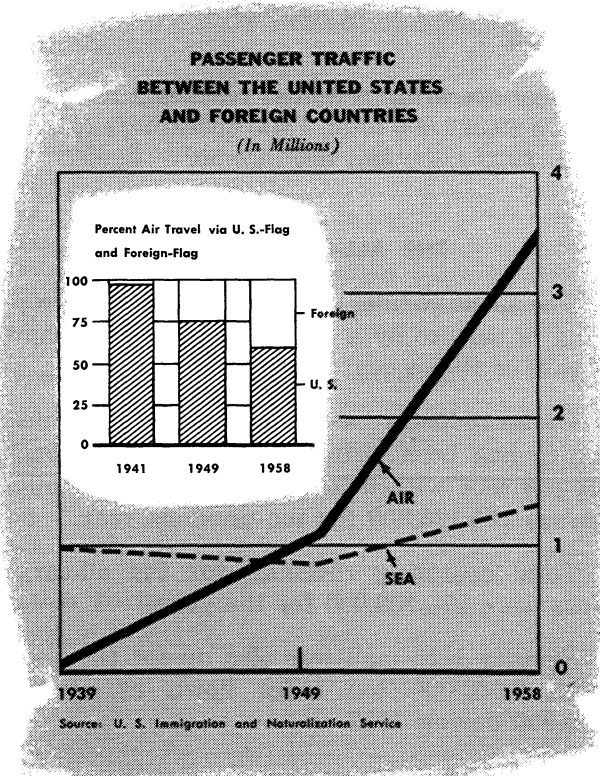
The trunklines gained also in mail and express volume. They flew 45,890,000 ton miles of air express, an increase of 7.3 per cent; 87,809,000 ton miles of air mail, up 7.0 per cent; and 16,155,000 ton miles of non-priority mail, a gain of 6.7 per cent.

Revenues reached a record high of \$1,513,019,000 in 1958. However, expenses also rose to an all-time high; \$1,418,486,000, leading to a net profit of \$44,709,000 for the year. While \$17,721,000 higher than in 1957, the 1958 net profit was \$13,003,000 less than that in 1956 and about equal to 1951 earnings.

Trunkline jet programming indicates that a total of 62 pure-jet and 185 prop-jet airliners will have been delivered the end of 1959.

INTERNATIONAL AIRLINES

The fastest service in international airline history was introduced in 1958 but U.S.-flag airlines saw their share of the total market continue to shrink. Two-thirds of the increased air travel between the U. S. and foreign countries was secured by foreign flag airlines.



It was a record year for traffic. U.S.-flag airlines flew an all-time high of 5,974,600,000 revenue passenger miles, up 3.9% from the previous record total of 5,751,700,000 in 1957. Cargo ton-miles reached a new high of 128,925,000 for an increase of 4.6% over 1957.

The gap between air and sea travelers widened with air traffic accounting for three-fourths of the total U.S.-foreign market. But increased competition from foreign flag airlines was evident as those carriers, for the first time, carried more passengers to and from the U.S. than all steamship companies combined, increased their share of the total U.S.-foreign air market to 40% and, in such vital areas as the North Atlantic, widened their share to 59% by year end.

LOCAL SERVICE AIRLINES

Major objectives of the local service airline industry are fleet modernization to increase efficiency, improve service and stimulate traffic and to reduce subsidy. Two carriers introduced turbine-powered aircraft in 1958. Several others are introducing turbine aircraft and more efficient piston-engine airliners during 1959.

Guaranteed loan and related federal legislation aimed at facilitating the re-equipment program aided developments during the year. A capital gains bill, enacted in 1958, permits local service airlines to apply profits from the sale of older aircraft to the purchase of modern planes. Formerly proceeds were deducted from public service revenues.

While beneficial in securing equipment financing, these measures do not substitute for adequate earnings. In the "Local Service Rate of Return Case" before the Civil Aeronautics Board, the carriers are seeking regulatory policies that will provide opportunity for reasonable earnings. The Board has stated it will improve the regulatory framework and has taken some steps in that direction.

The local airline service pattern continues to expand rapidly. The 13 carriers were operating 35,586 unduplicated route miles at the end of 1958, some 2,000 miles more than a year earlier.

The number of cities served increased from 468 to 516 at the end of the year. It is significant that 283 of those communities would other-

wise be without scheduled airline passenger, mail and freight service.

The local service airlines gained in all categories of traffic in 1958. They carried 4,265,000 persons in scheduled service—10 times more than 11 years previously. They flew 820,200,000 passenger-miles, an increase of 9.8 per cent over 1957.

Because of traffic development and efficiency gains, the proportion of federal support has declined sharply. Public service revenues have dropped from about 65 per cent of total revenues in 1948 to 34 per cent in 1958.

HELICOPTER CARRIERS

During 1958, the scheduled helicopter carriers continued their upward traffic trend registered so markedly the previous year.

Revenue ton miles, the overall indicator of activity, were up 33.5 per cent for the year, from 448,000 to 598,000 a new high.

The helicopter lines carried 228,000 passengers during the year, a 54.1 per cent increase over the previous year. The passenger-mile figure was up, too, during 1958. The lines operated 4,885,000 passenger miles, a 43.9 per cent gain over the year before.

Available ton miles were at a new peak. The helicopter lines operated 1,497,000 available ton miles in 1958, compared with 1,056,000 in 1957, a gain of 41.8 per cent.

Together, the three helicopter lines operate 22 aircraft over 905 route miles serving 29 points.

THE ALASKAN CARRIERS

Alaska's entrance into the Union in the late summer of 1958 bodes well for future travel to our 49th State. A spokesman for the scheduled airline industry puts it this way:

"With admission of Alaska to statehood, our national frontiers have been materially broadened. As a result, added traffic volume is anticipated both from increased tourism and from the greater influx of industry and population. Routes covered by the Alaskan carriers serve the most densely populated and industrialized

areas of Alaska and the airlines (Alaskan) should continue to participate in the future growth of the new State."

Revenue ton miles were up over 1957, 32,901,000 versus 32,513,000—a 1.2 per cent gain.

The Alaskan carriers flew more passengers during the year than they did the year before. 315,000 passengers were flown compared with 309,000 during 1957. Passenger miles were up, also, with 1958 showing an all-time peak of 163,800,000, 7.8 per cent over 1957.

TERRITORIAL CARRIERS

The territorial carriers flew more revenue ton miles in 1958 than in any previous year.

They reached 11,264,000 a gain of 24.3 per cent over 1957 when 9,065,000 revenue ton miles were flown.

Freight ton miles were up, to 1,587,000 from 1,536,000 a gain of 3.3 per cent.

In scheduled passenger operations, the territorial carriers dropped below the 1957 results. They carried 572,000 passengers in 1958 compared with 589,000 the year before. Similarly, the passenger mile figure was down, from 1957's 89,500,000 to 82,700,000 a drop of 7.6 per cent.

Total operating revenues reached a new high with a \$9,396,000 total. Total operating expenses were \$9,254,000 and net income, \$142,000.

THE ALL-CARGO LINES

The all-cargo lines after allowing for the dropping of service by a major cargo-carrier show a gain of 18 per cent over the prior year.

On an industry basis their freight ton miles, which had been rising steadily, dropped back 21 per cent with a total 121,382,000 ton miles versus 155,126,000 for the previous year.

Total operating revenues for the all-cargo lines were \$78,908,000 for the year.

Priority U.S. mail was also up for the year, with 2,040,000 ton miles flown as against 440,000 during 1957.

AVAILABLE SERVICE AND UTILIZATION

U. S. Scheduled Airline Industry

(For Selected Years, In Millions)

THIS TABLE SHOWS THE EVER INCREASING GROWTH IN THE SERVICES THE SCHEDULED AIRLINES ARE OFFERING TO THE PUBLIC AND THE INCREASING USE OF THIS SERVICE BY THE PEOPLE, THE GOVERNMENT AND SHIPPERS.

LOAD FACTOR IS THE PERCENTAGE OF CAPACITY WHICH IS SOLD.

	Available Ton Miles Flown	Revenue Ton Miles Flown	Ton Mile Load Factor (%)	Available Seat Miles Flown	Revenue Passenger Miles Flown	Passenger Load Factor (%)	Revenue Plane Miles Flown
Domestic Trunk Airlines							
1939.....	N.A.	76.5	.....	1,209.6	654.0	54.07	82.8
1949.....	1,517.4	801.2	52.80	11,117.7	6,570.7	59.10	323.2
1955.....	3,882.7	2,160.1	55.63	30,001.3	19,217.2	64.05	564.0
1956.....	4,393.2	2,417.0	55.02	33,752.6	21,643.1	64.12	622.1
1957.....	5,150.4	2,720.0	52.81	39,838.2	24,499.5	61.50	711.1
1958.....	5,190.2	2,750.9	53.00	40,695.0	24,435.7	60.05	700.6
Local Service Airlines							
1939'	.....	.....	.....	.....	.....	.....	.....
1949.....	46.4	14.2	30.69	477.9	134.7	28.18	24.5
1955.....	121.9	55.3	45.36	1,161.4	523.3	45.06	50.9
1956.....	145.6	66.8	45.91	1,385.0	633.2	45.72	59.5
1957.....	170.7	78.5	46.00	1,653.8	747.3	45.19	67.3
1958.....	185.4	86.6	46.71	1,793.5	820.2	45.73	72.3
Territorial Airlines							
1939.....	N.A.	.3	.....	5.5	3.1	56.74	.4
1949.....	10.1	5.2	51.45	91.3	52.6	57.19	4.0
1955.....	16.1	8.4	52.10	134.7	78.1	57.99	4.6
1956.....	16.0	8.5	53.03	147.9	83.9	56.70	4.6
1957.....	15.7	9.1	57.96	154.9	89.5	57.78	4.7
1958.....	18.4	11.3	61.41	143.1	82.7	57.79	4.4
Helicopter Airlines (in thousands)							
1939'	.....	.....	.....	.....	.....	.....	.....
1949.....	142	46	32.39	.....	.....	.....	412
1955.....	434	195	44.93	1,708	628	36.77	1,148
1956.....	567	277	49.03	3,561	1,588	44.59	1,315
1957.....	1,056	448	42.42	8,049	3,272	40.66	1,604
1958.....	1,497	598	36.95	11,419	4,885	42.78	1,675
International and Overseas Airlines							
1939.....	N.A.	77.2 ²	.....	134.4	71.8	53.46	7.6
1949.....	540.3	309.5	57.28	3,624.7	2,054.0	56.67	104.5
1955.....	984.6	633.8	64.37	7,012.1	4,410.8	62.90	130.7
1956.....	1,143.4	741.2	64.82	8,073.1	5,113.2	63.34	146.0
1957.....	1,292.9	827.0	63.96	9,038.1	5,751.7	63.64	155.7
1958.....	1,426.6	873.1	61.20	10,057.6	5,974.6	59.40	165.5
Alaskan Airlines							
1939'	.....	.....	.....	.....	.....	.....	.....
1949.....	20.3	11.2	55.32	38.9	15.4	39.64	3.9
1955.....	46.0	29.4	63.87	233.9	110.4	47.20	10.5
1956.....	66.9	44.8	66.98	284.1	137.0	48.21	11.3
1957.....	59.4	32.5	55.08	329.7	151.9	46.07	11.5
1958.....	59.9	32.9	54.94	369.0	163.8	44.39	11.5

See Footnotes at End of Table on Page 14

**Available Service
and Utilization**
(continued)

	Available Ton Miles Flown	Revenue Ton Miles Flown	Ton Mile Load Factor (%)	Available Seat Miles Flown	Revenue Passenger Miles Flown	Passenger Load Factor (%)	Revenue Plane Flown Miles
All-Cargo Airlines							
1939 ¹.....	.....	.....	.....	.....	.....	.....	.....
1949 ¹	16.5	11.7	70.20	.....	.....	.....	2.8
1955.....	184.0	135.1	73.41	.....	.....	.....	17.1
1956.....	321.5	248.8	77.38	.....	.....	.....	23.5
1957.....	431.7	336.9	78.04	.....	.....	.....	23.3
1958.....	383.8	319.3	83.20	.....	.....	.....	16.1
CONSOLIDATED INDUSTRY							
1939 ¹.....	.....	154.0 ²	.....	1,349.5	728.9	54.01	90.8
1949 ¹	2,151.0	1,153.1	53.61	15,350.5	8,827.4	57.50	462.9
1955.....	5,235.7	3,022.2	57.72	38,545.1	24,340.4	63.15	779.0
1956.....	6,087.1	3,527.4	57.95	43,646.3	27,612.0	63.26	868.4
1957.....	7,121.5	4,004.4	56.23	51,022.7	31,243.1	61.23	975.3
1958.....	7,265.7	4,074.7	56.08	53,069.6	31,481.9	59.32	972.1

¹ Data not available for Alaskan airlines in 1939. Local Service operations initiated in 1945. Helicopter operations started in 1947, passenger service began in 1953. All-Cargo Airlines began operations in fourth quarter of 1949.

² Revenue Ton Mile data for items other than passenger ton miles for International and Overseas carriers not available for 1939, hence total does not reflect these items.
N.A. Not Available.
Note: Available Ton Miles and Revenue Ton Miles include charter operations; all other items are for scheduled service only.

**PERSONNEL EMPLOYED BY THE
SCHEDULED AIRLINE INDUSTRY**

(1940-1958)

Year	Pilots and copilots	Other Flight Personnel	Purser, Stewards, Stewardesses	Communi- cations personnel	Mechanics	Aircraft and traffic servicing personnel	Office employees	All others	Total
1940.....	2,279	33	1,036	193	5,413	4,277	7,689	1,131	22,051
1941.....	2,664	49	1,210	220	6,389	4,931	9,710	1,285	26,458
1942.....	3,146	241	1,131	1,610	12,882	7,384	11,083	2,236	39,713
1943.....	2,332	330	992	2,196	10,411	5,191	12,832	4,995	39,279
1944.....	3,345	277	1,516	2,501	9,963	5,748	15,234	4,023	42,607
1945.....	5,897	1,046	2,486	3,477	15,943	9,447	23,904	6,081	68,281
1946.....	7,220	1,503	4,421	5,031	23,376	12,770	31,587	10,646	96,554
1947.....	6,637	1,333	4,077	3,829	21,140	11,610	32,691	3,835	85,152
1948.....	6,926	1,515	4,142	3,661	21,828	11,662	31,145	3,729	84,608
1949.....	6,843	1,602	4,341	3,581	19,535	11,674	30,148	3,270	80,994
1950.....	7,277	1,521	4,427	3,403	19,606	12,256	31,138	3,158	82,786
1951.....	8,386	1,708	5,303	3,618	23,477	14,370	35,081	3,810	95,753
1952.....	8,770	1,852	5,859	3,653	26,162	15,588	37,894	4,294	104,072
1953.....	9,437	2,146	6,106	3,567	26,105	17,353	40,319	4,359	109,392
1954.....	9,495	2,525	6,363	3,332	25,173	17,855	40,670	4,128	109,541
1955.....	10,857	2,762	7,454	3,499	29,196	19,114	45,030	4,291	122,203
1956.....	11,386	3,384	8,097	3,605	30,962	20,657	49,336	4,076	131,503
1957.....	13,286	3,797	9,450	4,004	31,162	36,052	31,799	17,640	147,190
1958.....	12,944	3,829	9,847	3,908	29,221	35,415	29,602	18,103	142,869 ^p

^p These are preliminary figures based on reports from a majority of the airlines as of September 30th.

REVENUE TON MILES OF TRAFFIC CARRIED

U. S. Scheduled Airline Industry

(For Selected Years, In Thousands of Revenue Ton Miles)

THIS TABLE SHOWS, BY CATEGORIES, THE EVER INCREASING USE
OF THE SCHEDULED AIRLINES BY PASSENGERS AND COMMERCE

	Passenger ⁶	Priority U. S. Mail	Non Priority ⁵ U. S. Mail	Express	Freight ²	Charter Flights	Excess Baggage ⁴	Total
Domestic Trunklines								
1939	64,577	8,608	.....	.....	2,705	.....	597	76,487
1949	624,219	40,874	.....	27,329	94,190	7,483	7,102	801,197
1955	1,825,631	71,859	14,175	49,603	174,017	5,737	19,046	2,160,068
1956	2,056,098	77,788	13,891	49,709	190,592	5,911	23,055	2,417,044
1957	2,327,334	82,057	15,137	42,752	218,432	6,335	27,983	2,720,030
1958	2,321,347	87,809	16,155	45,890	240,510	12,000	27,237	2,750,948
Local Service Airlines								
1939 ¹	.....	.....	.....	.....	.....	.....	.....	.....
1949 ¹	12,796	428	.....	320	436	194	60	14,234
1955	49,713	928	328	1,403	1,355	1,338	245	55,310
1956	60,156	1,192	344	1,687	1,624	1,520	320	66,843
1957	71,079	1,174	345	1,642	2,082	1,717	471	78,510
1958	78,055	1,330	395	1,801	2,241	2,196	575	86,593
Territorial Airlines								
1939	299	2	.....	.....	8	n.a.	2	311
1949	4,206	70	.....	124	618	123	66	5,207
1955	6,250	59	.....	n.a.	1,646	436	20	8,411
1956	6,710	63	2	.....	1,475	236	17	8,503
1957	7,259	63	1	.....	1,536	170	36	9,065
1958	6,611	67	2	.....	1,587	2,965	32	11,264
Helicopter Airlines								
1939 ¹	.....	.....	.....	.....	.....	.....	.....	.....
1949	.....	46	.....	.....	.....	.....	.....	46
1955	60	96	.....	31	5	.....	3	195
1956	149	89	.....	31	7	.....	1	277
1957	311	92	.....	33	8	3	1	448
1958	465	84	.....	34	6	6	3	598
International and Overseas Airlines								
1939	77,233	n.a.	.....	n.a.	n.a.	n.a.	n.a.	77,233 ³
1949	220,805	19,772	.....	49,444	6,714	3,233	9,515	309,483
1955	453,195	52,409	.....	243	90,598	19,701	17,648	633,794
1956	524,369	55,158	.....	.....	109,235	32,652	19,757	741,171
1957	589,510	57,265	.....	.....	123,280	36,188	20,771	827,014
1958	597,326	65,825	.....	.....	128,925	60,832	20,195	873,103
Alaskan Airlines								
1939 ¹	.....	.....	.....	.....	.....	.....	.....	.....
1949	1,659	479	.....	.....	618	8,449	27	11,232
1955	11,868	2,279	.....	.....	7,300	7,773	152	29,372
1956	14,719	2,383	.....	.....	7,948	19,527	241	44,818
1957	16,002	2,695	.....	.....	7,201	6,344	271	32,513
1958	17,289	3,102	.....	.....	6,940	5,270	300	32,901

See Footnotes at End of Table on Page 16

**Available Service
and Utilization**
(continued)

	Available Ton Miles Flown	Revenue Ton Miles Flown	Ton Mile Load Factor (%)	Available Seat Miles Flown	Revenue Passenger Miles Flown	Passenger Load Factor (%)	Revenue Plane Flown Miles
All-Cargo Airlines							
1939 ¹.....	.....	.....	.....	.....	.....	.....	.....
1949 ¹	16.5	11.7	70.20	.....	.....	.....	2.8
1955.....	184.0	135.1	73.41	.....	.....	.....	17.1
1956.....	321.5	248.8	77.38	.....	.....	.....	23.5
1957.....	431.7	336.9	78.04	.....	.....	.....	23.3
1958.....	383.8	319.3	83.20	.....	.....	.....	16.1
CONSOLIDATED INDUSTRY							
1939 ¹.....	.....	154.0 ²	.....	1,349.5	728.9	54.01	90.8
1949 ¹	2,151.0	1,153.1	53.61	15,350.5	8,827.4	57.50	462.9
1955.....	5,235.7	3,022.2	57.72	38,545.1	24,340.4	63.15	779.0
1956.....	6,087.1	3,527.4	57.95	43,646.3	27,612.0	63.26	868.4
1957.....	7,121.5	4,004.4	56.23	51,022.7	31,243.1	61.23	975.3
1958.....	7,265.7	4,074.7	56.08	53,069.6	31,481.9	59.32	972.1

¹ Data not available for Alaskan airlines in 1939. Local Service operations initiated in 1945. Helicopter operations started in 1947, passenger service began in 1953. All-Cargo Airlines began operations in fourth quarter of 1949.

² Revenue Ton Mile data for items other than passenger ton miles for International and Overseas carriers not available for 1939, hence total does not reflect these items.
N.A. Not Available.
Note: Available Ton Miles and Revenue Ton Miles include charter operations; all other items are for scheduled service only.

**PERSONNEL EMPLOYED BY THE
SCHEDULED AIRLINE INDUSTRY**

(1940-1958)

Year	Pilots and copilots	Other Flight Personnel	Purser, Stewards, Stewardesses	Communi- cations personnel	Mechanics	Aircraft and traffic servicing personnel	Office employees	All others	Total
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1941.....	2,664	49	1,210	220	6,389	4,931	9,710	1,285	26,458
1942.....	3,146	241	1,131	1,610	12,882	7,384	11,083	2,236	39,713
1943.....	2,332	330	992	2,196	10,411	5,191	12,832	4,995	39,279
1944.....	3,345	277	1,516	2,501	9,963	5,748	15,234	4,023	42,607
1945.....	5,897	1,046	2,486	3,477	15,943	9,447	23,904	6,081	68,281
1946.....	7,220	1,503	4,421	5,031	23,376	12,770	31,587	10,646	96,554
1947.....	6,637	1,333	4,077	3,829	21,140	11,610	32,691	3,835	85,152
1948.....	6,926	1,515	4,142	3,661	21,828	11,662	31,145	3,729	84,608
1949.....	6,843	1,602	4,341	3,581	19,535	11,674	30,148	3,270	80,994
1950.....	7,277	1,521	4,427	3,403	19,606	12,256	31,138	3,158	82,786
1951.....	8,386	1,708	5,303	3,618	23,477	14,370	35,081	3,810	95,753
1952.....	8,770	1,852	5,859	3,653	26,162	15,588	37,894	4,294	104,072
1953.....	9,437	2,146	6,106	3,567	26,105	17,353	40,319	4,359	109,392
1954.....	9,495	2,525	6,363	3,332	25,173	17,855	40,670	4,128	109,541
1955.....	10,857	2,762	7,454	3,499	29,196	19,114	45,030	4,291	122,203
1956.....	11,386	3,384	8,097	3,605	30,962	20,657	49,336	4,076	131,503
1957.....	13,286	3,797	9,450	4,004	31,162	36,052	31,799	17,640	147,190
1958.....	12,944	3,829	9,847	3,908	29,221	35,415	29,602	18,103	142,869 ^P

^P These are preliminary figures based on reports from a majority of the airlines as of September 30th.

REVENUE TON MILES OF TRAFFIC CARRIED

U. S. Scheduled Airline Industry

(For Selected Years, In Thousands of Revenue Ton Miles)

THIS TABLE SHOWS, BY CATEGORIES, THE EVER INCREASING USE OF THE SCHEDULED AIRLINES BY PASSENGERS AND COMMERCE

	Passenger ⁶	Priority U. S. Mail	Non Priority ⁵ U. S. Mail	Express	Freight ²	Charter Flights	Excess Baggage ⁴	Total
Domestic Trunklines								
1939	64,577	8,608	.....	.....	2,705	.....	597	76,487
1949	624,219	40,874	.....	27,329	94,190	7,483	7,102	801,197
1955	1,825,631	71,859	14,175	49,603	174,017	5,737	19,046	2,160,068
1956	2,056,098	77,788	13,891	49,709	190,592	5,911	23,055	2,417,044
1957	2,327,334	82,057	15,137	42,752	218,432	6,335	27,983	2,720,030
1958	2,321,347	87,809	16,155	45,890	240,510	12,000	27,237	2,750,948
Local Service Airlines								
1939 ¹	.....	.....	.....	.....	.....	.....	.....	.....
1949 ¹	12,796	428	.....	320	436	194	60	14,234
1955	49,713	928	328	1,403	1,355	1,338	245	55,310
1956	60,156	1,192	344	1,687	1,624	1,520	320	66,843
1957	71,079	1,174	345	1,642	2,082	1,717	471	78,510
1958	78,055	1,330	395	1,801	2,241	2,196	575	86,593
Territorial Airlines								
1939	299	2	.....	.....	8	n.a.	2	311
1949	4,206	70	.....	124	618	123	66	5,207
1955	6,250	59	.....	n.a.	1,646	436	20	8,411
1956	6,710	63	2	.....	1,475	236	17	8,503
1957	7,259	63	1	.....	1,536	170	36	9,065
1958	6,611	67	2	.....	1,587	2,965	32	11,264
Helicopter Airlines								
1939 ¹	.....	.....	.....	.....	.....	.....	.....	.....
1949	.....	46	.....	.....	.....	.....	.....	46
1955	60	96	.....	31	5	.....	3	195
1956	149	89	.....	31	7	.....	1	277
1957	311	92	.....	33	8	3	1	448
1958	465	84	.....	34	6	6	3	598
International and Overseas Airlines								
1939	77,233	n.a.	.....	n.a.	n.a.	n.a.	n.a.	77,233 ³
1949	220,805	19,772	.....	49,444	6,714	3,233	9,515	309,483
1955	453,195	52,409	.....	243	90,598	19,701	17,648	633,794
1956	524,369	55,158	.....	.....	109,235	32,652	19,757	741,171
1957	589,510	57,265	.....	.....	123,280	36,188	20,771	827,014
1958	597,326	65,825	.....	.....	128,925	60,832	20,195	873,103
Alaskan Airlines								
1939 ¹	.....	.....	.....	.....	.....	.....	.....	.....
1949	1,659	479	.....	.....	618	8,449	27	11,232
1955	11,868	2,279	.....	.....	7,300	7,773	152	29,372
1956	14,719	2,383	.....	.....	7,948	19,527	241	44,818
1957	16,002	2,695	.....	.....	7,201	6,344	271	32,513
1958	17,289	3,102	.....	.....	6,940	5,270	300	32,901

See Footnotes at End of Table on Page 16

Revenue Ton Miles of Traffic Carried
(continued)

	Passenger ⁴	Priority U. S. Mail	Non Priority ⁵ U. S. Mail	Express	Freight ²	Charter Flights	Excess Baggage	Total
All-Cargo Airlines								
1939 ¹
1949 ¹	10,542	1,124	.....	11,666
1955	318	.....	107,945	26,796	.....	135,059
1956	381	1,188	1,266	140,420	105,526	.....	248,781
1957	440	1,409	1,638	155,126	178,249	.....	336,862
1958	2,040	621	1,112	121,382	194,104	61 ⁷	319,320

CONSOLIDATED INDUSTRY

1939 ¹	142,109	8,610	.....	.....	2,713	.....	599	154,031 ³
1949 ¹	863,685	61,669	.....	77,217	113,118	20,606	16,770	1,153,065
1955	2,346,717	127,630	14,821	51,280	382,866	61,781	37,114	3,022,209
1956	2,662,201	137,054	15,425	52,693	451,301	165,372	43,391	3,527,437
1957	3,011,495	143,786	16,892	46,065	507,665	229,006	49,533	4,004,442
1958	3,021,093	160,257	17,173	48,837	501,591	277,373	48,403	4,074,727

n.a. Not Available.

¹ Data not available for Alaskan airlines in 1939. All-Cargo airlines began operations in fourth quarter of 1949.

Local Service operations initiated in 1945.

Helicopter operations started in 1947, passenger service began in 1953.

² Express and freight combined for all carriers in 1939 and for Alaskan carriers in all years.

³ Revenue Ton Mile data for items other than passenger ton miles for International and Overseas carriers not available for 1939, hence total does not reflect these items.

⁴ Foreign mail carried by International and Overseas airlines is included in Excess Baggage. Therefore, it is also reflected in Consolidated Industry Excess Baggage data.

⁵ See definitions, p. 3.

⁶ Passenger ton miles for years prior to 1957 were revised to conform with "standard" passenger weights as prescribed by the CAB effective Jan. 1, 1957.

⁷ Foreign mail, Seaboard and Western.

**AIRCRAFT OPERATIONS
AT FAA AIRPORT TOWERS**

1950-1958 (In Thousands)

Type of Flight Operation	1950	1951	1952	1953	1954	1955	1956	1957	1958
Military	2,384	2,852	2,983	3,712	4,409	4,957	5,472	5,910	5,565
General Aviation	9,585	9,618	7,965	7,719	8,015	8,540	10,021	12,129	14,037
Air Carrier	4,002	4,556	4,866	5,384	5,521	5,983	6,553	7,112	6,998
Total	15,971	17,026	15,814	16,815	17,945	19,480	22,046	25,151	26,600
% Air Carrier of Total	25.1	26.8	30.8	32.0	30.8	30.7	29.7	28.3	26.3

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

OPERATING REVENUES

U. S. Scheduled Airline Industry

(For Selected Years, In Thousands of Dollars)

THIS TABLE SHOWS THE DOLLARS OF SALES THE SCHEDULED AIRLINES EARNED FOR THE VARIOUS SERVICES THEY RENDER

	Passenger	U. S. Mail		Public Service Revenue ¹	Express	Freight	Other ⁴	Total
		Priority	Non-Priority					
Domestic Trunk Airlines								
1939.....	34,484	18,436	.....	.....	.....	1,605	1,002	55,527
1949.....	378,113	45,031	.....	.....	8,957	18,323	9,359	459,783
1955.....	1,021,855	24,230	2,708	3,192	19,405	39,605	22,353	1,133,348
1956.....	1,142,197	28,937	2,654	2,609	18,101	42,173	26,160	1,262,831
1957.....	1,287,172	31,002	2,760	1,182	14,667	49,870	32,961	1,419,614
1958 ^p	1,362,791	33,052	3,076	2,373	16,096	57,336	38,295	1,513,019
Local Service Airlines²								
1939.....	.....	.....	.....	.....	.....	.....	.....	.....
1949.....	7,362	13,533	.....	.....	114	138	271	21,418
1955.....	32,840	1,084	101	20,923	665	556	1,281	57,450
1956.....	40,166	1,004	102	23,211	775	750	1,704	67,712
1957.....	47,464	1,108	103	29,651	725	1,049	2,039	82,139
1958 ^p	56,421	1,254	116	32,523	796	1,183	2,361	94,654
Territorial Airlines								
1939.....	359	45	.....	.....	.....	14 ³	3	421
1949.....	3,799	247	.....	.....	145	333	254	4,778
1955.....	5,686	48	.....	291	.....	752	337	7,114
1956.....	6,042	51	1	288	.....	782	266	7,430
1957.....	6,975	51	2	72	.....	781	479	8,360
1958 ^p	7,066	55	.....	109	.....	819	1,347	9,396
Helicopter Airlines²								
1939.....	.....	.....	.....	.....	.....	.....	.....	.....
1949.....	.....	522	.....	.....	.....	.....	.....	522
1955.....	208	250	.....	2,710	100	23	64	3,355
1956.....	438	234	.....	2,833	115	28	63	3,711
1957.....	968	237	.....	3,567	101	36	123	5,032
1958 ^p	1,460	214	.....	4,091	102	31	117	6,015

See Footnotes at Bottom of Page 18

Operating Revenues
(continued)

	Passenger	U. S. Mail		Public Service Revenue ¹	Express	Freight	Other ⁴	Total
		Priority	Non-Priority					
International and Overseas Airlines								
1939.....	6,156	11,066	.....	.....	.....	613	1,818	19,653
1949.....	158,480	75,197	.....	.....	20,023	2,105	18,350	274,155
1955.....	294,828	25,639	.....	1,583	77	31,853	30,324	384,304
1956.....	342,553	26,926	.....	8,308	82	36,683	38,113	452,665
1957.....	377,655	28,365	.....	555	80	41,475	39,818	487,948
1958 ^P	386,084	32,655	.....	.....	147	43,708	43,963	506,557
Alaskan Airlines²								
1939.....	.....	.....	.....	.....	.....	.....	.....	.....
1949.....	2,188	2,122	.....	.....	.....	547 ³	3,639	8,496
1955.....	8,162	2,333	.....	5,618	.....	2,464	3,747	22,324
1956.....	10,200	2,477	.....	6,241	.....	2,754	7,680	29,352
1957.....	11,263	2,662	.....	6,369	.....	2,651	4,063	27,008
1958 ^P	12,522	2,918	.....	6,854	.....	2,701	3,925	28,920
All-Cargo Airlines²								
1939.....	.....	.....	.....	.....	.....	.....	.....	.....
1949.....	.....	.....	.....	.....	.....	1,810	300	2,110
1955.....	.....	60	.....	.....	.....	18,640	8,335	27,035
1956.....	.....	144	220	.....	447	25,564	26,485	52,860
1957.....	.....	189	263	.....	545	29,281	55,050	85,328
1958 ^P.....	.....	486	89	.....	300	23,171	54,862	78,908
CONSOLIDATED INDUSTRY²								
1939.....	40,999	29,547	.....	.....	.....	2,232 ³	2,823	75,601
1949.....	549,942	136,652	.....	.....	29,239	23,256	32,173	771,262
1955.....	1,363,579	53,644	2,809	34,317	20,247	93,893	66,441	1,634,930
1956.....	1,541,596	59,773	2,977	43,490	19,520	108,734	100,471	1,876,561
1957.....	1,731,497	63,614	3,128	41,396	16,118	125,143	134,533	2,115,429
1958 ^{P 5}	1,826,344	70,634	3,281	45,950	17,441	128,949	144,870	2,237,469

^P Preliminary.

¹ Prior to October 1, 1953, public service revenues were not reported separately.

² Local Service operations were initiated in 1945; Helicopter operations in 1947; and All-Cargo airlines in the Fourth quarter of 1949. Data not available for Alaskan Airlines in 1939.

³ Express and Freight revenues are combined for the Territorial and the Alaskan carriers. They are reflected in freight totals.

⁴ Other revenues include revenues from excess baggage and from charter operations, and incidental revenues.

⁵ Revenues included for Seaboard and Western are for the twelve months ended September 30, 1958.

DISTRIBUTION OF OPERATING EXPENSES

U. S. Scheduled Airline Industry

(For Selected Years, In Thousands of Dollars)

THIS TABLE SHOWS HOW THE AIRLINES SPEND THEIR DOLLARS TO INSURE
FAST, SAFE, ECONOMICAL FLYING OPERATIONS AND EFFICIENT PASSENGER
AND CARGO HANDLING

Explanation of New Classification of Operating Expenses

The classification of operating expenses is different from that used in prior years. Owing to a revision of the form on which the carriers report to CAB it is not feasible to bring forward beyond 1956 the expense tables previously published in Facts and Figures. For this reason the data shown herein for years prior to 1956 were recast for this publication into the format of the new reporting system—insofar as it was feasible to do so. The data shown for 1957 and 1958 are as reported by the carriers. Although the "matching" of prior years' data with 1957 and 1958 is not perfect, it is considered adequate for general use where precision is not required.

The classifications of expenses employed in past issues of "Facts and Figures" were grouped as follows to fit the new format:

NEW CLASSIFICATION	OLD CLASSIFICATION
Flying operations	Flying operations
Maintenance	Direct maintenance—flight equipment Ground and indirect maintenance
Passenger service	Passenger service
Aircraft and traffic servicing	Ground operations

NEW CLASSIFICATION	OLD CLASSIFICATION
Promotion and sales	Traffic and sales Advertising and publicity
General and administrative	General and administrative
Depreciation and amortization	Depreciation—flight equipment Depreciation—ground equipment

As pointed out above, this method of matching accounts is not perfect. The figures for 1957 and 1958 differ in the following respects from those shown for 1956 and earlier:

- 1) "Amortization of other deferred charges," dispersed throughout the accounts for 1956 and before, is grouped in "Depreciation and amortization" after 1956.
- 2) "Legal fees and expenses," dispersed in several accounts prior to 1957 is all in "General and administrative."
- 3) Payroll taxes and employee welfare insurance, included in "General and administrative" before 1957 are distributed to other appropriate accounts.
- 4) Airport ticket office expenses, included in "Promotion and Sales" for earlier years is under "Aircraft and Traffic Servicing."
- 5) Route extension and development expenses, not classified as operating expense in prior years, are included in "Depreciation and Amortization," after 1956.

	Flying Operations	Maintenance	General Services & Administration				Total G. S. & A.	Depreciation & Amortization	Total Operating Expenses
			Passenger Service	Aircraft & Traffic Servicing	Promotion & Sales	Administrative			
Domestic Trunk Airlines									
1939.....	15,682	8,191	1,844	8,934	6,205	4,011	20,994	5,667	50,941 ²
1949.....	119,961	83,674	27,778	66,623	59,195	30,894	184,490	47,033	435,157
1955.....	302,591	196,320	72,996	133,274	134,706	68,473	409,449	101,709	1,010,069
1956.....	340,670	239,530	83,953	152,928	159,366	79,462	475,709	106,321	1,162,230
1957.....	434,842	270,328	95,505	217,208	157,561	55,164	525,438	146,968	1,377,576
1958 ^a	436,953	285,564	101,361	230,846	165,772	58,182	556,161	139,808	1,418,486

See Footnotes at Bottom of Page 21

Distribution of Operating Expenses (continued)

	Flying Operations	Maintenance	General Services & Administration				Total G. S. & A.	Depreciation & Amortization	Total Operating Expenses
			Passenger Service	Aircraft & Traffic Servicing	Promotion & Sales	Adminis- trative			
Local Service Airlines									
1939 ¹.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1949.....	6,336	4,537	825	3,743	2,405	1,792	8,765	2,233	21,871
1955.....	18,080	10,384	2,687	9,563	9,287	4,485	26,022	2,278	56,764
1956.....	21,616	12,610	3,385	11,187	11,399	5,382	31,353	2,714	68,293
1957.....	26,509	16,418	4,028	21,160	6,089	4,938	36,215	3,758	82,900
1958 ^p	29,265	18,686	4,527	24,023	6,998	5,530	41,078	4,274	93,303
Territorial Airlines									
1939.....	127	90	1	38	34	65	138	96	451
1949.....	1,091	900	165	922	628	682	2,397	444	4,832
1955.....	1,942	1,278	245	1,258	1,045	964	3,512	603	7,335
1956.....	2,033	1,259	252	1,317	1,182	848	3,599	416	7,307
1957.....	2,212	1,422	278	1,521	1,265	868	3,932	515	8,081
1958 ^p	2,502	1,699	414	1,672	1,283	1,025	4,394	659	9,254
Helicopter Airlines									
1939 ¹.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1949.....	151	133	.....	50	2	63	115	111	510
1955.....	614	871	21	425	180	393	1,019	451	2,955
1956.....	697	981	21	544	312	496	1,373	605	3,656
1957.....	1,108	1,381	.....	.....	.....	.....	1,765 ³	911	5,164
1958 ^p	1,410	1,646	.....	.....	.....	.....	1,972 ³	948	5,976
International & Overseas Airlines									
1939.....	.....	.....	.....	.....	.....	.....	.....	.....	17,266 ³
1949.....	72,347	47,245	14,617	33,168	35,731	22,600	106,116	27,155	252,863
1955.....	108,501	58,975	26,773	46,990	61,980	31,291	167,034	31,094	365,604
1956.....	125,613	72,069	31,053	51,583	70,822	33,808	187,266	34,593	419,541
1957.....	142,944	72,326	32,519	67,187	70,902	24,631	195,239	50,359	460,868
1958 ^p	154,912	79,904	35,527	72,550	75,802	24,878	211,138	50,694	496,648

See Footnotes at Bottom of Page 21

Distribution of Operating Expenses (continued)

	Flying Operations	Mainte- nance	General Services & Administration				Total G. S. & A.	Deprecia- tion & Amorti- zation	Total Operating Expenses
			Passenger Service	Aircraft & Traffic Servicing	Promotion & Sales	Adminis- trative			
Alaskan Airlines									
1939 ¹.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1949.....	3,440	2,343	370	988	714	1,180	3,252	1,143	10,178
1955.....	7,191	5,273	773	2,701	1,593	1,519	6,586	1,120	21,706 ⁴
1956.....	9,959	5,744	964	3,702	1,831	1,894	8,391	1,364	27,166 ⁴
1957.....	8,669	6,215	854	2,779	1,042	853	10,065 ⁴	1,646	26,595
1958 ²	8,998	6,383	921	3,281	1,067	1,185	10,626 ⁴	1,914	27,921
All-Cargo Airlines									
1939 ¹.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1949.....	966	367	.....	206	453	215	874	74	2,281
1955.....	10,635	5,287	267	3,896	2,081	2,103	8,347	2,074	26,343
1956.....	21,677	11,662	1,614	6,353	3,883	3,454	15,304	3,155	53,879 ⁴
1957.....	36,563	18,969	3,618	12,450	4,064	4,395	25,203 ⁴	8,998	89,734
1958 ²	32,820	18,448	2,697	8,887	2,661	4,251	19,241 ⁴	9,445	79,954
CONSOLIDATED INDUSTRY									
1939 ¹	15,809	8,281	1,345	8,972	6,239	4,076	21,132	5,763	68,658 ⁵
1949.....	204,292	139,199	43,755	105,700	99,127	57,426	306,008	78,193	727,692
1955.....	449,554	278,388	103,762	198,107	210,872	109,228	621,969	139,329	1,490,776 ⁴
1956.....	522,265	343,855	121,242	227,614	248,795	125,344	722,995	149,168	1,742,072 ⁴
1957.....	652,847	387,060	136,802	322,305	240,923	90,848	797,855 ⁴	213,156	2,050,918
1958 ²	666,660	412,330	145,447	341,259	253,583	95,051	844,610 ⁴	207,742	2,131,542

¹ Data not available for Alaskan airlines in 1939. All-Cargo airlines began certificated operations in fourth quarter of 1949. Local Service Operations initiated in 1945. Helicopter operations started in 1947.

² Colonial airlines included in the trunkline total for 1939 but not in the detail.

³ Detailed expense data not available.

⁴ Total is greater than sum of individual expense categories since segregation of expenses is not reported by some classes of carriers.

⁵ Total for 1939 includes international carriers, not included in the detail. See note 3.

⁶ Data included for Seaboard and Western are for the 12 months ended Sept. 30, 1958.

⁷ Preliminary.

SUMMARY OF PROFIT OR LOSS

U. S. Scheduled Airline Industry

(For Selected Years, In Thousands of Dollars)

THIS TABLE SHOWS THE EARNINGS OF AIRLINES WHICH WERE AVAILABLE FOR DIVIDENDS TO STOCKHOLDERS OR FOR RETENTION IN THE BUSINESS. IT ALSO SHOWS THESE DOLLARS AS A PER CENT OF SALES AND THE RATIO OF TOTAL RETURN TO INVESTMENT

	Total Operating Revenues	Total Operating Expenses	Net Operating Income	Interest on Long-Term Debt	Other Non- Operating Income (Net)	Income Taxes	Net Profit or Loss ²	Rate of Return on Investment ³ (%)	Profit Margin on Sales ⁴ (%)
Domestic Trunk Airlines									
1939.....	55,527	50,941	4,586	n.a.	n.a.	n.a.	n.a.	.....	.....
1949.....	459,783	435,157	24,626	4,466	503	7,285	13,378	.....	.....
1955.....	1,133,348	1,010,069	123,279	6,540	16,388	70,024	63,103	11.8	5.6
1956.....	1,262,831	1,162,230	100,601	9,964	23,917	56,842	57,712	9.4	4.6
1957.....	1,419,614	1,377,576	42,036	16,201	18,651	23,076	26,988	4.9	1.9
1958 P.....	1,513,019	1,418,486	94,533	24,309	19,859	43,842	44,709	6.6	3.0
Local Service Airlines ¹									
1939.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1949.....	21,418	21,871	(453)	80	(749)	168	(1,451)	.....	.....
1955.....	57,450	56,764	686	219	369	484	352	2.7	0.6
1956.....	67,712	68,293	(581)	376	106	(50)	(801)	(—)	(—)
1957.....	82,139	82,900	(760)	224	(472)	(51)	(1,153)	(—)	(—)
1958 P.....	94,654	93,303	1,351	824	282	348	2,306	15.5	2.4
Territorial Airlines									
1939.....	421	451	(30)	n.a.	n.a.	n.a.	n.a.	.....	.....
1949.....	4,778	4,832	(54)	9	(69)	57	(189)	.....	.....
1955.....	7,114	7,335	(221)	106	210	8	(125)	(—)	(—)
1956.....	7,430	7,307	123	97	(14)	.....	12	3.3	0.2
1957.....	8,360	8,081	278	109	376	53	267	11.0	3.2
1958 P.....	9,396	9,254	142	163	(48)	1	(70)	4.3	(—)
Helicopter Airlines ¹									
1939.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1949.....	522	510	12	.....	(28)	.....	(16)	.....	.....
1955.....	3,355	2,955	400	11	155	202	342	10.0	10.2
1956.....	3,711	3,656	55	23	(63)	8	(39)	(—)	(—)
1957.....	5,032	5,164	(131)	64	19	(55)	(111)	(—)	(—)
1958 P.....	6,015	5,976	39	96	19	(8)	(30)	1.3	(—)

See Footnotes at Bottom of Page 23

Summary of Profit or Loss
(continued)

	Total Operating Revenues	Total Operating Expenses	Net Operating Income	Interest on Long-Term Debt	Other Non- Operating Income (Net)	Income Taxes	Net Profit or Loss ²	Rate of Return on Investment ³ (%)	Profit Margin on Sales ⁴ (%)
International and Overseas Airlines									
1939.....	19,653	17,266	2,387	n.a.	n.a.	n.a.	n.a.	.....	.....
1949.....	274,155	252,863	21,292	736	(11,740)	1,362	7,454	.....	.....
1955.....	384,304	365,604	18,700	1,700	6,754	10,320	13,434	6.3	3.5
1956.....	452,665	419,541	33,124	3,000	8,169	17,792	20,501	8.2	4.5
1957.....	487,665	419,541	33,124	3,000	8,619	13,252	19,520	7.8	4.0
1958 ^p	506,557	496,648	9,909	5,792	7,300	5,441	6,793	3.7	1.3
Alaskan Airlines¹									
1939.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1949.....	8,496	10,178	(1,682)	38	(97)	28	(1,789)	.....	.....
1955.....	22,324	21,706	518	76	228	334	436	8.3	2.0
1956.....	29,352	27,166	2,186	222	(98)	870	996	15.1	3.4
1957.....	27,008	26,595	413	362	729	121	900	11.1	3.3
1958 ^p	28,920	27,921	999	415	355	631	882	9.6	3.0
All-Cargo Airlines¹									
1939.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1949.....	2,110	2,281	(171)	.....	18	2	(155)	.....	.....
1955.....	27,035	26,343	692	561	1,132	80	1,163	9.4	4.4
1956.....	52,860	53,879	(1,019)	488	4,539	1,210	1,822	7.0	3.4
1957.....	85,328	89,734	(4,406)	1,526	4,022	285	(2,207)	(—)	(—)
1958 ^p	78,908	79,954	(1,046)	1,669	(212)	2,335	(1,676)	(—)	(—)
CONSOLIDATED INDUSTRY									
1939.....	75,601	68,658	6,943	n.a.	n.a.	n.a.	n.a.	.....	.....
1949.....	771,262	727,692	43,570	5,329	(12,106)	8,902	17,235	.....	.....
1955.....	1,634,930	1,490,776	144,154	9,213	25,236	81,452	78,725	10.8	4.8
1956.....	1,876,561	1,742,072	134,489	14,170	36,556	76,672	30,203	8.8	4.3
1957.....	2,115,429	2,050,918	64,511	23,368	31,665	36,683	44,202	5.1	2.1
1958 ^p	2,237,469	2,131,542	105,927	33,268	27,555	52,590	52,914	5.8	2.4

n.a. Not Available.

¹ Data not available for Alaskan airlines in 1939. All-Cargo airlines began operations in fourth quarter of 1949. Local Service operations initiated in 1945. Helicopter operations started in 1947.

² Net profit or loss for 1957 and 1958 is shown after "Special Items," which are not included in the detail. Therefore, the items do not add to the profit figures shown.

³ Net income before interest and after taxes as percent of average net worth and long-term debt.

⁴ Profit as percent of revenues.

⁵ Data for Seaboard and Western are for the 12 months ended Sept. 30, 1958.

^p Preliminary.

ASSETS, LIABILITIES AND STOCKHOLDERS' EQUITY

U. S. Scheduled Airline Industry

(As of Dec. 31, for Selected Years, In Thousands of Dollars)

THIS TABLE SHOWS WHAT THE SCHEDULED
AIRLINES OWN AND WHAT THEY OWE

	1939	1949	1955	1956	1957	(Sept. 30) 1958
Domestic Trunk Airlines^b						
<i>Assets</i>						
Current Assets.....	23,592	175,471	436,609	439,827	457,611	456,748
Investments and Special Funds.....	2,585	41,370	47,405	146,147	127,943	163,496
Flight Equipment.....	} 17,412a	329,915	890,095	1,097,044	1,363,767	1,489,783
Reserve for Depreciation and Maintenance.....		141,296	478,482	553,793	639,019	719,249
Ground Property and Equipment.....		91,837	154,104	180,613	206,452	223,809
Reserve for Depreciation.....		35,271	77,622	89,217	101,001	112,489
Other Property.....		7,618	28,402	41,359	49,667	77,549
Deferred Charges.....	1,754	15,658	9,459	13,264	23,541	28,247
Other Assets.....	708	1,640	1,175	6,308	-----	-----
Total Assets.....	46,051	486,942	1,011,145	1,281,552	1,488,961	1,607,894
<i>Liabilities and Equity</i>						
Current Liabilities.....	9,316	98,428	276,839	333,876	328,844	322,098
Long-Term Debt.....	4,002	148,017	198,916	324,071	469,486	534,644
Other Non-Current Liabilities.....	-----	-----	-----	-----	1,224	19,582
Operating Reserves.....	257	3,636	8,365	10,490	-----	-----
Deferred Credits.....	721	12,724	22,886	37,646	51,480	75,288
Stockholders' Equity—Net of Treasury Stock.....	31,755	224,137	504,139	575,469	637,927	656,282
Preferred Stock.....	621	60,827	29,789	16,592	15,805	14,434
Common Stock.....	21,385	62,884	80,172	88,555	108,502	109,896
Other Paid-In Capital.....	12,903	63,434	141,839	178,058	215,292	221,383
Retained Earnings.....	(3,154)	36,992	252,339	291,872	298,328	310,569
Total Liabilities and Equity.....	46,051	486,942	1,011,145	1,281,552	1,488,961	1,607,894
Local Service Airlines						
<i>Assets</i>						
Current Assets.....	-----	5,648	12,970	14,873	16,512	17,522
Investments and Special Funds.....	-----	684	950	1,438	3,028	3,358
Flight Equipment.....	-----	7,926	21,451	26,105	32,949	37,335
Reserve for Depreciation and Maintenance.....	-----	3,780	11,096	12,628	16,825	19,202
Ground Property and Equipment.....	-----	2,242	5,122	5,795	6,544	7,035
Reserve for Depreciation.....	-----	869	2,555	2,949	3,556	4,080
Other Property.....	-----	321	682	3,692	607	1,620
Deferred Charges.....	-----	2,007	885	1,564	1,931	2,141
Other Assets.....	-----	75	2	35	-----	-----
Total Assets.....	-----	14,254	28,411	37,925	41,190	45,729
<i>Liabilities and Equity</i>						
Current Liabilities.....	-----	4,449	12,461	17,431	22,002	23,627
Long-Term Debt.....	-----	1,578	4,013	7,800	8,656	9,733
Other Non-Current Liabilities.....	-----	-----	-----	-----	205	349
Operating Reserves.....	-----	170	783	1,138	-----	-----
Deferred Credits.....	-----	100	21	303	264	198
Stockholders' Equity—Net of Treasury Stock.....	-----	7,957	11,133	11,253	10,063	11,822
Preferred Stock.....	-----	226	412	920	163	163
Common Stock.....	-----	5,191	6,345	5,871	6,776	7,359
Other Paid-In Capital.....	-----	4,265	4,324	4,891	4,863	5,669
Retained Earnings.....	-----	(1,725)	52	(429)	(1,739)	(1,369)
Total Liabilities and Equity.....	-----	14,254	28,411	37,925	41,190	45,729

a. Net property and equipment.

b. Balance sheet data for domestic trunk airlines reflect their international as well as domestic operations.

**Assets, Liabilities and
Stockholders' Equity**
(continued)
(Sept. 30)
1958

	1939	1949	1955	1956	1957	1958
Territorial Airlines						
<i>Assets</i>						
Current Assets.....	100	1,333	1,068	1,241	1,964	2,246
Investments and Special Funds.....	72	272	19	15	113	21
Flight Equipment.....		2,220	5,744	6,057	5,932	7,751
Reserve for Depreciation and Maintenance.....		1,331	2,839	2,930	3,230	3,646
Ground Property and Equipment.....	333a	963	1,177	1,276	1,354	1,481
Reserve for Depreciation.....		528	749	847	945	1,025
Other Property.....		132	41	17	133	59
Deferred Charges.....	38	156	180	169	182	358
Other Assets.....		25				
Total Assets.....	543	3,242	4,641	4,998	5,503	7,245
<i>Liabilities and Equity</i>						
Current Liabilities.....	18	763	1,329	1,520	2,011	2,399
Long-Term Debt.....	62		1,835	1,702	1,635	2,758
Other Non-Current Liabilities.....						
Operating Reserves.....	15	10	20	41		
Deferred Credits.....		81	1	68	23	17
Stockholders' Equity—Net of Treasury Stock.....	448	2,388	1,456	1,667	1,834	2,071
Preferred Stock.....						
Common Stock.....	448	2,649	1,981	1,981	1,981	1,981
Other Paid-In Capital.....	9	132	874	832	832	832
Retained Earnings.....	(9)	(393)	(1,399)	(1,146)	(979)	(742)
Total Liabilities and Equity.....	543	3,242	4,641	4,998	5,503	7,245
Helicopter Airlines						
<i>Assets</i>						
Current Assets.....		1	14	71	1	32
Investments and Special Funds.....		138	163	196	302	503
Flight Equipment.....		59				
Reserve for Depreciation and Maintenance.....		723	4,253	5,476	5,798	6,551
Ground Property and Equipment.....		174	2,385	2,307	2,168	2,119
Reserve for Depreciation.....			321	290	27	52
Other Property.....		486	2,508	3,878	5,170	4,848
Deferred Charges.....		165	1,313	1,645	2,336	1,428
Other Assets.....		42	312	576	777	796
Total Assets.....		12	137	197	311	371
<i>Liabilities and Equity</i>						
Current Liabilities.....		69	591	735	961	1,264
Long-Term Debt.....			87	817	1,033	1,467
Other Non-Current Liabilities.....						1
Operating Reserves.....			31	45		
Deferred Credits.....			25	69	109	115
Stockholders' Equity—Net of Treasury Stock.....		654	3,519	3,810	3,695	3,704
Preferred Stock.....		320				
Common Stock.....		375	677	702	734	771
Other Paid-In Capital.....			2,201	2,435	2,546	2,685
Retained Earnings.....		(41)	641	673	415	248
Total Liabilities and Equity.....		723	4,253	5,476	5,798	6,551
International and Overseas Airlines^b						
<i>Assets</i>						
Current Assets.....	7,913	68,903	109,019	111,560	102,202	109,329
Investments and Special Funds.....	790	8,448	33,230	37,987	52,992	80,446
Flight Equipment.....		143,009	216,737	265,785	276,758	280,461
Reserve for Depreciation and Maintenance.....		46,837	99,787	114,074	132,185	146,385
Ground Property and Equipment.....	16,839a	22,649	29,595	31,813	34,351	35,278
Reserve for Depreciation.....		10,730	18,424	18,614	20,741	22,396
Other Property.....		2,536	2,719	2,450	4,239	7,095
Deferred Charges.....		25,276	3,766	4,440	4,413	6,193
Other Assets.....	4,486					
Total Assets.....	30,355	213,254	276,855	321,347	322,029	350,021

*(International and Overseas Airlines
continued on next page)*
See Footnotes at Bottom of Page 24

**Assets, Liabilities and
Stockholders' Equity**
(continued)

(Sept. 30)
1958

	1939	1949	1955	1956	1957	1958
International and Overseas Airlines						
<i>Liabilities and Equity</i>						
Current Liabilities.....	6,169	32,483	80,041	92,352	87,424	106,621
Long-Term Debt.....	2,115	43,307	60,481	83,406	85,653	92,688
Other Non-Current Liabilities.....	767	-----	-----	-----	1,011	880
Operating Reserves.....	-----	5,333	3,319	3,584	-----	-----
Deferred Credits.....	527	18,407	5,846	6,058	6,648	7,123
Stockholders' Equity—Net of Treasury Stock.....	20,777	113,724	127,168	135,947	141,293	142,709
Preferred Stock.....	-----	150	150	-----	-----	-----
Common Stock.....	7,060	12,755	13,622	13,792	16,310	16,346
Other Paid-In Capital.....	10,458	77,883	63,120	63,460	62,129	62,420
Total Retained Earnings.....	3,259	22,936	50,276	59,119	62,854	63,943
Total Liabilities and Equity.....	30,355	213,254	276,855	321,347	322,029	350,021
Alaskan Airlines						
<i>Assets</i>						
Current Assets.....	-----	2,408	5,600	7,129	7,682	8,819
Investments and Special Funds.....	-----	5	248	532	957	885
Flight Equipment.....	-----	4,431	6,906	11,126	13,668	15,243
Reserve for Depreciation and Maintenance.....	-----	2,483	4,981	5,539	6,080	6,847
Ground Property and Equipment.....	-----	1,407	3,808	4,201	4,843	4,877
Reserve for Depreciation.....	-----	544	1,531	1,808	2,138	2,335
Other Property.....	-----	207	163	400	313	1,102
Deferred Charges.....	-----	348	358	422	624	774
Other Assets.....	-----	214	138	134	-----	-----
Total Assets.....	-----	5,993	10,709	16,597	19,869	22,518
<i>Liabilities and Equity</i>						
Current Liabilities.....	-----	2,530	4,002	6,170	7,084	7,939
Long-Term Debt.....	-----	491	765	3,360	4,942	5,938
Other Non-Current Liabilities.....	-----	-----	-----	-----	25	42
Operating Reserves.....	-----	141	457	276	-----	-----
Deferred Credits.....	-----	65	200	42	104	209
Stockholders' Equity—Net of Treasury Stock.....	-----	2,766	5,285	6,749	7,714	8,390
Preferred Stock.....	-----	7	-----	-----	-----	279
Common Stock.....	-----	2,151	2,950	3,152	3,315	3,497
Other Paid-In Capital.....	-----	2,917	3,605	3,613	3,629	3,622
Retained Earnings.....	-----	(2,309)	(1,270)	(16)	770	992
Total Liabilities and Equity.....	-----	5,993	10,709	16,597	19,869	22,518
All-Cargo Airlines						
<i>Assets</i>						
Current Assets.....	-----	2,600	11,716	21,224	19,589	22,581
Investments and Special Funds.....	-----	53	2,850	17,244	4,629	3,714
Flight Equipment.....	-----	2,293	24,143	31,540	65,449	59,989
Reserve for Depreciation and Maintenance.....	-----	589	7,575	9,188	17,500	18,743
Ground Property and Equipment.....	-----	969	2,753	4,666	5,578	5,294
Reserve for Depreciation.....	-----	467	1,354	1,833	2,382	2,484
Other Property.....	-----	23	399	3,028	2,682	2,879
Deferred Charges.....	-----	365	410	2,706	5,122	4,940
Other Assets.....	-----	-----	140	281	-----	-----
Total Assets.....	-----	5,247	33,482	69,668	83,167	78,170
<i>Liabilities and Equity</i>						
Current Liabilities.....	-----	1,568	10,759	19,301	25,991	22,153
Long-Term Debt.....	-----	1,431	7,598	16,813	25,121	23,100
Other Non-Current Liabilities.....	-----	-----	-----	-----	449	1,312
Operating Reserves.....	-----	101	1,808	2,311	-----	-----
Deferred Credits.....	-----	17	235	2,277	3,257	3,998
Stockholders' Equity—Net of Treasury Stock.....	-----	2,130	13,082	28,966	28,349	27,607
Preferred Stock.....	-----	-----	1,211	1,441	1,437	1,436
Common Stock.....	-----	4,169	5,466	6,863	8,237	8,532
Other Paid-In Capital.....	-----	3,135	4,304	14,341	15,701	17,649
Retained Earnings.....	-----	(5,174)	2,101	6,321	2,974	(10)
Total Liabilities and Equity.....	-----	5,247	33,482	69,668	83,167	78,170

See Footnotes at Bottom of Page 24

**Assets, Liabilities and
Stockholders' Equity**
(continued)

(Sept. 30)
1958

	1939	1949	1955	1956	1957	1958
Consolidated Industry						
<i>Assets</i>						
Current Assets.....	31,605	256,537	579,367	598,161	607,728	619,364
Investments and Special Funds.....	3,447	50,832	85,023	203,653	189,689	251,972
Flight Equipment.....	34,584 ^a	490,280	1,167,584	1,441,535	1,763,693	1,895,410
Reserve for Depreciation and Maintenance.....		196,481	606,073	699,797	817,175	915,500
Ground Property and Equipment.....		120,109	196,871	228,940	259,899	278,570
Reserve for Depreciation.....		48,421	102,372	115,465	131,074	145,180
Other Property.....		10,838	32,420	51,017	57,642	90,336
Deferred Charges.....	2,119	43,948	15,221	22,761	36,115	43,156
Other Assets.....	5,194	2,013	1,455	6,758	.....	.....
Total Assets.....	76,949	729,655	1,369,496	1,737,563	1,966,517	2,118,128
<i>Liabilities and Equity</i>						
Current Liabilities.....	15,503	140,290	386,022	471,385	474,317	486,101
Long-Term Debt.....	6,179	194,824	273,695	437,969	596,526	670,328
Other Non-Current Liabilities.....	767	.....	.....	.....	2,914	22,166
Operating Reserves.....	272	9,391	14,783	17,885	.....	.....
Deferred Credits.....	1,248	31,394	29,214	46,463	61,885	86,948
Stockholders' Equity—Net of Treasury Stock.....	52,980	353,756	665,782	763,861	830,875	852,585
Preferred Stock.....	621	61,530	31,562	18,953	17,405	16,312
Common Stock.....	28,893	90,174	111,213	120,916	145,855	148,382
Other Paid-In Capital.....	23,370	151,766	220,267	267,630	304,992	314,260
Retained Earnings.....	96	50,286	302,740	356,394	362,623	373,631
Total Liabilities and Equity.....	76,949	729,655	1,369,496	1,737,563	1,966,517	2,118,128

See Footnotes at Bottom of Page 24

DOMESTIC INTERCITY PASSENGER MILES

(For Selected Years, In Millions)

	1939	1949	1955	1956	1957	1958
Railroad Travel:¹						
First Class.....	7,527	9,349	6,440	6,275	5,185	4,249
Coach.....	11,180	20,310	17,329	17,105	16,365	14,300 ⁵
Air Travel:²						
First Class.....	654	6,454	13,025	14,202	15,736	15,180
Coach.....	.....	251	6,716	8,074	9,510	10,076
Motor Bus Travel³						
.....	9,100	22,411	16,562	16,409	14,886	14,588 ⁵
Total Common Carriers.....	28,461	58,775	60,072	62,065	61,682	58,393
Airline Share of Total.....	2.3	11.4	32.9	35.9	40.9	43.3
Private Automobile, Intercity⁴.....	234,700	376,313	585,800	617,700	637,800	650,000⁵
Total Common Carrier and Auto.....	263,161	435,088	645,872	679,765	699,482	708,393
Airline Share of Total Intercity Travel.....	0.2	1.5	3.1	3.3	3.6	3.6

¹ I.C.C., Statistics of Railways in the United States, 1958, Statement M-250.

² 1939, CAB, Annual Airline Statistics; 1949, CAB, Recurrent Reports on Traffic Statistics; 1955-1957, CAB, Monthly Reports on Air Carrier Traffic; 1958, Carrier Reports to CAB.

³ 1939, I.C.C. Statement No. 531, Jan. 1953; 1949-1957, I.C.C., Transport Economics, Dec. 1958.

⁴ 1939, NAMBO, Bus Facts, 20th Edition; 1949-1956, I.C.C., Transport Economics, May 1956; 1958 estimated on basis of gasoline sales.

⁵ Estimated.

REVENUE PASSENGERS CARRIED

U. S. Scheduled Airline Industry

(For Selected Years, In Thousands of Passengers)

	1939	1949	1951	1952	1953	1954	1955	1956	1957 ²	1958 ²
Domestic Trunk Airlines	1,713	14,021	20,621	22,759	26,137	29,526	34,511	37,598	40,270	39,513
Local Service Airlines		678	1,481	1,736	2,032	2,423	2,897	3,453	3,943	4,265
Territorial Airlines	22	382	550	515	553	561	591	627	589	572
Helicopter Airlines					1	9	29	62	148	228
International and Overseas Airlines	129	1,520	2,038	2,362	2,682	2,888	3,376	3,888	4,065	4,182
Alaskan Airlines ¹	n.a.	122	157	194	220	225	264	315	309	315
TOTAL SCHEDULED AIRLINE INDUSTRY	1,864	16,723	24,847	27,566	31,625	35,632	41,623	45,943	49,339	49,075
AVERAGE LENGTH OF HAUL										
(Statute Miles)										
Domestic Trunk Airlines	397	469	495	533	547	550	557	576	608	618
International and Overseas Airlines	557	1,351	1,275	1,278	1,261	1,296	1,307	1,315	1,415	1,429

¹ Alaskan data for 1949 include charter flights. 1939 not available.

² Passengers for 1957 and 1958 were reported on a basis which yielded slightly lower figures than the basis used in prior years. This accounts in part for the typical increase of average length of haul in 1957 as compared to 1956.

AVERAGE REVENUE PER PASSENGER MILE

Intercity Common Carriers

(For Selected Years, In Cents per Mile)

	1939	1946	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958
Domestic Scheduled Airlines ¹												
Coach or Tourist			3.96	4.10	4.45	4.18	4.13	4.34	4.32	4.29	4.25	4.52
All Services	5.28	4.62	5.75	5.54	5.59	5.54	5.43	5.37	5.32	5.28	5.25	5.58
International Scheduled Airlines												
Coach or Tourist							5.77	5.83	n.a.	n.a.	5.77	5.66
All Services	8.57	8.31	7.72	7.28	7.13	7.04	6.88	6.79	6.68	6.70	6.57	6.52
Railroads, Class I ⁴												
First Class ³	2.33	2.45	3.14	3.25	3.27	3.35	3.38	3.35	3.31	3.39	3.68	3.72
Coach	1.80	1.82	2.41	2.47	2.47	2.53	2.53	2.50	2.47	2.56	2.71	2.75
Intercity Motor Buses, Class I												
Buses, Class I	1.56	1.66	1.84	1.88	1.94	2.02	2.05	2.07	2.05	2.13	2.26	2.37 ²

¹ Trunk airlines.

² Estimated.

³ Does not include payments to Pullman Company for seat, berth, etc.

⁴ Excludes commutation.

n.a. Not available.

Note: Average passenger fare is derived by dividing passenger revenue by revenue passenger miles.

AIRCRAFT OWNED AND ON ORDER

By U. S. Scheduled Airline Industry
(For Selected Years)

THIS TABLE SHOWS HOW THE SIZE AND TYPE OF AIRCRAFT USED BY THE SCHEDULED AIRLINES HAS IMPROVED OVER THE YEARS AND HOW THE SCHEDULED AIRLINES WILL CONTINUE TO ADD NEW AND FASTER AIRCRAFT TO INSURE IMPROVED SERVICE FOR THEIR CUSTOMERS.

Manufacturer	Model	1939	1949	1952	1956	(Jan.) ¹ 1959	New aircraft on order for delivery in:		
							1959	1960	1961
Boeing:	247D, 307B, 314	45	5	....	....	....	....	....	....
	377	....	35	44	34	32	....	....	....
	B707 (Jet)	....	....	....	....	9	36	10	....
	B707-Intercontinental (Jet)	....	....	....	....	....	12	23	....
	B720 (Jet)	....	....	....	....	....	....	26	10
Convair:	240	....	112	113	100	76	....	....	....
	340	....	....	8	123	113	....	....	....
	440	....	....	....	19	31	....	....	....
	600 (Jet)	....	....	....	....	....	....	....	25 ²
	880 (Jet)	....	....	....	....	....	2	38	10
Curtiss:	C-46	....	2	75	94	87	....	....	....
Douglas:	DC-2	56	....	....	....	....	....	....	....
	DC-3	147	449	419	356	331	....	....	....
	DC-4	....	230	185	143	95	....	....	....
	DC-6	....	109	195	299	364	....	....	....
	DC-7	....	....	....	132	252	....	....	....
	DC-8 (Jet)	....	....	....	....	....	19	67	15
Fairchild:	F-27 (Turboprop)	....	....	....	....	21	18	....	....
Lockheed:	L-10	41	6	....	....	....	....	....	....
	Lodestar	....	11	11	10	7	....	....	....
	Other early models	6	....	....	....	....	....	....	....
	Constellation	....	79	115	117	112	....	....	....
	Super Constellation	....	....	24	79	140	....	....	....
	Electra (Turboprop)	....	....	....	....	11	89	26	....
Martin:	202	....	24	21	23	26	....	....	....
	404	....	....	96	97	95	....	....	....
Sikorsky:	All types	28	....	....	....	....	....	....	....
Vickers:	V-700 (Series) (Turboprop)	....	....	....	54	70	....	....	....
	V-800 (Series) (Turboprop)	....	....	....	....	12	3	....	....
	Other	24	10	17	25	18	....	....	....
Total Fixed Wing		347	1,072	1,323	1,705	1,902	179	190	60
Helicopters:									
Bell:	B47	....	6	6	7	4	....	....	....
Sikorsky:	S51	....	5	3	2	2	....	....	....
	S55	....	....	5	8	6	....	....	....
	S58	....	....	....	3	5	....	....	....
	V44B	....	....	....	....	5	....	....	....
Total Helicopters		....	11	14	20	22	....	....	....

¹ Piston powered aircraft data are as of January 14 and turbine as of January 31, 1959.

² Ten scheduled for delivery in 1961 and 15 in 1962.

COMPARATIVE TRANSPORT SAFETY RECORD

*Passenger Fatality Rate per 100,000,000 Passenger Miles
(For Selected Years)*

	1939	1949	1951	1952	1953	1954	1955	1956	1957	1958
Domestic Scheduled Airlines										
Fatalities.....	9	93	142	46	86	16	156	143	30	113
Rate.....	1.20	1.39	1.35	.37	.59	.10	.79	.64	.12	.45
International and Overseas Scheduled Airlines ¹										
Fatalities.....	10	4	43	94	2	0	2	9	40	11
Rate.....	12.80	.19	1.59	2.98	.06	.....	.04	.17	.67	.18
Motor Buses										
Fatalities.....	²	120	130	100	70	60	100	80	70	n.a.
Rate.....	²	.19	.22	.16	.13	.11	.19	.16	.13	n.a.
Railroad Passenger Trains										
Fatalities.....	32	29	150	14	50	23	19	57	17	61 ³
Rate.....	.14	.08	.43	.04	.16	.08	.07	.20	.07	.26 ³
Passenger Autos and Taxis										
Fatalities.....	16,300	15,300	21,000	22,600	23,500	22,500	24,700	26,100	25,700	n.a.
Rate.....	3.7	2.0	2.4	2.8	2.9	2.6	2.7	2.7	2.6	n.a.

¹ Alaska data not included in 1939.

² Motor Bus statistics included in Passenger Autos and Taxis.

³ Preliminary.

n.a. Not Available.

COMPARISON OF RAIL AND AIR FARES WITH TRAVEL TIMES

(1949 and 1958)

	FARES											
	First Class						Coach					
	Rail ^a			Air			Rail			Air		
	1949	1958	% Change	1949	1958	% Change	1949	1958	% Change	1949	1958	% Change
Chicago—New York	\$ 39.55	\$ 74.35 ^b	88.0	\$ 44.10	\$ 47.95	8.7	\$22.75	\$37.33	64.1	\$29.60	\$ 34.10	15.2
Detroit—Boston	32.54	51.21 ^b	57.4	38.70	42.30	9.3	19.88	31.03	56.1	.....	32.35	.....
Los Angeles—New York	132.90	163.50	23.0	157.85	166.25	5.3	71.42	92.91	30.1	.....	104.00	.....
Washington—New Orleans	49.73	61.59	23.8	62.95	67.55	7.3	28.32	34.49	21.8	45.70	45.00	—1.5
Dallas—San Francisco	79.56	91.06	14.5	96.35	102.85	6.7	42.88	50.65	18.1	.....	70.70	.....
Minneapolis—Seattle	76.56	87.84	14.7	97.25	103.20	6.1	43.45	47.90	10.2	.....	75.75	.....
Cincinnati—Miami	51.66	64.95	25.7	62.50	68.10	9.0	29.29	36.46	24.5	.....	42.95	.....
Philadelphia—Atlanta	35.19	47.83	35.9	44.25	48.10	8.7	20.00	24.92	24.6	.....	30.35	.....

	TRAVEL TIMES						
	Rail			Air			
	1949	1958	% Change	1949	1958	% Change	% Change
Chicago—New York.....	15:30	15:30	0.0	2:55	2:25	—17.1	
Detroit—Boston.....	14:50	13:35	—8.4	3:10	2:35	—18.6	
Los Angeles—New York.....	66:00	63:50	—3.3	9:45	7:20	—24.8	
Washington—New Orleans.....	27:00	25:20	—6.2	3:15	3:05	— 5.2	
Dallas—San Francisco.....	47:10	44:15	—5.9	5:20	4:45	—10.9	
Minneapolis—Seattle.....	37:15	36:10	—2.9	7:25	5:20	—28.2	
Cincinnati—Miami.....	33:05	31:45	—4.0	6:18	3:12	—49.2	
Philadelphia—Atlanta.....	15:47	15:08	—4.1	5:26	2:58	—45.3	

^a Includes price of a lower berth.

^b Roomettes substituted for lower berth, when no berth charge is shown on timetable.

CLASSES OF UNITED STATES COMMERCIAL AIR CARRIERS

At the end of 1958 there were seven recognized classes of air carriers in the air transport industry of the United States. These classifications are used by the Civil Aeronautics Board in connection with the economic regulation of the industry and under the Civil Aeronautics Act are 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 carriers which presently have permanent operating rights within the continental United States. 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 1958 were:

Allegheny	Lake Central	Ozark	Southern
Bonanza	Mohawk	Pacific	Trans Texas
Central	North Central	Piedmont	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	Pan American	Trans Caribbean ²
American	Mackey ²	Pan American-Grace	Trans World
Braniff	National	Resort ^{1 2}	U. M. C. A. ²
Caribbean Atlantic	Northwest	Samoan ^{2 3}	United
Delta	Pacific Northern	South Pacific ^{2 3}	Western

4. The Territorial Lines include two groups of carriers. The Insular Lines operate in the Hawaiian Islands and the Alaskan Lines operate between the U. S. and Alaska and within Alaska.

INSULAR LINES

Hawaiian
Aloha

Operating between the U. S. and Alaska

Alaska ⁴
Northwest ⁵

Pacific Northern ⁴
Pan American ⁵

ALASKAN LINES

Operators within Alaska

Alaska
Alaska Coastal
Bristol Bay ^{2 3}
Cordova
Ellis

Howard J. Mays ²
Northern Consolidated
Pacific Northern
Pan American
Reeve Aleutian
Wien

5. The Helicopter Airmail Lines presently operate between airports, central post offices, and suburbs of New York, Chicago and Los Angeles. Originally certificated as exclusive mail carriers they now fly passengers, air freight and air express.

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.

AAXICO	Flying Tigers	Seaboard & Western
Aerovias Sud Americana	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. As of December 31, 1958 this group includes:

Supplemental and irregular transport carriers.....	43
Air freight forwarders.....	71
Air taxi operators.....	2019

¹ Certificated cruise carrier.

² Certificated non-mail carriers.

^{1 2 3} Statistical data of these carriers are not included in the statistical tables.

³ Not operating.

⁴ Statistical data of these carriers are included with Alaskan Airlines.

⁵ Statistical data of these carriers are included with International and Overseas Airlines.

OFFICERS

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MEMBER AIRLINES

- AAXICO Airlines**, Howard J. Korth, Pres., P. O. Box 875, Miami Int'l Airport Branch, Miami, Florida
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Alaska Coastal Airlines, O. F. Benecke, Co-Manager, 2 Marine Way, Juneau, Alaska
Allegheny Airlines, Leslie O. Barnes, Pres., Washington National Airport, Washington 1, D. C.
American Airlines, C. R. Smith, President, 100 Park Avenue, New York 17, New York
Bonanza Air Lines, Edmund Converse, Pres., McCarran Field, P. O. Box 391, Las Vegas, Nevada
Braniff Int'l Airways, C. E. Beard, Pres., Braniff Building, Exchange Park, Dallas 35, Texas
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***Caribbean Atlantic Airlines**, Dionisio Trigo, Pres., P. O. Box 6035, Loiza Street Station, Santurce, Puerto Rico
Central Airlines, Keith Kable, Pres., Meacham Field, Fort Worth 7, Texas
Chicago Helicopter Airways, John S. Gleason, President & Treasurer, 5240 W. 63rd Street, Chicago 38, Illinois
Continental Air Lines, Robert F. Six, Pres., P. O. Box 9063, Denver 16, Colorado
Cordova Airlines, Merle K. Smith, President & Gen. Mgr., P. O. Box 6203, Anchorage, Alaska
Delta Air Lines, C. E. Woolman, Pres. & Gen. Mgr., Atlanta Airport, Atlanta, Georgia
Eastern Air Lines, E. V. Rickenbacker, Chairman of the Board & Gen. Mgr., 10 Rockefeller Plaza, New York 20, New York
Ellis Air Lines, R. E. Ellis, Pres., P. O. Box 1059, Ketchikan, Alaska
The Flying Tiger Line, Robert W. Prescott, Pres., Lockheed Air Terminal, Burbank, California
Frontier Airlines, L. B. Maytag, Pres., Stapleton Airfield, Denver 7, Colorado
***Hawaiian Airlines**, A. D. Lewis, Pres., Honolulu International Airport, Honolulu 17, T. H.
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Los Angeles Airways, C. M. Belinn, Pres., Box 45155, Airport Sta., Los Angeles 45, California
Mackey Airlines, Joseph C. Mackey, Pres., Broward County Int'l Airport, Ft. Lauderdale, Florida
Mohawk Airlines, Robert E. Peach, Pres., Oneida County Airport, Utica, New York
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Northwest Airlines, D. W. Nyrop, Pres., 1885 University Avenue, St. Paul 1, Minnesota
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Pacific Air Lines, John H. Connelly, Pres., San Francisco International Airport, San Francisco, California
Pacific Northern Airlines, A. G. Woodley, President, 1626 Exchange Building, Seattle 4, Washington
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Piedmont Airlines, T. H. Davis, President, Smith Reynolds Airport, Winston-Salem 1, N. C.
Reeve Aleutian Airways, Robert C. Reeve, Pres. & Supt. Operations, Box 559, Anchorage, Alaska
Resort Airlines, T. B. Wilson, Chair. of the Bd. & Chief Exec. Off., Suite 326, 1346 Connecticut Ave., N.W., Washington 6, D. C.
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Trans Texas Airways, R. E. McKaughan, Pres., Suite 814, First City National Bank, Houston 2, Texas
Trans World Airlines, Warren Lee Pierson, Chairman of the Board, 1000 16th Street, N.W., Washington 6, D. C.
United Air Lines, W. A. Patterson, Pres., 5959 S. Cicero Avenue, Chicago 38, Illinois
West Coast Airlines, Nick Bez, Pres., Boeing Field, Seattle 8, Washington
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