

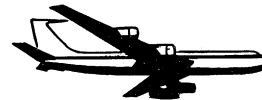
**Facts  
&  
Figures**

***AIR TRANSPORTATION***

---

**1963**

# 1962 AT A GLANCE



## Traffic, Financial and Service Summary For the United States Scheduled Airline Industry

	1962	1961	% Change over 1961	1952	% Change 1962 over 1952
<b>TRAFFIC</b>					
	(000)	(000)		(000)	
Passengers.....	62,480	58,408	7.0	27,567	126.6
Passenger Miles.....	43,757,971	41,701,560	4.9	15,624,375	180.1
Freight Ton Miles.....	898,135	732,951	22.5	288,551	211.3
Mail Ton Miles.....	339,970	299,226	13.6	93,000	265.6
Express Ton Miles.....	69,925	61,167	14.3	41,696	67.7
Total Revenue Ton Miles.....	6,237,761	5,393,933	15.6	2,004,815	211.1
<b>FINANCIAL <sup>P</sup></b>					
Total Operating Revenues (000).....	3,434,728	3,063,577	12.1	1,169,268	193.8
Total Operating Expenses (000).....	3,246,105	3,035,115	6.9	1,064,101	205.0
Net Operating Income (000).....	188,623	28,459	564.2	105,167	79.7
Net Profit or (Loss) <sup>1</sup> (000).....	54,536	(37,758)	....	59,537	(10.3)
Rates of Return on Investment <sup>2</sup> .....	5.7	2.1	....	10.6	....
Profit Margin on Sales <sup>3</sup> .....	1.6	....	....	5.1	....
<b>SERVICE</b>					
No. of Aircraft in Service.....	1,858	1,873	(0.8)	1,337	39.0
Fastest Cruising Speed.....	625 mph	625 mph	....	300 mph	108.3
Plane Miles Flown (000).....	1,009,399	969,654	4.1	589,429	71.3
Available Seat Miles (000).....	82,607,522	71,856,610	15.0	24,125,267	242.4
No. of Points Served <sup>4</sup>					
Domestic <sup>5</sup> .....	560	561	(0.2)	544	2.9
International <sup>6</sup> .....	148	152	(2.6)	164	(9.8)
Route Miles Served					
Domestic.....	284,103	290,911	(2.3)	165,321	96.8
International.....	325,361	324,767	0.2	241,187	34.9
No. of Employees.....	171,228*	169,941	0.8	107,433	59.4
Average Annual Wage.....	\$7,180*	\$7,150	0.4	\$4,578	56.8
Total Payroll (000).....	\$1,229,507*	\$1,215,895	1.1	\$491,838	150.0

<sup>P</sup> Preliminary

<sup>1</sup> After taxes, special items, and non-operating income or loss

<sup>2</sup> Net income before interest and after taxes as percent of average net worth and long term debt

<sup>3</sup> Profit as percent of revenues

<sup>4</sup> Many points serve more than 1 city  
Does not include Alaskan Points

<sup>5</sup> Includes 8 Hawaiian Points

<sup>6</sup> Includes 1 Hawaiian Point—Honolulu

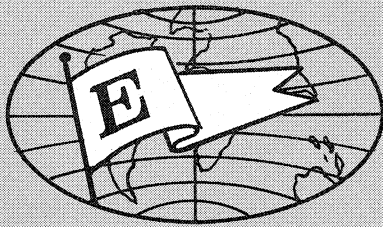
\* As of September 30, 1962

*Twenty-Fourth Edition*

### Facts and Figures, 1963

Official Publication of the  
Air Transport Association of America

The Standard Reference of  
United States Scheduled Air Transportation



THE  
"E" AWARD  
PRESENTED TO  
AIR TRANSPORT ASSOCIATION  
OF AMERICA



MARCH 4, 1963

**CITATION:** The Air Transport Association of America has worked continuously to develop travel to the United States. Its International promotion efforts, through a wide variety of programs, have stirred interest in tourism overseas, and its program to streamline requirements and procedures for visitors has resulted in the elimination of many time-consuming formalities. It has worked assiduously to promote exports and obtain more simplified shipping requirements. These efforts reflect credit on the organization and our private enterprise system, and constitute a substantial contribution to the export expansion program of the United States.

*"In the name and  
by the authority of the President"*

LUTHER H. HODGES  
*Secretary of Commerce*

## THE PRESIDENT'S MESSAGE

In 1962, the scheduled airlines continued to move vigorously toward their primary goals for the nation's air transport system—improved service under the highest safety standards.

In their drive to improve the present high level of safety, the airlines explored and implemented new techniques and equipment which assure that their fleet of modern aircraft are soundly maintained and operated under the most progressive methods and by highly skilled ground and air crews.

Always alert to new advances which enhance safety, the carriers continued their aggressive evaluation programs. Their intensive interest also continued to spur activity in other industries and in government labs. When advanced equipment and techniques reach an operational stage, they are brought into the airline system. The major, voluntary program to equip airline fleets with a new navigation aid—Distance Measuring Equipment—is a good example.

The safety record in 1962 reflects this continuing effort. The scheduled airlines flew 62,480,000 passengers 43,758,000,000 passenger miles during the year. The 121 passenger fatalities brought the safety rate to 0.27 fatalities per 100 million passenger miles, a record that compares very favorably with other modes of transportation and which reflects a steadily declining trend over the years.

The industry continued to modernize equipment and services. New jet transports were still being delivered in this fifth year of the jet age, and more are on order. Along with new airplanes, new airport facilities, designed to smooth and speed the way of passenger and cargo alike, were added to the nation's air transport system.

The system blends a broad range of services, each of them tailored to particular demands of the American economy. The helicopter lines are developing metropolitan service while the local airlines connect our smaller cities with their major markets. The Alaskan, Hawaiian and territorial lines meet the needs of their regions. They all feed passengers and property into the broad network of trunk airlines within our borders and U.S.-flag carriers overseas.

This public service system is a vital asset to the national economy. Its benefits are manifest in many ways. Development of international travel and trade is one. The U.S. domestic and international airlines are a key element in the drive to increase exports and to encourage tourism. They carry businessmen and goods from American communities all over the United States to overseas markets. Foreign sales, of course, are an important stimulant to domestic production.

The airlines also carry tourists to the United States and fly them around while they are here. In each way, they help bring new business to the national economy. Together, they are also

continually working to eliminate the red tape that might impede this flow of people and products. These efforts were recognized by Secretary of Commerce Luther Hodges when he presented ATA with the President's E Award for promoting international trade and travel.

Purely within our borders, such services as those provided by the local airlines give American industry the good communications it needs in its drive to diversify. In this manner, local service subsidy is an investment in economic growth.

Along with passenger and cargo services, Congress has given the airlines a mandate to serve the postal system and the national defense.

The postal airlift continues to increase in utility. Regular air mail services are growing in volume and efficiency, and the airlines are working with the Post Office Department to increase the benefits to the public of speedier delivery through airlift of first class surface mail.

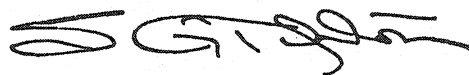
National defense services were amply demonstrated throughout the nation's Cuban troubles in 1962. Emergency airlift was provided as planned to the Defense Department during the October missile crisis. The carriers will continue working with the federal government to make this jet emergency airlift plan an even more effective service.

In the exchange of goods for Cuban prisoners of the Bay of Pigs invasion force, the airlines provided free transportation for a large volume of goods donated to the group arranging the exchange.

Providing for the future is the present basic challenge to our industry. The airlines are devoting the most serious and determined efforts to this task. But they must be matched by a prudent and intelligent government effort to assure success.

As the carriers prepare for such major advances as the supersonic transport, it is a time for the agencies which affect the industry to proceed with care and courage in their Congressionally directed charge to promote the development of U.S. civil aviation. Regulation in economic and technical areas must be attuned to the demands of the future. And such services as the air navigation and traffic control system must evolve in a way that will permit efficient handling of as many modern aircraft as the nation's air commerce calls for in any phase of its future development.

The scheduled airlines are pledged to continued safe and efficient operation of the air transport system that has served the nation so well. This system was substantially improved in 1962, and that will again be our mission in 1963.



STUART G. TIPTON, *President*  
*Air Transport Association of America*





# AIR TRANSPORT ASSOCIATION OF AMERICA

Twenty-Fourth Edition

## Facts and Figures, 1963

### Table of Contents

Aircraft Owned and on Order .....	34	Intra-Hawaiian Airlines .....	17, 20, 21, 22, 24, 26, 29
All-Cargo Airlines .....	17, 20, 21, 23, 25, 27, 31	Local Service Airlines .....	15, 20, 21, 22, 24, 26, 28
Assets, Liabilities and Stockholders' Equity .....	28, 29, 30, 31	Members of Air Transport Association .....	Back Cover
Available Service and Utilization .....	20	Officers of Air Transport Association .....	Back Cover
Average Length of Haul ( <i>Revenue Passenger Table</i> )....	33	Operating Expenses .....	24, 25
Average Revenue Per Passenger Mile .....	32	Operating Revenues .....	22, 23
Classes of U. S. Commercial Air Carriers .....	35	Passenger Travel Between U. S. and Foreign Countries	33
Consolidated Industry .....	20, 21, 23, 25, 27, 31	Personnel Employed .....	32
Definition of Terms .....	5	President's Message .....	3, 4 <i>Stuart G. Tipton, President of the Air Transport Association</i>
Directors of Air Transport Association .....	Back Cover	Profit or Loss Summary .....	26, 27
Domestic Trunk Airlines .....	15, 20, 21, 22, 24, 26, 28	Revenue Passengers Carried .....	33
Helicopter Airlines .....	16, 20, 21, 22, 24, 26, 29	Revenue Ton Mile Traffic Carried .....	21
Intercity Passenger Mile Travel in United States .....	33	Safety Records .....	32
International and Territorial Airlines .....	17, 20, 21, 23, 25, 27, 30	Trend Toward Coach .....	15
Intra-Alaskan Airlines .....	17, 20, 21, 23, 25, 27, 30	Users of the Airspace .....	19

The tables this year show the six consecutive years, 1957-1962. Revised data filed by the scheduled carriers with the Civil Aeronautics Board are the major source of the statistics.

### Definition of Terms

#### Passenger Miles and Ton Miles

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

**AVAILABLE TON MILES.** Total ton miles of lift capacity available for sale in scheduled and charter service.

**CHARTER FLIGHT.** Transportation of passengers or property on other than scheduled and designated extra section flights.

**EXPRESS TON MILE.** A ton of express flown one mile.

**FREIGHT TON MILE.** A ton of freight flown one mile.

**PASSENGER MILE.** One passenger flown one mile.

**PASSENGER LOAD FACTOR.** The percentage of available seat miles actually sold in scheduled 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 investments in the business.

**OPERATING EXPENSES.** The expenses incurred in the conduct of the business except for such items as debt financing and other non-operating items.

**OTHER REVENUE.** All other revenues, including excess baggage, chartered services, foreign mails, 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.

**PROFIT MARGIN ON SALES.** Net profit after interest and after taxes as percent of operating revenues.

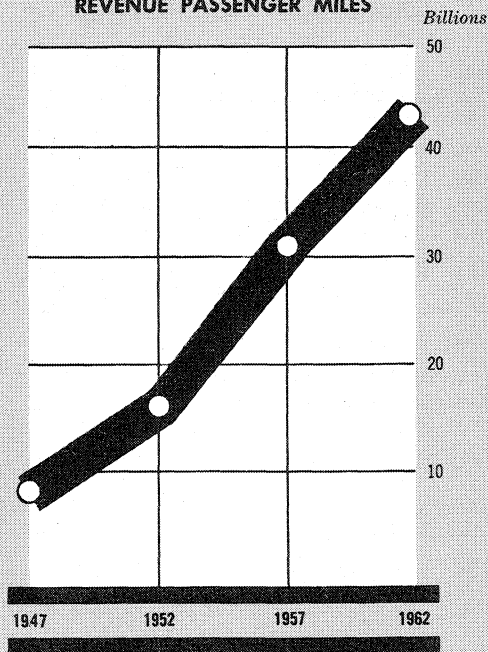
**RATE OF RETURN ON INVESTMENT.** Total return, i.e., net profit plus interest paid on long-term debt, as percent of average investment. Investment is the average of total net worth (stockholders' equity) plus long-term debt at the beginning and end of the year.

**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.

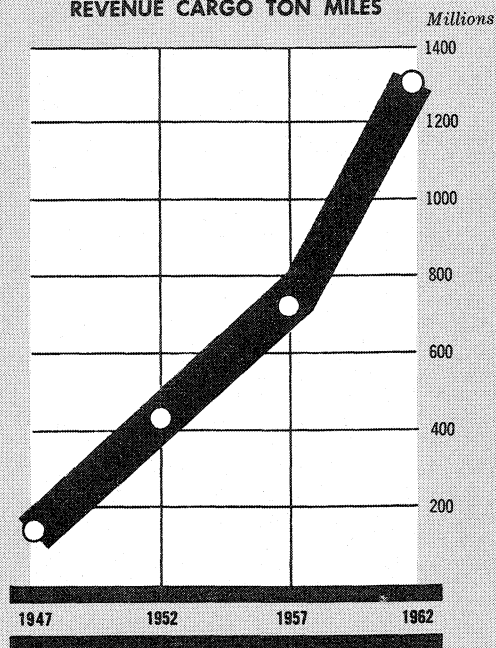


# NEW HEIGHTS

REVENUE PASSENGER MILES



REVENUE CARGO TON MILES



With every new year, U.S. scheduled air transport has brought a fuller measure of service to the traveler, the shipper—and to the nation.

Nineteen sixty-two was a year of extraordinary progress in public service:

All segments of the U.S. scheduled airline industry pressed forward with their fleet-modernization programs, producing new dimensions in comfort, speed and efficiency for passengers and cargo. In 1962—the fifth year of the U.S. civil jet age—turbine-powered aircraft performed three-quarters of all U.S. scheduled air passenger miles.

Increasing their orders for a new family of short-haul passenger/cargo jets and placing their first orders for giant “jet freighters,” the airlines set the stage in 1962 for still further jet penetration of United States air travel and America’s entry into the age of the all-cargo jet.

On a broad scale, they forged ahead with new concepts in ground service, in keeping with the dramatic advances in passenger service aloft.

Swiftly expanding their air/truck programs, the airlines in 1962 increased by one-third the number of communities on the U.S. air cargo map. And they made 12-hour (postmark-to-delivery) coast-to-coast air mail service a commonplace thing.

In 1962, U.S. air transport achieved one of the best safety records in its history. In terms of fatalities in relation to passenger miles, the 1962 rate was the third lowest on record. In terms of fatal accidents in relation to plane miles flown, it was the lowest ever. It was a year, too, of solid progress in the application of new devices and

# IN SERVICE

## . . . to the Public and to the Nation

systems in pursuit of the industry's primary goal: perfect safety.

### **Fare Bargains**

Meanwhile, despite a three per cent general increase early in 1962, the airline fare continued as one of the American consumer's best buys—not only in relation to the mounting increases in general consumer prices over the years, but also by comparison with air fares charged in all other areas of the world.

### **Traffic and Earnings**

The dramatic strides in service—combined with unprecedented promotion and sales activity—helped the airlines to register increases in all categories of traffic. Delivering one billion plane miles of public service, the U.S. scheduled airlines topped the 60-million passenger mark for the first time. They carried 1.3 billion ton miles of cargo—an increase of almost 20 per cent.

Revenues were \$3,434,728,000. Expenses were \$3,246,100,000, producing a net profit of \$54,500,000. This compared to a net loss of \$37,758,000 in 1961.

### **The Future**

The airlines have made significant efficiency gains in operating their new airplanes, savings through improved purchasing methods and aircraft parts pooling, potential economies of improved traffic-servicing systems and are aggressively promoting traffic.

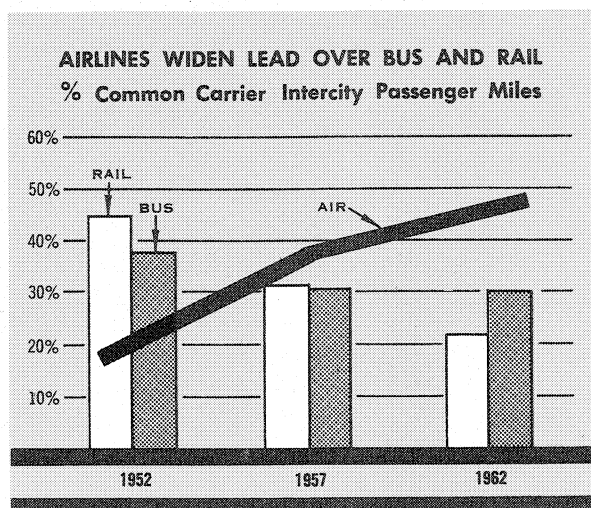
In an industry so extensively regulated, government policies and actions exert strong influence on its future prospects. This partnership role extends far beyond regulation. It embodies an awareness that a healthy, growing U.S. air transport system is essential to the economic progress and security of the United States and the Free World.

### **Value to the Nation**

Air transport is not only helping to create a "Nation of Neighbors," it is also helping to bind free nations together by promoting increased tourism, trade and commerce. It is giving new speed and mobility to business and industry and inspiring new adventures in world marketing.

A pacemaker in plant modernization, U.S. air transport is exerting a significant impact upon the national economy in its own right. Its growing investment in new equipment is believed to represent the most ambitious plant-modernization program of any industry of comparable size in the history of this country. It is creating untold thousands of jobs in the aircraft and engine and related manufacturing industries. And its day-to-day operations produce additional thousands of jobs—not only within the airline business but throughout the myriad ground-support organizations needed to keep the airlines flying.

Of prime importance is the knowledge that as the industry's equipment modernization progresses, so do the nation's resources for airlift in time of national emergency.



## AIR TRAVEL WIDENS THE LEAD

The U.S. scheduled airlines established new gains both in service and traffic in 1962. Flying a billion plane miles, an increase of 4.1 per cent over 1961, they offered a record 82.6 billion seat miles, an increase of 15 per cent.

The number of passengers totaled 62,480,000, an increase of seven per cent over 1961. Passenger miles totaled 43.8 billion, a gain of 9.9 per cent.

As a result, air transport in 1962 continued to widen its lead over its common carrier competitors on both land and sea. Domestically, the U.S. scheduled airlines operated nearly as many passenger miles as intercity rail and bus combined. Were bus traffic reports based upon scheduled services only (bus figures now include charter business under a new bus industry method of traffic reporting), comparative statistics would show that the airlines performed more than half this country's intercity passenger miles in both 1961 and 1962.

The growing leadership of air travel is attributable to a gain of 2.6 billion passenger miles by the domestic airlines, matched against a gain of 1.7 billion passenger miles by the bus lines (including charter) and a decline of 323 million passenger miles by the railroads.

A particularly significant development in 1962 was an apparent check in a long-term decline in the common carrier industry's share of the intercity travel market. For example, the common carriers' share declined from 11.8 per cent in 1952 to 8.7 in 1961. However, it rose to nine per cent in 1962. This recovery is attributable to air and bus gains, on the one hand, and a diminished growth rate in automobile travel on the other hand.

Of even greater importance, from the airline industry's standpoint, was resumption of its historic trend toward increasing its share of total domestic travel. Ten years ago, for example, the airline share was 2.2 per cent. Gaining steadily, its share leveled off at 4.1 per cent in 1960 and 1961. It increased to 4.3 per cent, however, in 1962.

### 77 Per Cent Fly Overseas

Flying still seemed the popular way to go overseas. While steamship traffic increased 6.7 per cent to 1.6 million passengers in 1962, air traffic increased 8.3 per cent to 5.4 million passengers. The airline lead thus widened from 58.1 per cent of the market in 1952 to 77.4 per cent in 1962.

### Foreign Competition Mounts

At the same time, the industry's share of air traffic moving between the United States and foreign countries continued to hover around the 50 per cent mark, following a steady decline from close to 70 per cent of the market a decade ago. This, despite the fact that six out of every 10 passengers in this market are U.S. citizens.

The primary cause of this decline is the great number of foreign-flag airlines that have gained

access to the United States. Across the highly competitive North Atlantic route, for example, two U.S.-flag passenger airlines compete with 18 foreign airlines.

This decline, reminiscent of what happened to the U.S. Merchant Marine years ago, has prompted considerable concern in both the Executive and Congressional branches of the government. It is hoped that this new continuing interest by the government will result in policies conducive to maintaining a strong U.S. international air transport system.

## AIR CARGO SETS THE PACE

All categories of air cargo traffic established new records in 1962 as business and industry, in growing numbers, turned to the airways to bring speed, efficiency and economy into their domestic and foreign distribution systems.

Air cargo traffic (freight, express and mail) carried by the U.S. scheduled airlines totaled 1.3 billion ton miles in 1962, an increase of 19.6 per cent over 1961—or double the growth rate of passenger traffic.

*Air freight*, with a growth rate of 22.5 per cent, paced the industry's phenomenal cargo surge. Air freight ton miles totaled 898.1 million.

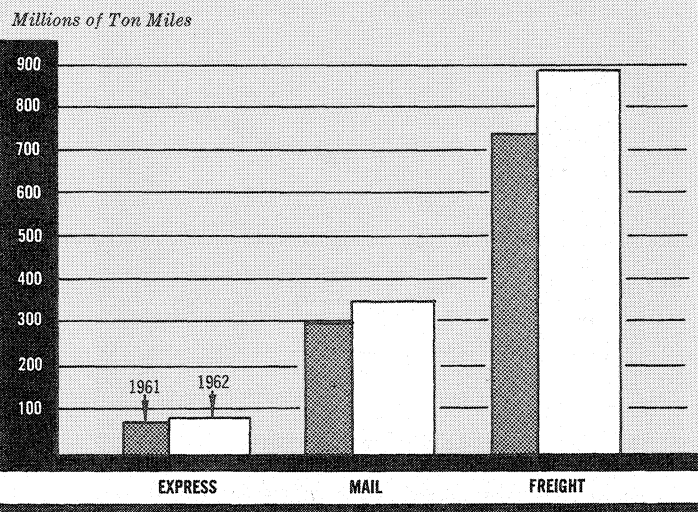
*Air Express*, which marked its 35th anniversary on September 1, totaled 70 million ton miles for an increase of 14.3 per cent.

*Air mail* (letter mail and air parcel post) measured 251.4 million ton miles, an increase of 12.7 per cent.

*First-class mail* (carried on a space-available basis over selected routes) measured 88.6 million ton miles, an increase of 16.4 per cent.

Together, the 340 million ton miles of mail represented an increase of 13.6 per cent.

U. S. AIR CARGO GROWS 20% IN 1962



## HIGHLIGHTS OF 1962

### FLEET MODERNIZATION

The 600-mile-an-hour jet continues to symbolize the progress of U.S. air transport. Taking delivery on most of the remaining four-engine turbojets (pure jets) on order, the U.S. scheduled airlines in 1962 moved nearer a second stage of the jet age.

Several additional carriers placed orders in 1962 for new types of twin- and three-engine combination passenger/cargo aircraft designed for short-to-medium range operations. With these planes, scheduled for delivery starting in late 1963, they plan to effect even deeper jet penetration of United States travel. Altogether, 181 tur-

bine-powered aircraft are scheduled for delivery to U.S. airlines during 1963 and beyond.

The industry launched America into the age of the all-cargo jet in 1962 when several carriers placed initial orders for four-engine jet freighters capable of lifting as much as 45 tons each. Scheduled for delivery beginning in spring 1963, they will enable the airlines to lure a larger share of the bulk freight market, both at home and on international routes.

Meanwhile, the airlines took delivery on 81 turbojet and turboprop aircraft in 1962, raising the turbine-powered fleet to 644. Total fleet composition looked like this at year's end:

Piston .....	1207
Turboprop .....	260
Pure jet .....	391
<b>Total .....</b>	<b>1858</b>

Accordingly, the turbine-powered fleet, which in 1960 overtook the piston fleet in passenger miles flown, sharply increased its share of traffic in 1962. Turbine-powered equipment performed 91 per cent of passenger miles internationally and 74 per cent domestically, for an industry-wide percentage of 77.

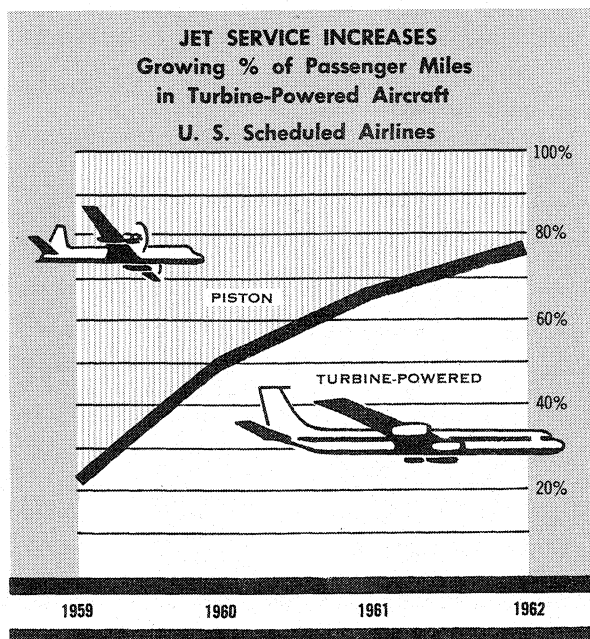
### Better Service for More Cities

Paced by its growing turbine fleet, the industry has to date inaugurated pure-jet service at 52 locations.

Fleet modernization is taking place in many segments of the industry. The local service airlines, for example, are undertaking one of the most extensive re-equipment programs in their history. In 1962, they took delivery on 37 more modern twin piston engine and turboprop aircraft to augment or replace the DC-3—the “workhorse” for them as it had been for the trunk airlines. The helicopter lines expanded turbine-powered services in 1962. As a result, residents of America's smaller communities are also enjoying new speed and comfort brought about by the industry's program of improved flight service.

### Stage Set for Cargo Future

The year 1962 appears to have set the stage for the future of the air cargo business. It was a year of unprecedented service improvement and expansion, both in the air and on the ground. Through contracts with trucking companies, the number of air freight points with scheduled door-





to-door service reached 8,460 by year's end. Through combination air-truck-rail schedules, the number of communities served by Air Express topped 21,000.

At the same time, the airlines accelerated the introduction of mechanized loading systems and the containerization and palletization of loads—all to provide swifter, safer ground handling and to reduce costs.

Besides marking the first all-cargo jet orders, 1962 saw the first full year of the turboprop air freighter in U.S. commercial scheduled air service, and the first scheduling of all-cargo aircraft on local service airline routes.

Meanwhile, the airlines launched the most aggressive domestic and worldwide air cargo sales campaigns in their history.

### Jet Magic with the Mail

One of the most dramatic "miracles" of the jet age takes place on coast-to-coast routes where the airlines have introduced nighttime jet flights expressly for speeding air mail across the nation. Result: air mail letters postmarked before 9:30 P.M. in New York arrive on the West Coast in time for the first local delivery next morning.

The airlines are similarly expediting first-class mail under a program begun 10 years ago to relieve postal congestion. Carrying it on a space-available basis, the airlines now move about 10 per cent of U.S. intercity first-class mail. The airlines estimate that airlift, which in some cases advances mail delivery by as much as two days, costs less than movement by surface transport.

"We plan a gradual expansion of our use of the airlift this year and the years following," Postmaster General J. Edward Day announced recently. "There are only 14 per cent as many mail-carrying trains available today as there were 40 years ago," he explained. "Since 1958, there has been a decline of about 20 per cent in the railroad route mileage available for carrying the mails."

"Nevertheless," he added, "during this same four-year period, since 1958, the payments to American railroads by the Post Office Department have increased by \$22 million. In 1962, total mail payments to railroads were \$357.6 million. We expect payments to railroads will continue to increase because of mail volume growth."

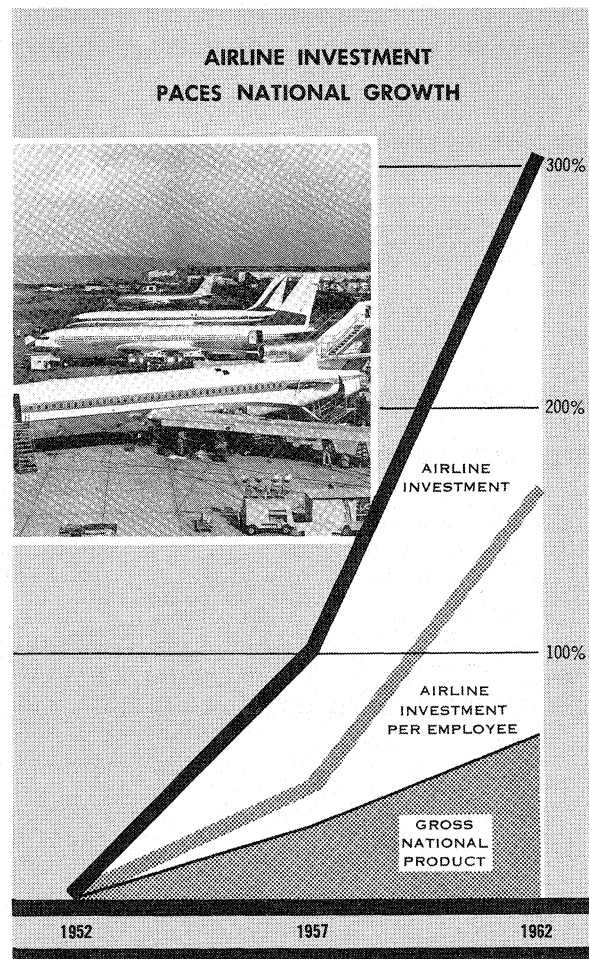
Meanwhile, the airlines were paid \$131,500,000 for hauling mail in 1962. This sum, which represents only 3.8 per cent of the industry's total revenues, contains no element of subsidy; it is

direct payment for work performed. Significantly, air postal services are the Post Office Department's only profitable class of mail, producing a surplus of about \$20 million a year to the Department.

### JET AGE GROUND SERVICE

While fleet modernization is providing a new dimension in service aloft, dramatic innovations in terminal facilities, reservations, ticketing, baggage and flight information are producing significant improvements in customer services on the ground.

In 1962, many airlines activated electronic computer reservations systems to provide instantaneous confirmation of reservations, speed processing, reduce chance of error and provide virtually unlimited capacity. So far, the industry has committed around \$100 million to computerized reservations for better customer service.



Many airlines have begun to take advantage of the swiftness and capacity of their electronic computer systems to improve flight-status reporting to the public. Additional techniques introduced in recent months include display of flight arrival and departure estimates on television screens inside passenger terminals, regular flight status reports over commercial broadcasting stations, and recorded telephone announcements.

Machine ticketing, which cuts several minutes off the customer's ticketing time, is growing in application throughout the industry. Meanwhile, more airlines are promoting "tickets by mail," a procedure whereby tickets are mailed to persons holding advance reservations who make payment by return mail or upon check-in at flight time. This procedure, too, is designed to improve the speed and convenience of customer service on the ground.

Installation of automatic luggage conveyor and sorting systems, especially at the major traffic points, is helping to produce noticeable improvements in baggage service. At the same time, baggage-handling staffs have been enlarged and additional motorized ramp equipment has been put into service at many locations.

Following extensive cooperative study and experimentation, the U.S. scheduled airlines in 1962 adopted uniform procedures for transporting the physically handicapped. Formerly, each airline had different criteria and facilities. Now a handicapped person who can travel has the assurance that if his trip involves a transfer to an-

other flight of the same or a different airline en route, he will be able to proceed smoothly through the trip.

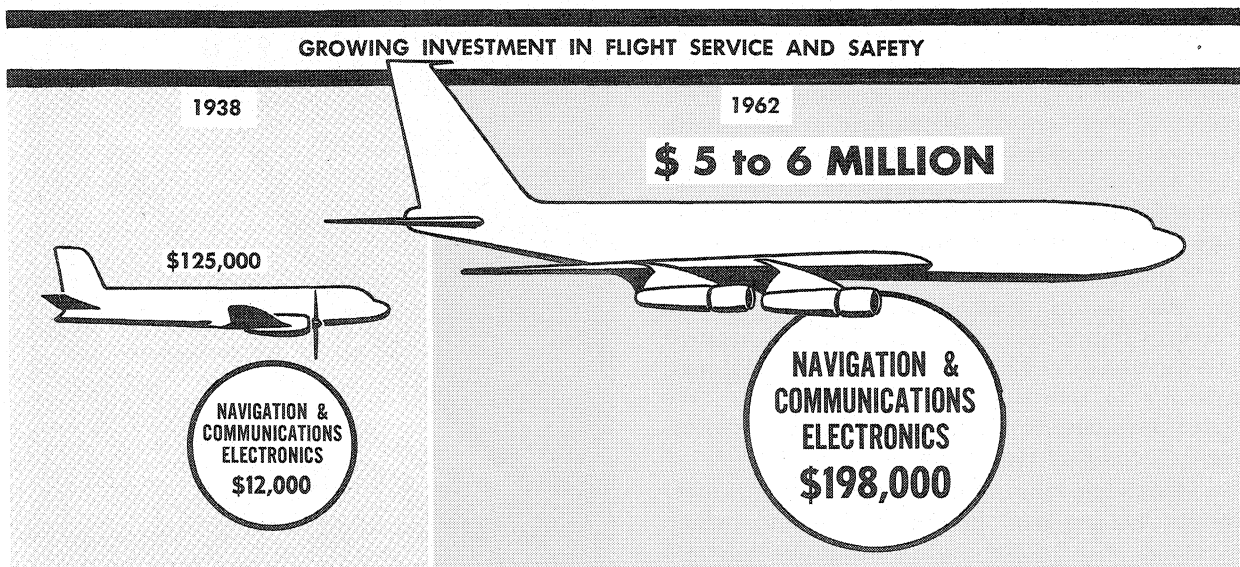
### AIR SAFETY IMPROVES

According to the Civil Aeronautics Board, the safety rate for the U.S. scheduled airline industry was 0.27 passenger fatalities per 100 million passenger miles in 1962, compared with 0.30 for 1961 and 0.76 for 1960. The third best year in history, 1962 was the eleventh consecutive year in which the fatality rate was less than one per 100 million passenger miles. It marked the second successive year in which there were no fatalities in U.S. scheduled international operations.

Airline safety has, in fact, improved sharply with each decade. In the 10 years ending with 1942, for example, the passenger fatality rate was 3.92 per 100 million passenger miles. During the next decade, ending in 1952, the rate was 1.47—a two and one-half-fold improvement. And in the next 10 years, through 1962, the rate averaged 0.44—a three-fold improvement over the previous decade.

The 1962 domestic rate of 0.34 fatalities per 100 million passenger miles compared with a rate of 2.2 for automobiles in 1961, latest year for which auto statistics are available. On this basis, scheduled air travel is six and one-half times safer than travel by car.

In addition to spending more than \$3,000,000 daily in the maintenance and servicing of aircraft, the airlines are investing heavily in new



devices and techniques to further advance safety. On the ground, they have introduced a whole new generation of costly, elaborate testing equipment for jets. In the air, they are installing additional devices that improve navigation reliability. For example, the airlines are installing Distance Measuring Equipment. Cost to the industry: upwards of \$20,000,000.

Meanwhile, the Federal Aviation Agency, which operates the federal air navigation and traffic control system, is expanding its installation of radar. Programming calls for full radar coverage of all designated domestic jet routes by the fall of 1963. In addition, the FAA is expanding "positive control" airspace; that is, bringing more of the sky under mandatory ground traffic control.

### AIR FARES — A BEST BUY

Despite a three per cent general increase early in 1962, air fares in the United States continue as one of America's best buys. While the cost of living as reflected by the general consumer price index increased 115.9 per cent since 1938 (year of the Civil Aeronautics Act), the average airline revenue per passenger mile rose only 23.7 per cent.

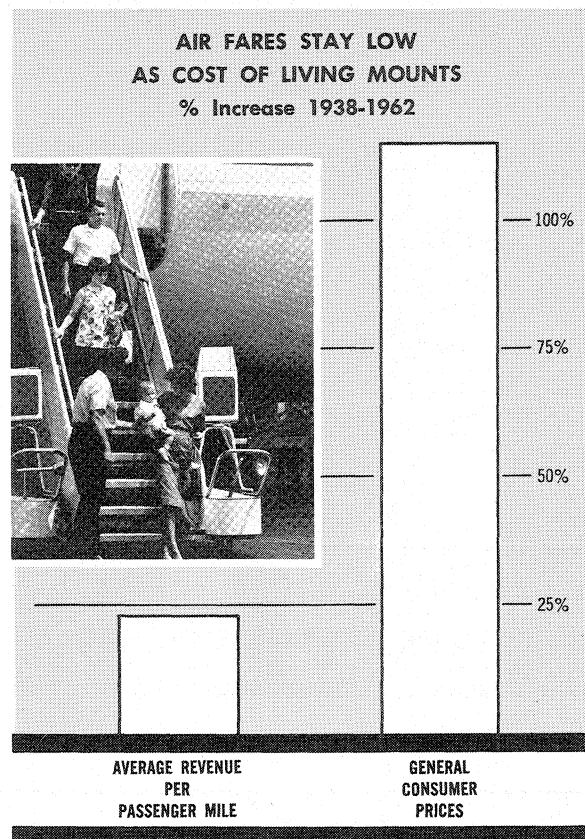
The average revenue per passenger mile was 6.44 cents in 1962.

The U.S. air fare becomes an even greater bargain when viewed in relation to air fares elsewhere. U.S. air fares not only rank among the lowest in the world, they are one-third to one-half lower than in Europe.

The U.S. air travel bargain was further enhanced by Congressional repeal of the 10 per cent travel tax from all forms of common carriers effective last November 15. While Congress did at the same time establish a five per cent tax on air travel as a fee for use of the federal airways, this action did result in lowering the cost to the air traveler.

### INTERNATIONAL TRAVEL AND TRADE PROMOTION

Ranking among America's foremost champions of increased exports and increased "Visit USA" tourism, the U.S. scheduled airlines are exercising vigorous leadership in the promotion of international travel and trade. The U.S.-flag airline industry has received government recogni-

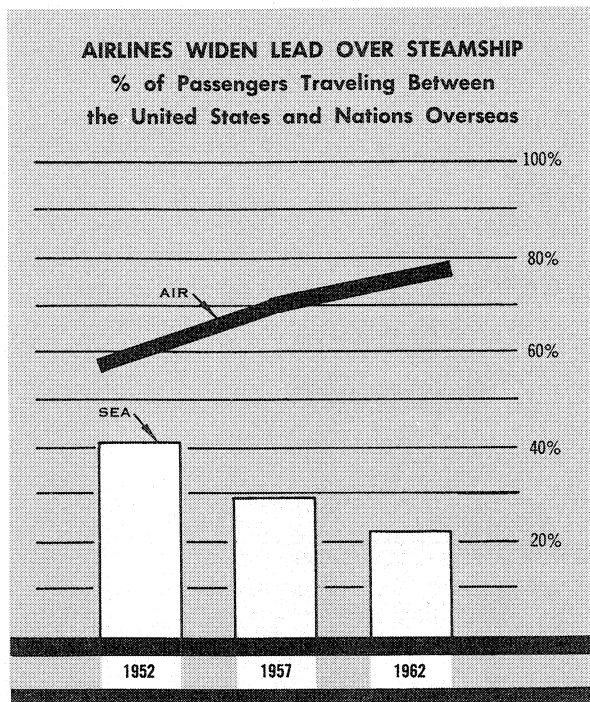


tion for its contribution toward sharply increased export expansion and tourism.

The promotional activity of the airlines is reflected in the sharp increase in export and tourism traffic. Foreign nationals traveling to the United States aboard U.S. scheduled airlines, except those from Canada, totaled 406,682 in 1961 and 485,045 in 1962—an increase of 2.4 and 19.2 per cent, respectively. And U.S. cargo exports aboard U.S. scheduled airlines reached an estimated 66,000 tons in 1962, a gain of about 20 per cent over 1961.

The scope of air cargo growth is further reflected by the fact that, of all international trade moving to and through the port of New York, air transportation accounts for over 10 per cent of the total value of the commodities and products involved. All told, about \$1.5 billion worth of U.S. exports in 1962 were transported by air.

A relatively little-known, but vital, phase of the airlines' promotion program is their work toward streamlining U.S. border-crossing procedures for air travelers and air cargoes. In 1962, the airlines and the appropriate agencies of government scored major successes in their joint program to



modernize U.S. entry requirements for international travel and trade. Chief "facilitation" measures were these:

- Adoption of a visa-by-mail policy in some countries, eliminating the requirement for in-person application at U.S. consular offices.
- Experiments to eliminate the written baggage declaration requirement, in favor of an oral declaration by persons arriving in the United States by air.
- Adoption of a procedure whereby air cargoes transiting the United States, or destined for inland points, may proceed under Customs control without inspection at gateway airports, eliminating the possibility of delays of up to 72 hours.
- Inauguration of an experiment in which U.S. exports are "cleared" at airports of origin rather than at gateway airports, thus eliminating possibility of delay and added expense.

Proving highly successful, these procedures are to be expanded. Proposed by the airline industry, they are elements of a continuing program to break centuries-old barriers to cargo export and "Visit USA" travel.

The Air Transport Association of America—the U.S. scheduled airlines' national service organization—was given the President's E Award for its role in the industry's efforts to promote exports and tourism. The award, conferred by Secretary of Commerce Luther H. Hodges, cites the Association for its efforts to promote tourism overseas, streamline visitor entry requirements, promote exports and simplify shipping requirements.

### AIRLINE DEFENSE ACTION

As in previous national emergencies, the U.S. scheduled airlines responded swiftly to the Defense Department's call for airlift in the Cuban crisis last fall. During the 18 days beginning October 23, the scheduled airlines dispatched 202 aircraft on special military assignments and, in addition, made available considerably increased capacity to the Military Air Transport Service.

Kept in readiness for all-out emergency was the Civil Reserve Air Fleet, composed of 340 aircraft, including 255 scheduled airline planes—132 of them long-range jets. CRAF plans call for full activation, complete with airline flight and ground crews, inside of 36 hours.

At Christmas, U.S. scheduled airlines moved, without charge, 853,000 pounds of drugs and medical supplies, valued at \$8.3 million, in connection with the Cuban prisoner exchange and removed most of the prisoners from Cuba.

### SUPERSONIC TRANSPORT

A new development now under study for air transportation is the supersonic transport, which could cut present flight times in half. The British and French governments and aircraft industries are working jointly on such an airplane, and the Russians also are known to be active in the field.

In 1962, the Federal Aviation Agency continued to guide a joint government/industry research program centering on the technical and economic feasibility of developing a U.S. supersonic transport. This program was oriented toward reaching a decision in 1963.

Although there is no definite date for supersonic air travel, the airlines and the government must lay the groundwork now for the complex ground and air systems and the financial arrangements which are vital to successful operations with these new aircraft.

## 1962 RESULTS BY TYPE OF CARRIER

There are seven classifications of U.S. certificated scheduled airlines. It is on this basis that their service, traffic and financial results are compiled by the Civil Aeronautics Board, and thus are reported here.

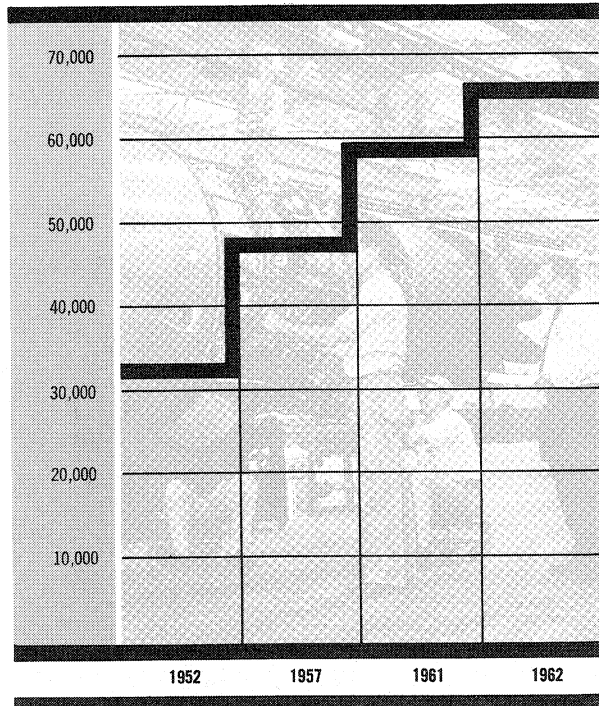
**THE 11 DOMESTIC TRUNK** airlines served a record 46,760,000 revenue passengers for an increase of 6.9 per cent over 1961. Revenue passenger miles increased 7.8 per cent to 31,827,800,000.

Records were also established in all categories of cargo traffic. Mail ton miles were 160,213,000, a gain of 10.7 per cent; express rose to 64,880,000 ton miles, a 14.3 per cent increase; and freight ton miles measured 473,954,000 ton miles, an increase of 23.4 per cent.

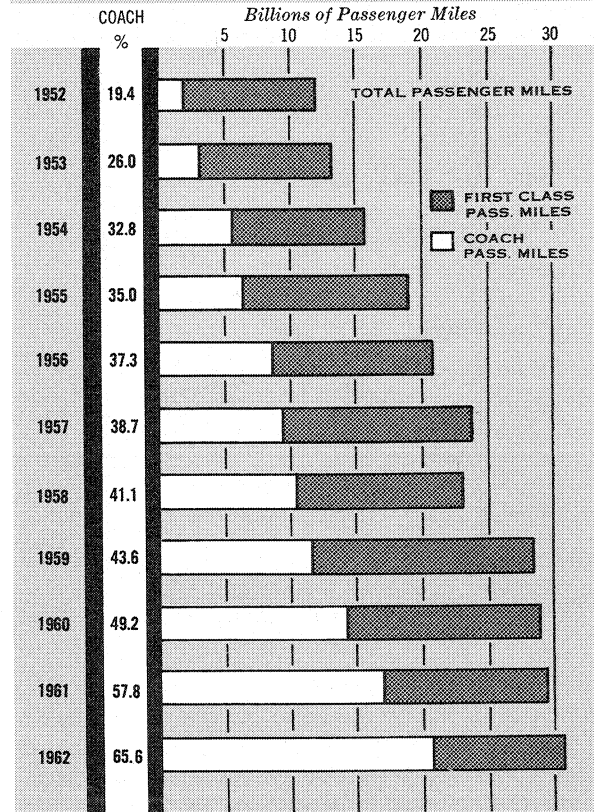
Revenues increased to \$2,250,281,000. Expenses rose to \$2,174,137,000, leaving an operating income of \$76.1 million and a net profit of \$11.3 million after taxes, interest, and special items.

### INCREASED PRODUCTIVITY PER EMPLOYEE Domestic Trunk Airlines

*Available Ton Miles per Employee*



### TREND TOWARD COACH % of Passenger Miles by Class of Service Domestic Trunk Airlines



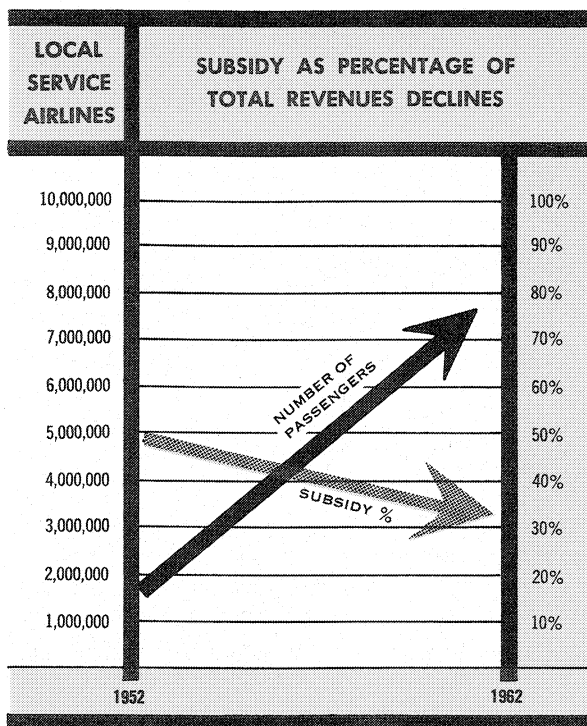
Meanwhile, the trend toward coach showed no letup in 1962. Coach passenger miles increased 22.2 per cent, and first-class decreased 12 per cent. Accordingly, coach traffic accounted for 65.5 per cent of passenger miles in 1962.

**THE 13 LOCAL SERVICE** airlines carried 18.2 per cent more passengers, flew 19.6 per cent more passenger miles and carried 14.3 per cent more mail, 24.9 per cent more express and 31.4 per cent more freight than in 1961. All 13 carriers showed a modest profit in 1962.

Some 7,650,000 revenue passengers flew local service airlines in 1962 for a total of 1.6 billion passenger miles. Mail ton miles were 3.8 million, express ton miles were 3.8 million and freight ton miles were 7.2 million.

The local service airlines are making significant progress in their program to reduce service subsidy which supports operations at several hundred small communities. These smaller cities do not yet generate enough commercial revenues to fully support air service, but Congress and the





Civil Aeronautics Board have concluded that this service is an important factor in the development of these local economics. The overall amount of subsidy has risen until recently. This is attributable to the gradual expansion of local service airline routes to bring air service to more and more of the nation.

Through improved efficiency and traffic promotion, however, the local airlines' relative dependence upon subsidy has been coming down—

from one-half of total revenues 10 years ago to one-third today.

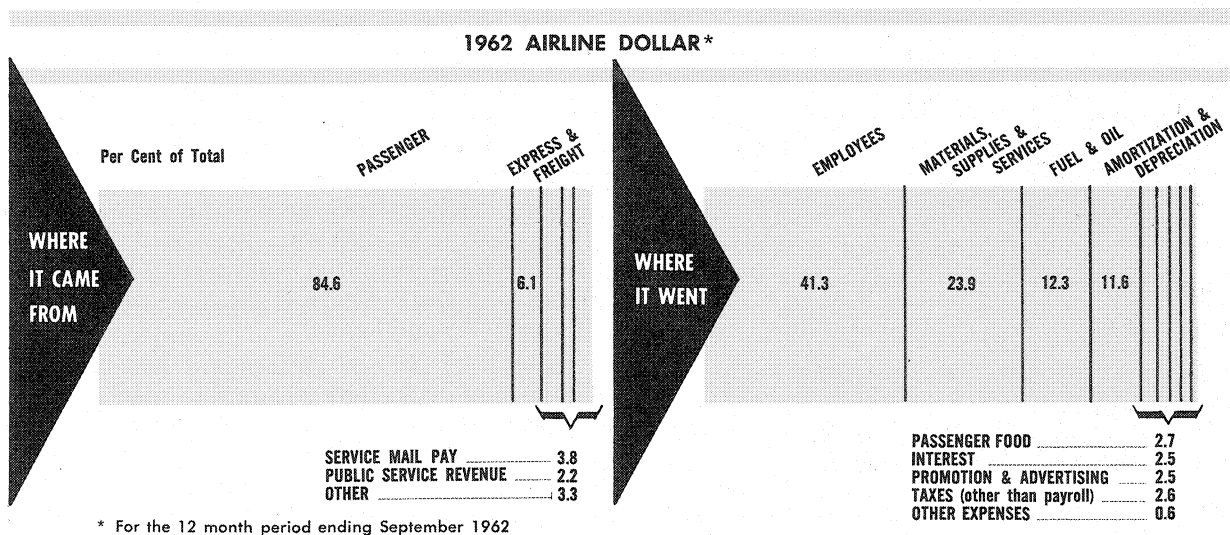
Of the 577 cities now served by the local service airlines, 341 are served by them exclusively and might otherwise have no scheduled air service.

**HELICOPTER** airlines, as a group, flew 8,192,000 passenger miles, a decrease of 4.8 per cent. This decrease was attributable to the decline of a route which had once been the world's busiest helicopter market—occasioned by the final transfer of all scheduled air services from one airport to another airport serving the same city.

Cargo volume for the combined operations amounted to 65,000 ton miles of air mail, a decrease of 30.9 per cent; 44,000 ton miles of express, an increase of 10 per cent; and 6,000 ton miles of freight, a decline of 14.3 per cent.

In 1962 the helicopter operations—which serve metropolitan Los Angeles, Chicago and New York—earned a profit of \$23,000 on revenues of \$8,579,000 and expenses of \$8,908,000. This compares with a net loss of \$46,000 in 1961. The 1962 profit is due to income tax credits, special items and other non-operating revenues.

Begun shortly after World War II on an experimental basis, the helicopter services constitute the nation's proving ground for the development of safe, efficient and economical scheduled helicopter transport and its eventual inauguration in other areas. The military services have saved millions of dollars by the application of improved flight, maintenance, supply and utilization methods developed by the three commercial carriers.





**INTRA-ALASKAN** airlines carried a record 238,000 revenue passengers, an increase of 10.2 per cent. They flew a record 47.6 million passenger miles, an increase of 3.5 per cent.

They carried 2,639,000 ton miles of air mail, for an increase of 19.5 per cent, and 2,625,000 ton miles of freight, a 7.2 per cent decrease.

This group of carriers earned a net profit of \$559,000 on revenues of \$16,042,000 and expenses of \$14,728,000. This compares with a net profit of \$922,000 in the previous year.

The fact that air transport is vital to the progress of our largest state is reflected in its high utilization of scheduled airline services. In 1962, for example, the number of passengers exceeded the state's population.

**INTRA-HAWAIIAN** scheduled airlines established new records in all categories of traffic. They carried 876,000 passengers, an increase of 4.5 per cent. They flew 128,800,000 passenger miles, an increase of 2.5 per cent.

The two Intra-Hawaiian airlines carried 109,000 ton miles of mail, an increase of 13.5 per cent, and 2,101,000 ton miles of freight, a gain of 13.8 per cent.

They experienced a net loss of \$87,000 on revenues of \$13,607,000 and expenses of \$13,212,000. This compares with a net profit of \$133,000 in 1961.

As with Alaska, the indispensability of scheduled air transport in the progress of our newest state is reflected by its high utilization. The per capita annual use of air service is well in excess of one flight per person.

**ALL-CARGO** airlines carried a record 148,352,000 ton miles of freight in 1962, representing a 21.6 per cent increase over the previous year.

This growth was achieved wholly in international operations. Domestically, air freight moved by all-cargo carriers declined because of the concentration of aircraft in international military contract operations.

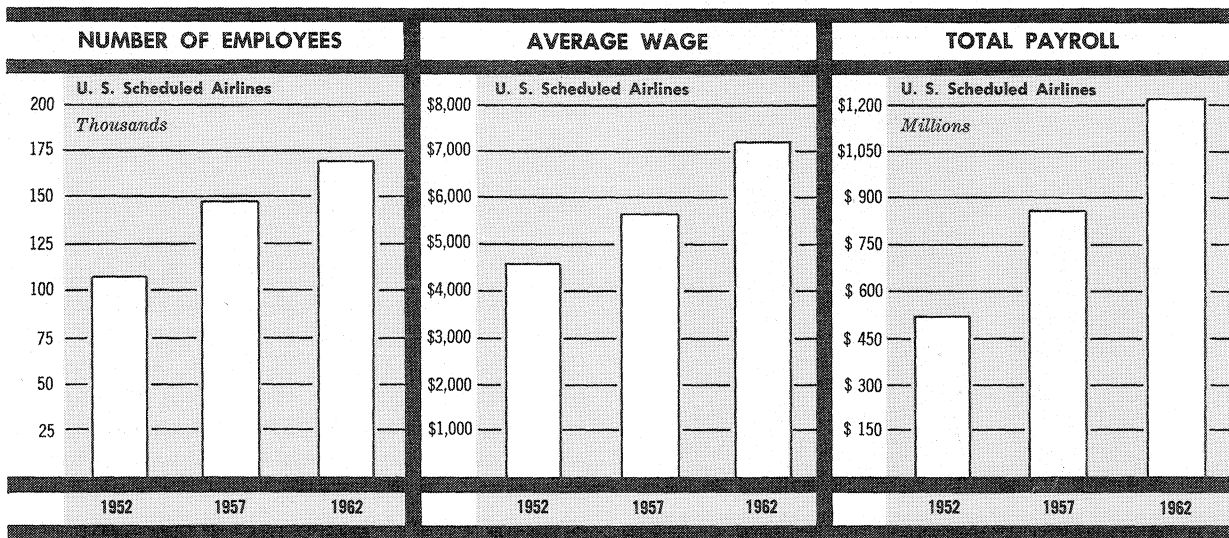
This factor resulted in reductions in mail and express volume in the all-cargo category of airlines. Mail volume was 11,364,000 ton miles, a decrease of 13 per cent; and express volume was 432,000 ton miles, a decrease of 43 per cent.

The all-cargo airlines realized a net profit of \$4,372,000 in 1962, on revenues of \$130,386,000 and expenses of \$117,041,000. This compares with a net loss of \$6,800,000 in 1961.

**U.S. INTERNATIONAL AND TERRITORIAL** airlines scored substantial traffic gains and established new records in all categories of passenger and cargo business in 1962. The number of passengers rose 16.7 per cent to 6,598,000. Revenue passenger miles gained 15.6 per cent, reaching 10,138,000,000 and topping the 10-billion mark for the first time.

These carriers moved 162,000,000 ton miles of mail, an increase of 19.2 per cent; 798,000 ton miles of express, up 31.9 per cent; and 263,881,000 ton miles of freight, an increase of 21.9 per cent.

The international and territorial airlines earned a net profit of \$32,400,000 on revenues of \$809,800,000 and expenses of \$725,400,000, an improvement over their 1961 loss of \$2,200,000.

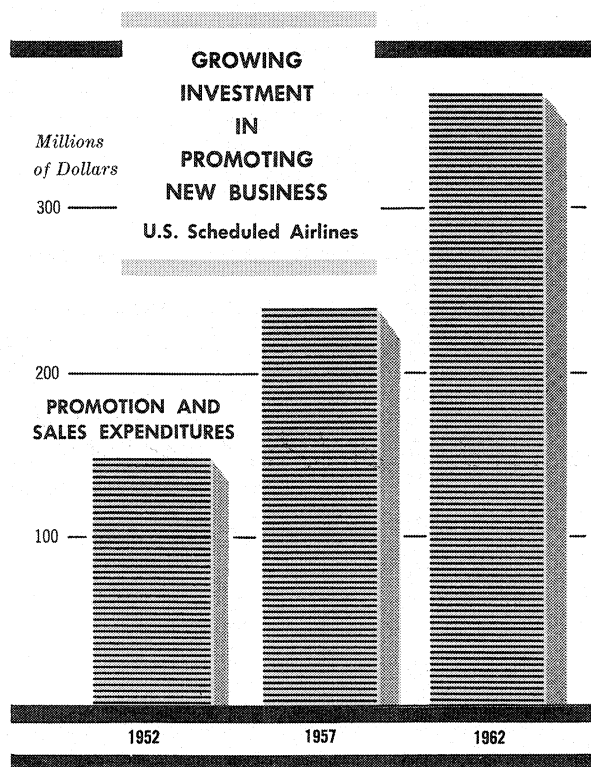


## LOOKING TO THE FUTURE

While airline fleet modernization has revolutionized the transportation of man and his goods, it has at the same time created a revolution within the airline industry itself.

Flight crews have had to learn how to fly their new planes; ground crews have had to learn how to dispatch, service and maintain them.

The airlines have had to rebuild and expand their widespread maintenance plant and bring in new fleets of motorized gear on the ramp.



Because of the increased capacity of their new aircraft, they have had to develop "super-market" facilities and systems at airport terminals.

Because of the attractiveness of their new planes, they found much of their former fleets obsolete almost overnight. Because of new speeds, they had to create a whole new science of flight scheduling.

In short, fleet modernization—particularly the jet which this year rounds out its fifth full year of commercial service—has caused a complete rebuilding of the scheduled airline system. The attendant costs have been tremendous. Nevertheless, the airlines have successfully brought the jet age to America—a transition that will surely be recorded as one of the great industrial triumphs of our age.

The future is beset with problems. Airline managements look forward with confidence, however. As in the past, they are facing their challenge with imagination and determination. They are achieving notable strides in operating efficiency. They are effecting significant cost-savings through advanced purchasing methods and spare parts pooling. They are beginning to realize the benefits of improved traffic-servicing systems.

They are approaching their greatest challenge—traffic growth—with new techniques. They are boldly experimenting with new classes of service and promotional fares. They are directing more effort than ever before toward market research and pursuing the most aggressive promotion and sales campaign in the history of the business.

The future course of air transport is not wholly in the hands of management. Its prospects will be influenced by a variety of factors, including economic conditions and government activity.

Government plays a key role in air transport progress. Economic and safety regulation is a major consideration, of course. But so are all the services provided by local and national authorities which comprise the national aviation system. Like all of U.S. aviation, the airlines operate within this system and are an important part of it.

Airports are one vital element of the system. They are the ground base for air operations, and they must keep pace with all the other elements if the aviation system is to take full advantage of technological progress. Modern terminal facilities are important to passengers, of course, because of the comfort and efficiency they lend to the beginning and end of each trip. But modern operational

and safety features also are a vital ingredient of efficient air service.

All the airports served by the airlines must have adequate traffic control and navigation aids if the carriers are to provide the reliable service of which they are capable. These aids permit operations in a broad range of weather conditions, and thus make a significant contribution to schedule reliability. Right now, there is a particular need for closer attention to requirements for adequate aids at the nation's smaller city airports.

Although the development of the present airport system stems from a successful partnership among federal and local authorities and aviation interests, the basic initiative lies with the local community and with the federal government, which provides financial and technical assistance. Constant attention to airport needs is a prerequisite to continued improvement of air service.

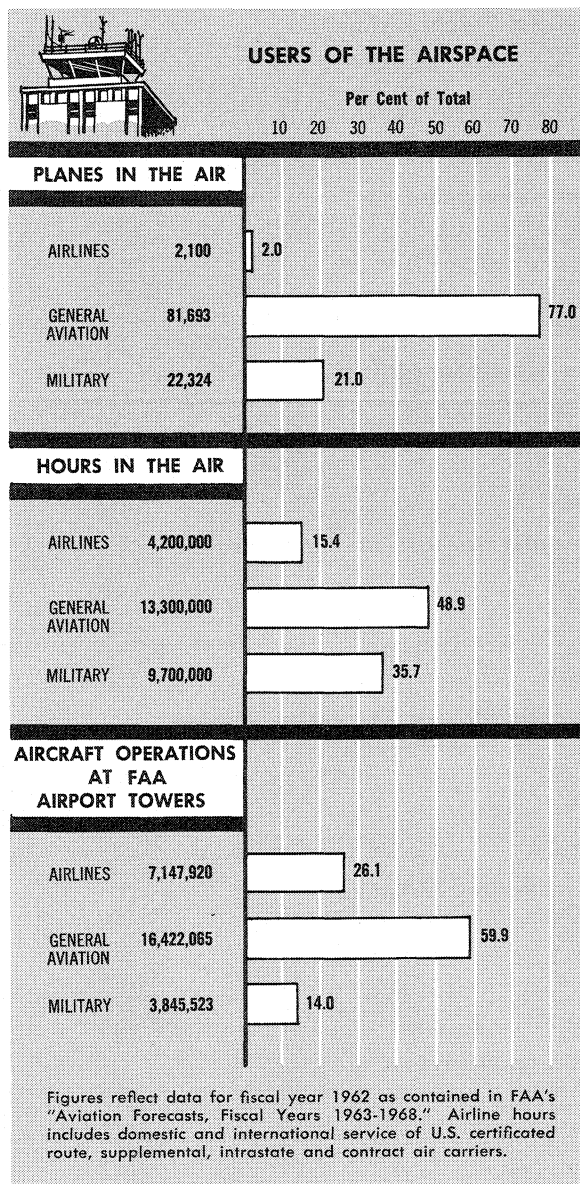
The nation's air traffic control and navigation system, operated by the Federal Aviation Agency, is another key element of the total system. It provides a network of airways which guides aircraft across the country, plus a system for managing the arrival and departure of aircraft from terminal airports. Efficient and reliable airline service depends to a great degree on the maintenance of a safe and effective air traffic control and navigation system.

Along with operating and maintaining an efficient system now, the FAA must continually plan for the future and modernize the system to keep pace with constantly advancing aviation technology.

When Congress abolished the 10 per cent travel tax effective November 15, 1962, it instituted a 5 per cent airways user charge on domestic air travel as a contribution toward the cost of operating this federal airways system, in which the airlines are a minority user. This user charge produces more than \$100 million annually.

The actions of other branches of the government during the year should also exert positive influence upon air transport progress. While the Post Office Department's plan to resume expansion of the first-class-mail-by-air program is intended to improve the U.S. postal service, it will at the same time make a contribution to the overall development of the airline system.

Similarly, while continued progress in transferring routine military traffic onto the routes of the scheduled airlines will relieve the Air Force for training and improved readiness, it will help to strengthen the airline industry as a national defense resource.



# AVAILABLE SERVICE AND UTILIZATION

## U. S. Scheduled Airline Industry

(In Millions Except Helicopter)

	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
<b>Domestic Trunk Airlines</b>							
1957	5,150.4	2,720.0	52.8	39,838.2	24,499.5	61.5	711.1
1958	5,190.1	2,750.9	53.0	40,695.0	24,435.7	60.0	700.6
1959	5,949.3	3,166.8	53.2	45,793.2	28,127.2	61.4	743.5
1960	6,582.8	3,332.5	50.6	49,153.6	29,233.1	59.5	712.8
1961	7,176.2	3,435.2	47.9	52,525.0	29,534.8	56.2	676.8
1962	8,114.2	3,771.0	46.5	59,736.8	31,827.8	53.3	699.9
<b>Local Service Airlines</b>							
1957	170.7	78.5	45.7	1,652.1	747.3	45.2	67.3
1958	185.4	86.5	46.3	1,793.5	820.2	45.7	72.3
1959	238.5	108.8	45.2	2,309.2	1,024.3	44.4	85.4
1960	282.3	121.2	42.9	2,724.7	1,141.6	41.9	93.3
1961	329.4	142.4	43.2	3,228.4	1,343.8	41.6	103.2
1962	388.6	170.3	43.8	3,797.3	1,607.7	42.3	113.0
<b>Intra-Hawaiian Airlines</b>							
1957	15.9	9.1	56.6	154.9	89.5	57.8	4.7
1958	18.4	11.3	56.1	143.1	82.7	57.8	4.4
1959	21.1	12.7	57.5	187.2	110.9	59.2	5.3
1960	30.7	17.7	57.7	217.1	127.5	58.7	5.6
1961	21.6	12.5	57.9	202.3	125.6	62.1	5.2
1962	21.5	12.6	58.6	212.4	128.8	60.6	5.5
<b>Helicopter Airlines (in thousands)</b>							
1957	1,072	449	41.8	8,136	3,275	40.3	1,604
1958	1,498	594	39.6	11,419	4,885	42.8	1,675
1959	1,759	856	48.7	14,628	7,477	51.1	1,899
1960	2,228	1,053	47.3	18,764	9,475	50.5	2,219
1961	2,183	969	44.4	18,276	8,604	47.1	2,157
1962	2,329	908	39.0	20,125	8,192	40.7	1,517
<b>International and Territorial Airlines</b>							
1957	1,475.5	944.1	62.1	9,312.9	5,882.0	63.2	167.5
1958	1,614.5	999.9	59.8	10,391.7	6,124.9	58.9	178.8
1959	1,773.4	1,159.2	63.4	10,842.1	7,064.2	65.2	178.8
1960	2,039.0	1,218.2	59.7	13,347.1	8,306.3	62.2	162.6
1961	2,468.8	1,362.4	55.2	15,769.5	8,768.5	55.6	161.3
1962	2,925.9	1,619.9	55.4	18,724.3	10,137.8	54.1	171.5
<b>Intra-Alaskan Airlines</b>							
1957	25.6	13.8	53.6	93.1	39.2	57.8	6.5
1958	16.3	9.5	57.9	80.5	32.1	57.8	5.2
1959	19.8	11.5	57.3	100.7	37.7	59.2	5.9
1960	18.9	10.6	56.1	102.9	43.0	41.8	6.6
1961	20.5	11.8	57.6	105.9	46.0	43.5	7.4
1962	25.2	13.5	53.6	116.5	47.6	40.9	7.5
<b>All-Cargo Airlines<sup>1</sup></b>							
1957	474.3	379.5	80.0	-----	-----	-----	23.3
1958	383.8	319.3	83.2	-----	-----	-----	16.1
1959	422.1	332.7	78.8	-----	-----	-----	16.2
1960	427.2	322.8	75.6	-----	-----	-----	14.6
1961	560.6	428.2	76.4	-----	-----	-----	13.2
1962	845.7	649.6	76.8	-----	-----	-----	10.5
<b>CONSOLIDATED INDUSTRY</b>							
1957	7,230.9	4,082.4	54.9	51,059.3	31,260.8	61.2	976.1
1958	7,326.4	4,120.2	54.6	53,115.2	31,499.4	59.3	973.0
1959	8,336.5	4,734.1	55.5	59,247.1	36,371.8	61.4	1,030.2
1960	9,383.5	5,024.3	53.5	65,567.3	38,863.0	59.3	998.0
1961	10,579.9	5,393.9	51.0	71,856.6	39,830.8	55.4	969.3
1962	12,323.5	6,237.8	50.6	82,607.5	43,758.0	53.0	1,009.4

NOTE: Individual figures may not add to totals because of rounding. Available Ton Miles and Revenue Ton Miles include charter operations; all other items are for scheduled service only. Avalon Air Transport figures included only in industry totals for 1960 and 1961.

<sup>1</sup> Includes Domestic and International and Territorial All-Cargo.

# REVENUE TON MILES OF TRAFFIC CARRIED

U. S. Scheduled Airline Industry  
(In Thousands of Revenue Ton Miles)

	Passenger	Priority U. S. Mail	Non Priority U. S. Mail <sup>3</sup>	Express	Freight	Charter Flights	Excess Baggage	TOTAL
<b>Domestic Trunk Airlines</b>								
1957	2,327,336	82,061	15,139	42,751	218,433	6,335	27,983	2,720,038
1958	2,321,346	87,809	16,153	45,890	240,510	12,000	27,239	2,750,947
1959	2,672,087	98,487	17,929	53,107	282,472	13,271	29,419	3,166,772
1960	2,777,148	108,061	22,845	55,440	320,950	18,968	29,071	3,332,483
1961	2,806,469	117,929	26,762	56,745	384,161	16,270	26,881	3,435,218
1962	3,023,888	131,712	28,501	64,880	473,954	22,665	25,429	3,771,029
<b>Local Service Airlines</b>								
1957	71,076	1,175	344	1,644	2,083	1,718	473	78,513
1958	78,053	1,332	391	1,801	2,243	2,199	573	86,592
1959	97,516	1,693	503	2,211	3,125	3,061	711	108,820
1960	108,652	2,110	587	2,419	3,845	2,744	799	121,155
1961	127,602	2,771	584	3,019	5,492	2,084	875	142,428
1962	152,660	3,288	546	3,771	7,216	1,838	992	170,311
<b>Intra-Hawaiian Airlines</b>								
1957	7,259	64	2	-----	1,536	170	36	9,067
1958	6,612	66	2	-----	1,587	2,966	32	11,265
1959	8,879	76	-----	-----	1,625	2,058	30	12,668
1960	10,156	82	5	-----	1,806	5,605	31	17,685
1961	10,047	82	14	-----	1,846	494	31	12,515
1962	10,308	90	19	-----	2,101	9	50	12,577
<b>Helicopter Airlines</b>								
1957	311	91	-----	34	7	3	3	449
1958	463	84	-----	33	6	5	3	594
1959	710	87	-----	41	7	7	4	856
1960	901	91	-----	40	7	10	5	1,053
1961	818	94	-----	40	7	6	5	969
1962	778	65	-----	44	6	11	4	908
<b>International and Territorial Airlines<sup>1</sup></b>								
1957	589,025	58,621	-----	287	127,952	84,140	20,935	880,960
1958	613,241	67,721	35	352	133,606	106,615	20,394	941,964
1959	706,696	73,697	21	481	158,868	139,878	21,176	1,100,817
1960	831,066	82,626	12,233	520	191,065	78,350	22,384	1,218,245
1961	877,022	93,220	42,492	605	216,561	110,247	22,282	1,362,428
1962	1,017,184	108,987	52,759	798	263,881	150,848	25,396	1,619,853
<b>Intra-Alaskan Airlines</b>								
1957	3,945	1,342	-----	N.A.	2,303	6,155	135	13,880
1958	3,303	1,171	-----	-----	1,948	3,014	110	9,546
1959	3,872	1,501	-----	-----	2,140	3,869	116	11,498
1960	4,434	1,796	-----	-----	2,424	1,844	127	10,625
1961	4,741	2,209	-----	-----	2,829	1,929	135	11,843
1962	4,874	2,639	-----	-----	2,625	3,212	146	13,496
<b>All-Cargo Airlines<sup>2</sup></b>								
1957	-----	507	1,328	1,637	155,127	220,888	-----	379,487
1958	-----	2,041	622	1,112	121,380	194,104	61	319,320
1959	-----	6,129	161	1,250	140,816	184,227	79	332,662
1960	-----	7,241	2,891	1,050	123,369	188,020	217	322,788
1961	-----	6,832	6,229	758	122,050	292,175	111	428,154
1962	-----	4,616	6,748	432	148,352	489,295	144	649,587
<b>CONSOLIDATED INDUSTRY<sup>4</sup></b>								
1957	2,998,952	143,861	16,813	46,353	507,441	319,409	49,565	4,082,394
1958	3,023,018	160,224	17,203	49,188	501,280	320,903	48,412	4,120,228
1959	3,489,760	181,670	18,614	57,090	589,053	346,371	51,535	4,734,093
1960	3,732,533	202,007	38,565	59,469	643,468	295,606	52,634	5,024,283
1961	3,827,038	223,139	76,087	61,167	732,951	423,231	50,320	5,393,933
1962	4,209,692	251,397	88,573	69,925	898,135	667,878	52,161	6,237,761

N.A.—Not Available.

<sup>1</sup> Foreign mail carried by International and Territorial and All-Cargo airlines is included in Excess Baggage. Therefore, it is also reflected in Consolidated Industry Excess Baggage data.

<sup>2</sup> Includes Domestic and International.

<sup>3</sup> See definitions, U.S. Mail Ton Mile, page 5.

<sup>4</sup> Avalon Air Transport figures included in industry total only in 1960 and 1961.

# OPERATING

## U. S. Scheduled Airline Industry

	Passenger	U. S. Mail		Public Service Revenue	Express	Freight	Other <sup>1</sup>	Total
		Priority	Non-Priority					
<b>Domestic Trunk Airlines</b>								
1955.....	1,021,149	24,206	2,708	2,852	19,402	39,585	22,332	1,132,234
1956.....	1,142,196	28,939	2,654	2,609	18,102	42,171	26,161	1,262,832
1957.....	1,287,173	31,002	2,760	1,127	14,667	49,871	33,015	1,419,615
1958.....	1,362,994	33,042	3,076	2,386	16,141	57,350	38,261	1,513,250
1959.....	1,632,647	37,158	3,417	.....	19,158	67,027	39,203	1,798,610
1960.....	1,756,439	40,420	4,353	.....	21,785	74,792	44,846	1,942,635
1961.....	1,826,820	43,958	5,071	.....	21,446	85,289	43,784	2,026,368
1962 <sup>P</sup> .....	2,020,781	48,962	5,484	.....	24,330	102,350	48,374	2,250,281
<b>Local Service Airlines</b>								
1955.....	33,549	1,108	101	21,263	668	575	1,300	58,564
1956.....	40,165	1,005	102	23,210	776	751	1,702	67,711
1957.....	47,463	1,108	103	29,651	726	1,050	2,039	82,140
1958.....	56,487	1,275	90	32,747	812	1,184	2,398	94,993
1959.....	73,090	1,472	154	42,179	1,019	1,727	3,180	122,821
1960.....	83,602	1,764	159	54,126	1,353	2,108	3,369	146,481
1961.....	103,621	2,209	236	62,936	1,684	3,090	3,280	177,056
1962 <sup>P</sup> .....	125,542	2,672	186	67,812	2,070	4,089	3,643	206,014
<b>Intra-Hawaiian Airlines</b>								
1955.....	5,686	48	.....	291	.....	753 <sup>2</sup>	337	7,115
1956.....	6,043	51	1	288	.....	781	266	7,430
1957.....	6,976	51	2	72	.....	782	477	8,360
1958.....	7,064	55	.....	109	.....	777	1,388	9,393
1959.....	9,476	61	1	.....	.....	833	1,060	11,431
1960.....	11,184	65	2	109	.....	956	2,901	15,217
1961.....	11,642	68	4	697	.....	984	690	14,085
1962 <sup>P</sup> .....	11,824	73	5	154	.....	1,161	390	13,607
<b>Helicopter Airlines</b>								
1955.....	209	251	.....	2,711	100	23	62	3,356
1956.....	438	235	.....	2,833	116	29	60	3,711
1957.....	968	237	.....	3,567	101	36	123	5,032
1958.....	1,460	216	.....	4,371	101	31	112	6,291
1959.....	2,310	227	.....	4,915	132	40	136	7,760
1960.....	3,088	246	.....	4,931	210	41	85	8,601
1961.....	2,772	256	.....	5,258	189	39	89	8,603
1962 <sup>P</sup> .....	2,497	174	.....	5,517	215	38	138	8,579

<sup>P</sup> Preliminary.

<sup>1</sup> Includes revenues from excess baggage, foreign mail, charter operations, and incidental revenues.

<sup>2</sup> Express and Freight combined.



# REVENUES

(In Thousands of Dollars)

	Passenger	U. S. Mail		Public Service Revenue	Express	Freight	Other †	Total
		Priority	Non-Priority					
<b>International and Territorial Airlines</b>								
1955.....	299,587	26,095	.....	3,691	90	33,213	35,677	398,353
1956.....	349,019	27,609	.....	11,711	94	38,198	44,529	471,160
1957.....	385,183	29,179	.....	3,716	92	42,787	47,870	508,827
1958.....	395,604	34,033	.....	3,929	102	45,318	51,895	530,881
1959.....	444,618	36,638	.....	3,831	137	51,740	55,262	592,226
1960.....	527,568	40,201	3,198	4,146	177	58,625	50,707	684,621
1961.....	533,158	45,362	10,457	3,709	199	63,066	66,461	722,412
1962 P.....	595,107	53,885	13,033	3,433	238	71,014	73,109	809,819
<b>Intra-Alaskan Airlines</b>								
1955.....	4,102	1,875	.....	3,512	80	1,097	3,278	13,944
1956.....	4,528	1,794	.....	2,837	5	1,273	7,359	17,796
1957.....	4,950	1,847	.....	3,207	.....	1,358	3,719	15,081
1958.....	4,202	1,536	.....	2,911	.....	1,226	2,429	12,304
1959.....	4,968	1,803	.....	3,611	.....	1,299	2,813	14,494
1960.....	5,784	2,089	.....	4,852	.....	1,513	1,793	16,031
1961.....	6,181	2,529	.....	6,352	.....	1,775	2,029	18,866
1962 P.....	4,920	2,748	.....	4,293	.....	1,538	2,543	16,042
<b>All-Cargo Airlines</b>								
1955.....	.....	58	.....	.....	.....	18,640	11,148	29,846
1956.....	.....	144	220	.....	446	25,560	40,857	67,227
1957.....	.....	190	263	.....	543	29,282	59,053	89,331
1958.....	.....	1,049	128	.....	301	23,347	52,027	76,852
1959.....	.....	3,153	39	.....	357	28,795	38,785	71,129
1960.....	.....	4,468	41	.....	337	24,734	40,765	70,345
1961.....	.....	5,215	51	.....	247	22,554	67,601	95,672
1962 P.....	.....	2,460	1,811	.....	124	23,409	102,582	130,386
<b>CONSOLIDATED INDUSTRY</b>								
1955.....	1,364,282	53,641	2,809	34,320	20,340	93,886	74,134	1,643,412
1956.....	1,542,389	59,777	2,977	43,488	19,539	108,763	120,934	1,897,867
1957.....	1,732,713	63,614	3,128	41,340	16,129	125,166	146,296	2,128,386
1958.....	1,827,811	71,206	3,294	46,453	17,457	129,233	148,510	2,243,964
1959.....	2,167,109	80,512	3,611	54,536	20,803	151,461	140,439	2,618,471
1960.....	2,387,937	89,259	7,753	68,164	23,862	162,777	144,525	2,884,277
1961.....	2,484,645	99,614	15,820	78,952	23,765	176,806	183,975	3,063,577
1962 P.....	2,760,671	110,974	20,519	81,209	26,977	203,599	230,779	3,434,728

# DISTRIBUTION OF

## U. S. Scheduled Airline Industry

	Flying Operations	Maintenance	General Services & Administration				Total G. S. & A.	Deprecia- tion & Amorti- zation	Total Operating Expenses
			Passenger Service	Aircraft & Traffic Servicing	Promotion & Sales	Adminis- trative			
<b>Domestic Trunk Airlines</b>									
1955.....	302,757	196,166	N.A.	N.A.	N.A.	N.A.	408,999	101,693	1,009,615
1956.....	340,671	239,530	-----	-----	-----	-----	475,710	106,319	1,162,230
1957.....	434,788	270,327	95,504	217,210	157,561	55,164	525,439	146,967	1,377,521
1958.....	437,518	286,127	101,222	231,109	165,945	56,950	555,226	139,254	1,418,125
1959.....	505,243	346,387	130,942	275,301	198,780	64,992	670,015	171,729	1,693,374
1960.....	548,125	397,032	150,356	305,674	215,093	74,360	745,483	217,145	1,907,785
1961.....	574,520	399,809	156,809	328,302	225,554	82,374	793,039	266,569	2,033,937
1962 P.....	593,951	443,052	164,524	362,986	241,808	88,948	858,266	278,868	2,174,137
<b>Local Service Airlines</b>									
1955.....	18,530	10,542	N.A.	N.A.	N.A.	N.A.	26,471	2,298	57,841
1956.....	21,615	12,610	-----	-----	-----	-----	31,353	2,716	68,294
1957.....	26,508	16,417	4,027	21,161	6,089	4,938	36,215	3,760	82,900
1958.....	29,267	18,571	4,529	24,047	7,028	5,545	41,149	4,348	93,335
1959.....	36,831	25,056	6,078	31,185	9,293	6,861	53,417	6,882	122,186
1960.....	42,031	30,967	7,183	36,492	11,605	8,247	63,527	7,784	144,309
1961.....	48,665	35,989	8,388	42,368	13,516	9,186	73,458	9,584	167,696
1962 P.....	55,136	42,338	9,713	47,911	16,286	10,642	84,552	10,626	192,652
<b>Intra-Hawaiian Airlines</b>									
1955.....	1,943	1,277	N.A.	N.A.	N.A.	N.A.	3,512	604	7,336
1956.....	2,032	1,258	-----	-----	-----	-----	3,601	417	7,308
1957.....	2,211	1,422	279	1,521	1,266	867	3,933	515	8,081
1958.....	2,505	1,699	414	1,672	1,285	1,023	4,394	659	9,257
1959.....	3,076	1,933	457	1,948	1,725	1,217	5,347	909	11,265
1960.....	4,266	3,273	695	2,373	2,059	1,391	6,518	1,411	15,468
1961.....	3,063	2,867	392	2,321	2,181	1,540	6,434	1,092	13,456
1962 P.....	2,926	2,675	407	2,425	2,040	1,600	6,472	1,139	13,212
<b>Helicopter Airlines</b>									
1955.....	614	870	N.A.	N.A.	N.A.	N.A.	1,021	450	2,955
1956.....	694	981	-----	-----	-----	-----	1,375	606	3,656
1957.....	1,108	1,380	-----	-----	-----	-----	1,764 <sup>1</sup>	912	5,164
1958.....	1,417	1,619	-----	-----	-----	-----	1,982 <sup>1</sup>	945	5,963
1959.....	1,696	2,017	-----	-----	-----	-----	2,361 <sup>1</sup>	1,036	7,110
1960.....	1,934	2,546	-----	-----	-----	-----	2,710 <sup>1</sup>	1,192	8,382
1961.....	1,946	2,633	-----	-----	-----	-----	3,086 <sup>1</sup>	1,142	8,807
1962 P.....	1,790	2,518	-----	-----	-----	-----	3,378 <sup>1</sup>	1,222	8,908

P—Preliminary.  
N.A.—Not Available.

<sup>1</sup> Detailed expense data not reported.

# OPERATING EXPENSES

(In Thousands of Dollars)

	Flying Operations	Maintenance	General Services & Administration				Total G. S. & A.	Depreciation & Amortization	Total Operating Expenses
			Passenger Service	Aircraft & Traffic Servicing	Promotion & Sales	Administrative			
<b>International &amp; Territorial Airlines</b>									
1955.....	114,767	62,387	N.A.	N.A.	N.A.	N.A.	171,128	32,192	380,474
1956.....	132,529	76,145	.....	.....	.....	.....	192,110	35,473	436,257
1957.....	150,763	76,983	33,239	69,419	71,658	24,537	200,944 <sup>2</sup>	51,805	480,495
1958.....	163,516	83,630	36,442	76,043	76,834	25,615	218,268 <sup>2</sup>	54,190	519,604
1959.....	170,391	95,776	44,070	84,235	87,091	28,999	247,120 <sup>2</sup>	60,366	573,653
1960.....	179,707	101,516	47,737	98,216	101,778	28,912	280,056 <sup>2</sup>	78,049	639,328
1961.....	186,562	109,490	52,219	103,275	107,327	31,818	298,147 <sup>2</sup>	104,112	698,311
1962 P.....	194,024	114,224	56,205	111,686	117,079	36,498	325,420 <sup>2</sup>	91,759	725,427
<b>Intra-Alaskan Airlines</b>									
1955.....	3,900	3,652 <sup>3</sup>	N.A.	N.A.	N.A.	N.A.	5,221	641	13,414
1956.....	6,611	3,953 <sup>3</sup>	.....	.....	.....	.....	6,063	668	16,935 <sup>2</sup>
1957.....	4,972	3,915	.....	.....	.....	.....	5,551	869	15,307
1958.....	3,947	3,167	.....	.....	.....	.....	4,191	715	12,020
1959.....	4,553	3,961	.....	.....	.....	.....	4,824	1,059	14,397
1960.....	4,369	4,309	.....	.....	.....	.....	5,328 <sup>1</sup>	1,049	15,055
1961.....	4,847	4,461	.....	.....	.....	.....	5,902 <sup>1</sup>	1,003	16,213
1962 P.....	4,570	3,984	.....	.....	.....	.....	5,222 <sup>1</sup>	952	14,728
<b>All-Cargo Airlines</b>									
1955.....	12,047	5,972	N.A.	N.A.	N.A.	N.A.	8,924	2,210	29,153
1956.....	28,829	15,212	.....	.....	.....	.....	19,035	5,221	68,297
1957.....	38,991	20,041	3,619	12,549	4,067	4,743	25,629	9,252	93,913
1958.....	31,929	17,903	2,505	8,891	2,614	4,391	19,145	9,171	78,148
1959.....	30,459	17,899	1,555	8,678	2,756	4,649	18,408	7,371	74,137
1960.....	31,605	17,440	1,699	9,348	3,166	4,725	19,370 <sup>2</sup>	7,520	75,935
1961.....	38,580	20,880	2,861	11,596	3,678	5,223	23,897 <sup>2</sup>	12,739	96,096
1962 P.....	43,751	29,317	3,570	13,415	3,783	5,767	27,127 <sup>2</sup>	16,846	117,041
<b>CONSOLIDATED INDUSTRY</b>									
1955.....	454,558	280,866	N.A.	N.A.	N.A.	N.A.	625,276	140,088	1,500,788 <sup>2</sup>
1956.....	532,981	349,329	.....	.....	.....	.....	729,247	151,420	1,762,977 <sup>2</sup>
1957.....	659,341	390,485	136,668	321,860	240,641	90,249	799,475 <sup>2</sup>	214,080	2,063,381
1958.....	670,099	412,716	145,112	341,752	253,706	93,524	844,355 <sup>2</sup>	209,282	2,136,452
1959.....	752,249	493,029	183,102	401,347	299,645	106,718	1,001,492 <sup>2</sup>	249,352	2,496,122
1960.....	812,152	557,180	207,670	452,103	333,701	117,635	1,123,161 <sup>2</sup>	314,193	2,806,686
1961.....	858,330	576,246	220,669	487,862	352,256	130,141	1,204,234 <sup>2</sup>	396,305	3,035,115
1962 P.....	896,148	638,108	234,419	538,423	380,996	143,455	1,310,437 <sup>2</sup>	401,412	3,246,105

<sup>2</sup> Total is greater than sum of individual expense categories since segregation of expenses is not reported by all carriers.

<sup>3</sup> Excludes direct maintenance, ground equipment expenses of Alaska Coastal, Byers Airways, Cordova Airlines, and Ellis Air Lines who were granted a waiver of functional breakdown requirements.

# SUMMARY OF

## U. S. Scheduled Airline Industry

	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) <sup>1</sup>	Rate of Return on Invest- ment <sup>2</sup> (%)	Profit Margin on Sales <sup>3</sup> (%)
<b>Domestic Trunk Airlines</b>									
1955.....	1,132,234	1,009,615	122,619	6,912	17,378	70,023	62,984	11.9	5.6
1956.....	1,262,832	1,162,230	100,602	10,177	24,128	56,842	57,852	9.6	4.6
1957.....	1,419,615	1,377,521	42,094	16,322	18,890	23,126	27,028	4.8	1.9
1958.....	1,513,250	1,418,125	95,125	24,457	20,743	44,722	44,794	6.5	3.0
1959.....	1,798,610	1,693,374	105,236	32,397	38,484	53,061	61,682	7.1	3.4
1960.....	1,942,635	1,907,785	34,850	43,950	31,791	18,212	68	2.8	---
1961.....	2,026,368	2,033,937	(7,569)	61,569	20,528	(12,038)	(34,567)	1.5	---
1962 P.....	2,250,281	2,174,137	76,144	71,833	26,787	23,042	11,288	4.4	0.5
<b>Local Service Airlines</b>									
1955.....	58,564	57,841	723	247	400	483	393	7.5	0.7
1956.....	67,711	68,294	(583)	434	166	(50)	(801)	---	---
1957.....	82,140	82,900	(760)	671	(25)	(50)	(1,154)	---	---
1958.....	94,993	93,335	1,658	827	246	395	1,138	9.2	1.2
1959.....	122,821	122,186	635	1,887	197	(178)	64	4.5	0.1
1960.....	146,481	144,309	2,172	2,872	713	294	1,940	9.1	1.3
1961.....	177,056	167,696	9,360	3,274	704	3,147	4,862	11.8	2.7
1962 P.....	206,014	192,652	13,362	3,651	1,384	5,228	5,959	11.3	2.9
<b>Intra-Hawaiian Airlines</b>									
1955.....	7,115	7,336	(221)	109	213	8	(125)	---	---
1956.....	7,430	7,308	122	103	(7)	---	12	5.8	0.2
1957.....	8,360	8,081	279	112	100	54	267	11.1	3.2
1958.....	9,393	9,257	136	167	(2)	---	(114)	1.3	---
1959.....	11,431	11,265	166	305	(83)	(37)	50	4.8	0.4
1960.....	15,217	15,468	(251)	494	228	---	(512)	0.2	---
1961.....	14,085	13,456	629	516	(99)	---	133	6.5	0.9
1962 P.....	13,607	13,212	395	427	(55)	---	(87)	3.7	---
<b>Helicopter Airlines</b>									
1955.....	3,356	2,955	401	11	154	203	341	10.1	10.2
1956.....	3,711	3,656	55	23	(39)	30	(37)	1.4	---
1957.....	5,032	5,164	(132)	64	33	(42)	(112)	---	---
1958.....	6,291	5,963	328	96	16	114	491	11.9	7.8
1959.....	7,760	7,110	650	87	50	309	501	10.7	6.5
1960.....	8,601	8,382	219	59	51	92	150	4.0	1.7
1961.....	8,603	8,807	(204)	32	50	(78)	(46)	0.3	---
1962 P.....	8,579	8,908	(329)	219	121	(227)	23	2.5	0.3

P Preliminary.  
( ) Denotes reverse item.

<sup>1</sup> Net Profit or Loss shown is after "Special Items," which are not included in the detail. Therefore, the items do not add to the profit figures shown.

<sup>2</sup> Net income before interest and after taxes as percent of net worth and long-term debt.

# PROFIT OR LOSS

(In Thousands of Dollars)

	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) <sup>1</sup>	Rate of Return on Invest- ment <sup>2</sup> (%)	Profit Margin on Sales <sup>3</sup> (%)
<b>International and Territorial Airlines</b>									
1955.....	398,353	380,474	17,879	2,699	6,754	10,101	11,543	6.2	2.9
1956.....	471,160	436,257	34,903	3,471	8,169	18,344	19,814	7.8	4.2
1957.....	508,827	480,495	28,332	5,227	8,619	13,492	20,167	7.5	4.0
1958.....	530,881	519,604	11,277	6,211	8,090	5,829	7,608	3.2	1.4
1959.....	592,226	573,653	18,573	8,831	13,305	10,453	13,156	3.8	2.3
1960.....	684,621	639,328	45,293	16,715	6,424	18,818	16,216	4.1	2.4
1961.....	722,412	698,311	24,101	24,275	4,869	5,691	(2,169)	3.0	---
1962 P.....	809,819	725,427	84,392	27,954	7,664	32,091	32,422	8.2	3.8
<b>Intra-Alaskan Airlines</b>									
1955.....	13,944	13,414 <sup>4</sup>	530	77	124	550	(5)	1.7	---
1956.....	17,796	16,935 <sup>4</sup>	861	88	64	320	587	15.2	3.3
1957.....	15,081	15,307	(226)	162	480	(159)	531	13.1	3.5
1958.....	12,304	12,020	284	131	108	219	92	4.2	0.7
1959.....	14,494	14,397	97	339	244	169	28	4.9	0.2
1960.....	16,031	15,055	976	318	(16)	196	430	9.3	2.7
1961.....	18,866	16,213	2,653	295	35	1,408	922	14.5	4.9
1962 P.....	16,042	14,728	1,314	252	51	575	559	10.1	3.5
<b>All-Cargo Airlines</b>									
1955.....	29,846	29,153	693	606	1,176	80	1,183	8.7	4.0
1956.....	67,227	68,297	(1,070)	561	4,628	1,211	1,786	5.1	2.7
1957.....	89,331	93,913	(4,582)	1,627	4,394	57	(2,297)	---	---
1958.....	76,852	78,148	(1,296)	1,768	1,750	1,352	(3,613)	---	---
1959.....	71,129	74,137	(3,008)	1,694	1,699	(285)	(2,800)	---	---
1960.....	70,345	75,935	(5,590)	1,823	906	182	(9,073)	---	---
1961.....	95,672	96,096	(424)	3,993	(2,919)	311	(6,818)	---	---
1962 P.....	130,386	117,041	13,345	7,049	1,860	3,998	4,372	8.7	3.4
<b>CONSOLIDATED INDUSTRY</b>									
1955.....	1,634,412	1,500,788	142,624	10,661	28,537	81,448	79,072	10.0	4.8
1956.....	1,897,867	1,762,977	134,890	14,857	37,516	76,697	80,852	8.9	4.3
1957.....	2,128,386	2,063,381	65,005	24,185	32,577	36,478	44,430	5.2	2.1
1958.....	2,243,964	2,136,452	107,512	33,657	31,729	52,631	50,396	5.5	2.2
1959.....	2,618,471	2,496,122	122,349	45,540	53,514	63,566	72,681	6.2	2.8
1960.....	2,884,277	2,806,686	77,591	66,232	40,097	37,794	9,140	3.2	0.3
1961.....	3,063,577	3,035,115	28,462	93,959	23,168	(1,573)	(37,758)	2.1	---
1962 P.....	3,434,728	3,246,105	188,623	111,385	37,812	64,707	54,536	5.7	1.6

<sup>3</sup> Profit as percent of revenues.

<sup>4</sup> Excludes Direct Maintenance, ground equipment expenses of Alaska Coastal, Byers Airways, Cordova Airlines and Ellis Air Lines who were granted a waiver of functional breakdown requirements.

# ASSETS, LIABILITIES AND

U. S. Scheduled Airline Industry

	1957	1958	1959	1960	1961	(Sept. 30) 1962
<b>Domestic Trunk Airlines<sup>1</sup></b>						
<i>Assets</i>						
Current Assets.....	457,596	504,109	633,794	681,196	694,185	755,782
Investments and Special Funds.....	127,953	184,162	132,780	130,063	139,297	94,477
Flight Equipment.....	1,363,766	1,521,386	1,898,778	2,327,772	2,759,622	2,986,351
Reserve for Depreciation and Maintenance.....	-639,018	-753,446	-834,828	-926,748	-1,083,327	-1,190,508
Ground Property and Equipment.....	206,452	237,840	279,018	318,308	351,734	363,839
Reserve for Depreciation.....	-101,002	-115,772	-132,553	-153,437	-175,026	-184,111
Other Property.....	49,668	100,272	105,921	104,311	63,708	28,216
Deferred Charges.....	23,544	28,567	55,340	67,632	69,760	65,373
Total Assets.....	1,488,959	1,707,118	2,138,250	2,549,097	2,819,953	2,919,419
<i>Liabilities and Equity</i>						
Current Liabilities.....	314,841	332,789	474,011	499,245	523,565	563,750
Long-Term Debt.....	484,487	606,581	804,618	1,170,088	1,408,938	1,418,490
Other Non-Current Liabilities.....	1,225	1,862	1,974	3,001	22,203	27,028
Deferred Credits.....	50,479	78,818	114,563	137,751	148,172	192,137
Stockholders' Equity—Net of Treasury Stock.....	294,215	687,068	743,084	739,012	717,075	718,014
Preferred Stock.....	15,804	24,000	19,072	18,864	34,162	33,592
Common Stock.....	108,499	111,957	116,627	119,911	128,124	130,063
Other Paid-In Capital.....	215,654	236,106	262,522	278,465	292,126	298,917
Retained Earnings.....	298,329	315,493	345,298	322,391	263,276	256,585
Less: Treasury Stock.....	359	488	435	619	613	1,143
Total Liabilities and Equity.....	1,488,959	1,707,118	2,138,250	2,549,097	2,819,953	2,919,419
<b>Local Service Airlines</b>						
<i>Assets</i>						
Current Assets.....	16,512	20,004	29,911	38,131	44,257	51,489
Investments and Special Funds.....	3,025	2,894	2,055	2,487	2,428	3,313
Flight Equipment.....	32,946	46,305	67,202	82,394	95,493	104,818
Reserve for Depreciation and Maintenance.....	-16,824	-20,444	-25,175	-29,867	-36,484	-40,451
Ground Property and Equipment.....	6,546	7,595	9,870	11,472	13,688	15,073
Reserve for Depreciation.....	-3,556	-4,119	-4,871	-5,779	-6,878	-7,834
Other Property.....	608	1,518	1,931	1,147	4,730	3,821
Deferred Charges.....	1,932	2,650	3,542	4,514	5,415	5,825
Total Assets.....	41,189	56,403	84,465	104,499	122,647	136,054
<i>Liabilities and Equity</i>						
Current Liabilities.....	22,002	25,135	34,215	43,031	44,199	50,169
Long-Term Debt.....	8,656	18,106	31,062	43,781	50,067	51,550
Other Non-Current Liabilities.....	206	362	4,072	159	58	223
Deferred Credits.....	249	221	293	441	618	776
Stockholders' Equity—Net of Treasury Stock.....	10,076	12,579	14,823	17,087	27,705	33,336
Preferred Stock.....	163	163	163	163	2,665	2,491
Common Stock.....	6,776	7,360	8,245	8,434	10,598	10,799
Other Paid-In Capital.....	4,975	5,732	7,180	7,474	9,254	9,991
Retained Earnings.....	-1,724	-595	-691	1,089	5,261	10,129
Less: Treasury Stock.....	114	81	74	73	73	74
Total Liabilities and Equity.....	41,189	56,403	84,465	104,499	122,647	136,054

<sup>1</sup> Balance sheet data for Domestic Trunk Airlines includes their international as well as domestic operations.



# STOCKHOLDERS' EQUITY

(In Thousands of Dollars)

	1957	1958	1959	1960	1961	(Sept. 30) 1962
<b>Intra-Hawaiian Airlines</b>						
<i>Assets</i>						
Current Assets.....	1,964	2,101	3,481	4,309	3,680	3,467
Investments and Special Funds.....	113	13	299	56	9	28
Flight Equipment.....	5,931	7,785	11,134	12,980	12,045	12,245
Reserve for Depreciation and Maintenance.....	-3,230	-3,735	-4,104	-4,261	-4,679	-5,749
Ground Property and Equipment.....	1,355	1,501	1,778	2,231	2,553	2,543
Reserve for Depreciation.....	-945	-1,043	-1,147	-1,273	-1,355	-1,223
Other Property.....	133	77	144	96	269	211
Deferred Charges.....	182	634	859	1,086	1,145	1,078
Total Assets.....	5,503	7,333	12,444	15,224	13,667	12,600
<i>Liabilities and Equity</i>						
Current Liabilities.....	2,011	2,884	2,614	4,709	3,718	3,241
Long-Term Debt.....	1,635	2,681	6,164	7,393	6,658	5,682
Other Non-Current Liabilities.....	-----	-----	-----	-----	-----	-----
Deferred Credits.....	23	2	59	41	74	72
Stockholders' Equity—Net of Treasury Stock.....	1,834	1,766	3,607	3,081	3,217	3,605
Preferred Stock.....	-----	-----	1,625	1,613	1,570	1,557
Common Stock.....	1,981	1,283	1,304	1,317	1,361	1,374
Other Paid-In Capital.....	832	1,534	1,792	1,792	1,793	1,793
Retained Earnings.....	-979	-1,051	-1,114	-1,641	-1,507	-1,119
Less: Treasury Stock.....	-----	-----	-----	-----	-----	-----
Total Liabilities and Equity.....	5,503	7,333	12,444	15,224	13,667	12,600
<b>Helicopter Airlines</b>						
<i>Assets</i>						
Current Assets.....	2,169	2,999	3,315	3,236	3,098	3,330
Investments and Special Funds.....	27	53	164	471	588	115
Flight Equipment.....	5,169	5,023	5,488	5,612	5,346	10,342
Reserve for Depreciation and Maintenance.....	-2,336	-1,621	-2,344	-3,021	-3,488	-3,404
Ground Property and Equipment.....	777	825	894	986	1,107	1,276
Reserve for Depreciation.....	-311	-396	-497	-588	-665	-729
Other Property.....	1	4	55	50	1,387	194
Deferred Charges.....	302	429	482	580	730	893
Total Assets.....	5,798	7,316	7,557	7,326	8,103	12,017
<i>Liabilities and Equity</i>						
Current Liabilities.....	962	1,804	2,021	1,762	2,303	2,026
Long-Term Debt.....	1,033	1,319	696	354	492	4,496
Other Non-Current Liabilities.....	-----	1	1	1	37	38
Deferred Credits.....	108	5	152	199	308	377
Stockholders' Equity—Net of Treasury Stock.....	3,695	4,187	4,687	5,010	4,963	5,080
Preferred Stock.....	-----	-----	-----	-----	-----	-----
Common Stock.....	734	770	770	957	957	957
Other Paid-In Capital.....	2,546	2,686	2,686	2,672	2,673	2,672
Retained Earnings.....	415	731	1,231	1,381	1,333	1,451
Less: Treasury Stock.....	-----	-----	-----	-----	-----	-----
Total Liabilities and Equity.....	5,798	7,316	7,557	7,326	8,103	12,017

# ASSETS, LIABILITIES AND

U. S. Scheduled Airline Industry

(Sept. 30)  
1962

	1957	1958	1959	1960	1961	(Sept. 30) 1962
<b>International and Territorial Airlines<sup>1</sup></b>						
<i>Assets</i>						
Current Assets.....	103,836	114,131	141,000	179,262	201,285	251,594
Investments and Special Funds.....	55,226	96,983	115,982	48,747	64,220	52,114
Flight Equipment.....	290,452	321,169	426,986	596,836	548,935	602,077
Reserve for Depreciation and Maintenance.....	-136,835	-155,841	-181,146	-215,569	-206,784	-240,755
Ground Property and Equipment.....	36,376	37,894	45,587	54,502	58,925	61,667
Reserve for Depreciation.....	-21,816	-23,571	-25,130	-28,475	-32,075	-34,741
Other Property.....	4,387	7,543	7,006	5,317	6,214	3,650
Deferred Charges.....	5,370	10,381	19,179	31,117	36,554	38,393
Total Assets.....	336,996	408,689	549,464	671,737	677,274	733,999
<i>Liabilities and Equity</i>						
Current Liabilities.....	90,087	64,713	105,555	137,165	157,468	194,093
Long-Term Debt.....	89,166	171,999	263,052	336,846	318,390	322,352
Other Non-Current Liabilities.....	1,185	995	868	1,262	3,130	7,417
Deferred Credits.....	6,607	8,490	10,346	24,924	28,630	34,802
Stockholders' Equity—Net of Treasury Stock.....	149,951	162,492	169,643	171,540	169,656	175,335
Preferred Stock.....	150	150	-----	141	-----	-----
Common Stock.....	18,766	19,346	22,163	22,293	20,150	19,461
Other Paid-In Capital.....	72,357	72,872	80,773	78,764	79,031	80,704
Retained Earnings.....	60,144	61,566	68,253	71,914	71,860	76,518
Less: Treasury Stock.....	1,466	1,442	1,546	1,572	1,385	1,348
Total Liabilities.....	336,996	408,689	549,464	671,737	677,274	733,999
<b>Intra-Alaskan Airlines</b>						
<i>Assets</i>						
Current Assets.....	3,218	3,999	3,973	4,272	6,208	6,334
Investments and Special Funds.....	351	392	278	564	631	642
Flight Equipment.....	4,358	5,827	7,729	8,294	8,366	9,175
Reserve for Depreciation and Maintenance.....	-2,581	-2,583	-2,742	-3,594	-4,273	-4,779
Ground Property and Equipment.....	2,999	3,075	3,475	3,725	3,885	3,933
Reserve for Depreciation.....	-1,134	-1,274	-1,500	-1,631	-1,880	-2,018
Other Property.....	177	402	316	137	144	497
Deferred Charges.....	246	271	371	346	469	409
Total Assets.....	7,634	10,109	11,900	12,113	13,550	14,193
<i>Liabilities and Equity</i>						
Current Liabilities.....	2,843	3,484	3,736	3,905	4,860	4,920
Long-Term Debt.....	1,817	3,250	4,841	4,081	3,695	3,379
Other Non-Current Liabilities.....	-----	5	62	59	89	100
Deferred Credits.....	68	237	72	22	81	113
Stockholders' Equity—Net of Treasury Stock.....	2,906	3,133	3,189	4,046	4,825	5,681
Preferred Stock.....	-----	-----	-----	-----	-----	1,903
Common Stock.....	1,620	2,089	2,040	2,346	2,372	626
Other Paid-In Capital.....	155	169	179	184	183	252
Retained Earnings.....	1,131	875	970	1,516	2,270	2,900
Less: Treasury Stock.....	-----	-----	-----	-----	-----	-----
Total Liabilities.....	7,634	10,109	11,900	12,113	13,550	14,193

<sup>1</sup> Balance sheet data for Domestic Trunk Airlines includes their international as well as domestic operations.

# STOCKHOLDERS' EQUITY

(In Thousands of Dollars)

	1957	1958	1959	1960	1961	(Sept. 30) 1962
<b>All-Cargo Airlines</b>						
<i>Assets</i>						
Current Assets.....	19,591	20,153	20,481	18,677	28,541	34,676
Investments and Special Funds.....	4,629	3,337	20,572	28,394	21,920	7,304
Flight Equipment.....	65,448	55,701	59,027	54,884	127,997	161,574
Reserve for Depreciation and Maintenance.....	-17,501	-17,522	-22,331	-25,425	-35,620	-45,387
Ground Property and Equipment.....	5,578	4,500	4,214	4,050	5,267	5,652
Reserve for Depreciation.....	-2,382	-2,258	-2,378	-2,438	-2,735	-2,943
Other Property.....	2,682	4,534	701	6,231	7,177	5,930
Deferred Charges.....	5,122	4,962	2,233	3,532	8,567	9,425
Total Assets.....	83,167	73,407	82,519	87,905	161,114	176,231
<i>Liabilities and Equity</i>						
Current Liabilities.....	25,992	22,500	22,001	17,340	39,693	38,883
Long-Term Debt.....	25,120	18,305	28,325	46,797	96,166	105,701
Other Non-Current Liabilities.....	449	1,104	1,385	379	35	656
Deferred Credits.....	3,258	3,326	3,030	2,615	1,838	4,764
Stockholders' Equity—Net of Treasury Stock.....	28,348	28,172	27,778	20,774	23,382	26,227
Preferred Stock.....	1,437	1,437	1,193	1,192	1,192	1,192
Common Stock.....	8,237	9,155	10,303	15,325	23,300	23,451
Other Paid-In Capital.....	15,955	19,257	22,370	20,569	21,633	21,751
Retained Earnings.....	2,973	-1,423	-6,078	-16,306	-22,738	-20,162
Less: Treasury Stock.....	254	254	10	6	5	5
Total Liabilities.....	83,167	73,407	82,519	87,905	161,114	176,231
<b>CONSOLIDATED INDUSTRY <sup>2</sup></b>						
<i>Assets</i>						
Current Assets.....	604,886	667,496	835,955	929,121	981,290	1,106,672
Investments and Special Funds.....	191,324	287,834	272,130	210,783	229,095	157,993
Flight Equipment.....	1,768,070	1,963,196	2,476,344	3,089,137	3,558,120	3,886,582
Reserve for Depreciation and Maintenance.....	-818,325	-955,192	-1,072,670	-1,208,691	-1,374,883	-1,531,033
Ground Property and Equipment.....	260,083	293,230	344,836	395,349	437,235	453,983
Reserve for Depreciation.....	-131,146	-148,433	-168,076	-193,642	-220,642	-233,599
Other Property.....	57,656	114,350	116,074	117,289	83,636	42,519
Deferred Charges.....	36,698	47,894	82,006	108,814	122,647	121,396
Total Assets.....	1,969,246	2,270,375	2,886,599	3,448,160	3,816,498	4,004,513
<i>Liabilities and Equity</i>						
Current Liabilities.....	458,738	453,309	644,153	707,312	775,955	857,082
Long-Term Debt.....	611,914	822,242	1,138,759	1,609,341	1,884,405	1,911,650
Other Non-Current Liabilities.....	3,065	4,328	8,361	4,860	25,553	35,462
Deferred Credits.....	60,792	91,099	128,515	166,008	179,749	233,041
Stockholders' Equity—Net of Treasury Stock.....	834,737	899,397	966,811	960,639	950,836	967,278
Preferred Stock.....	17,554	25,750	22,053	21,973	39,589	40,735
Common Stock.....	146,613	151,960	161,452	170,618	186,896	186,731
Other Paid-In Capital.....	312,474	348,356	377,502	389,920	406,693	416,080
Retained Earnings.....	360,289	375,596	407,869	380,398	319,736	326,302
Less: Treasury Stock.....	2,193	2,265	2,065	2,270	2,078	2,570
Total Liabilities.....	1,969,246	2,270,375	2,886,599	3,448,160	3,816,498	4,004,513

<sup>2</sup> Avalon Air Transport figures included only in industry totals for 1960 and 1961.

**COMPARATIVE TRANSPORT SAFETY RECORD**  
**Passenger Fatality Rate per 100,000,000 Revenue Passenger Miles**  
*(For Selected Years)*

	1952	1957	1958	1959	1960	1961	1962
<b>U. S. Scheduled Airlines</b>							
Domestic .....							
Fatalities .....	46	30	114	209	306	124	121
Rate .....	0.35	0.11	0.43	0.68	0.96	0.38	0.34
International and Territorial .....							
Fatalities .....	94	40	10	59	1	0	0
Rate .....	2.95	0.67	0.16	0.80	0.01	0.00	0.00
Total U. S. Scheduled Airlines .....							
Fatalities .....	140	70	124	268	307	124	121
Rate .....	0.87	0.22	0.38	0.71	0.76	0.30	0.27
<b>Motor Buses</b>							
Fatalities .....	100	90	120	100	60	80	N.A.
Rate .....	0.16	0.17	0.24	0.18	0.11	0.15	N.A.
<b>Railroads</b>							
Fatalities .....	14	17	62	12	33	20	N.A.
Rate .....	0.04	0.07	0.27	0.05	0.16	0.10	N.A.
<b>Autos</b>							
Fatalities .....	22,600	25,600	24,200	24,800	24,600	24,700	N.A.
Rate .....	2.8	2.6	2.3	2.3	2.2	2.2	N.A.

N.A. — Not Available

**AIRLINE FARES COMPARED**  
**Average Revenue Per Passenger Mile — Intercity Common Carriers**  
*(For Selected Years, In Cents Per Mile)*

	1952	1957	1958	1959	1960	1961	1962	% Change 1952/1962
<b>Scheduled Airlines:</b>								
Domestic—Coach .....	4.17	4.25	4.52	4.63	5.01	5.42	5.76	38.1
All Services .....	5.57	5.31	5.64	5.88	6.09	6.28	6.44	15.6
International—Tourist* .....		5.77	5.58	5.38	5.59	5.50	5.43	
All Services .....	7.01	6.55	6.46	6.29	6.35	6.08	5.87	(16.3)
<b>Railroads, Class I</b>								
First Class .....	3.35	3.68	3.75	3.84	3.83	3.94	3.93 P	17.3
Coach .....	2.53	2.71	2.76	2.77	2.77	2.84	2.85 P	12.6
<b>Motor Buses, Class I</b> .....	2.02	2.29	2.42	2.59	2.70	2.70	2.76	36.6

\* Includes Economy Fares.

P Preliminary.

**PERSONNEL EMPLOYED**  
**By the Scheduled Airline Industry<sup>1</sup>**  
*(1955-1962)*

Year (Dec. 31)	Pilots and Copilots	Other Flight Personnel	Pursers, Stewards, Stewardesses	Communi- cations Personnel	Mechanics	Aircraft and Traffic Servicing Personnel	Office Employees	All Others	Total
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.....	12,897	3,667	9,811	3,978	29,580	37,256	32,003	17,958	147,150
1959.....	14,471	4,075	10,902	4,390	32,823	43,839	32,324	21,346	164,170
1960.....	13,535	3,811	10,600	4,233	34,181	43,334	35,440	21,101	166,235
1961.....	13,936	4,162	11,858	3,745	34,065	44,617	36,642	20,916	169,941
1962*.....	13,369	4,277	12,408	3,491	34,189	46,771	35,256	21,467	171,228

<sup>1</sup> Data for Alaskan and All-Cargo carriers not included prior to 1959.

\* As of September 30, 1962.

## REVENUE PASSENGERS CARRIED

### U. S. Scheduled Airline Industry

(For Selected Years, In Thousands of Passengers)

	1952	1957	1958	1959	1960	1961	1962
Domestic Trunk Airlines .....	22,760	40,273	39,515	44,488	45,184	44,677	46,760
Local Service Airlines .....	1,735	3,955	4,265	5,213	5,591	6,470	7,650
Intra-Hawaiian Airlines .....	515	590	573	755	857	838	876
Helicopter Airlines .....		153	230	366	490	430	358
International and Territorial Airlines..	2,391	4,259	4,428	4,999	5,497	5,699	6,598
Intra-Alaskan Airlines .....	166	191	158	178	201	216	238
<b>TOTAL SCHEDULED AIRLINE INDUSTRY .....</b>	<b>27,567</b>	<b>49,421</b>	<b>49,169</b>	<b>55,999</b>	<b>57,872</b> †	<b>58,408</b> †	<b>62,480</b>

## AVERAGE LENGTH OF HAUL

(Statute Miles)

	1952	1957	1958	1959	1960	1961	1962
Domestic Trunk Airlines .....	533	608	618	632	647	661	681
International and Territorial Airlines..	1,282	1,381	1,383	1,413	1,510	1,539	1,536

† Includes Avalon Air Transport

## PASSENGER TRAVEL BETWEEN THE UNITED STATES AND FOREIGN COUNTRIES\*

(Thousands of Passengers)

	1952	1956	1957	1958	1959	1960	1961	1962
Passengers via Air .....	1,529	2,643	3,053	3,402	4,064	4,576	4,954	5,364
Passengers via Sea .....	1,102	1,241	1,262	1,219	1,426	1,474	1,469	1,568
Total via Air and Sea .....	2,631	3,884	4,315	4,621	5,490	6,050	6,423	6,932
<b>Air Share (%) .....</b>	<b>58.1</b>	<b>68.0</b>	<b>70.8</b>	<b>73.6</b>	<b>74.0</b>	<b>75.6</b>	<b>77.1</b>	<b>77.4</b>
Passengers via U. S.-Flag Airlines .....	1,041	1,763	1,911	2,053	2,358	2,505	2,458	2,680
Passengers via Foreign-Flag Airlines .....	488	880	1,142	1,349	1,706	2,071	2,496	2,684
U. S. Citizens via Air (%) .....	63.8	68.6	66.7	66.0	64.3	63.0	61.2	61.4
<b>U. S.-Flag Airlines' Share (%) .....</b>	<b>68.1</b>	<b>66.7</b>	<b>62.6</b>	<b>60.0</b>	<b>58.1</b>	<b>54.8</b>	<b>49.6</b>	<b>50.0</b>

\* Figures are for fiscal years and are exclusive of travel over land borders (except Mexican air travel), crewmen, military personnel, and travelers between continental United States and its possessions.

Source: U. S. Department of Justice, Immigration and Naturalization Service, "Report of Passenger Travel Between the United States and foreign countries."

## INTERCITY PASSENGER TRAVEL IN THE UNITED STATES

(Passenger Miles in Millions)

	1952	1957	1958	1959	1960	1961	1962
<b>Common Carriers</b>							
Airlines .....	12,559	25,379	25,375	29,308	30,557	31,063	33,620
Railroads .....	29,262	21,550	18,479	17,522	17,065	16,155	15,832 <sup>E</sup>
Motor Bus † .....	24,700	21,500	20,800	20,400	19,900	19,700	21,400 <sup>E</sup>
Total .....	66,521	68,429	64,654	67,230	67,522	66,918	70,852
<b>Air Share (%) .....</b>	<b>18.9</b>	<b>37.1</b>	<b>39.2</b>	<b>43.6</b>	<b>45.3</b>	<b>46.4</b>	<b>47.5</b>
Private Automobile .....	495,500	644,800	629,496	659,435	677,000	700,000	713,000
Total Common Carrier and Auto .....	562,021	713,229	694,150	726,665	744,522	766,918	783,852
Common Carrier Share (%) .....	11.8	9.6	9.3	9.2	9.0	8.7	9.0
<b>Air Share (%) .....</b>	<b>2.2</b>	<b>3.6</b>	<b>3.7</b>	<b>4.0</b>	<b>4.1</b>	<b>4.1</b>	<b>4.3</b>

† Includes charter. If only scheduled service were included it would show airlines carrying over 50% in 1961 and 1962.  
<sup>E</sup> Estimated.

# AIRCRAFT OWNED AND ON ORDER

By U. S. Scheduled Airline Industry

(For Selected Years)

Manufacturer	Model	1952	1956	1959	1960	1961	1962	New aircraft on order for delivery in:
								1963*
Armstrong-Whitworth:	Argosy (Turboprop)	---	---	---	0	7	---	---
Boeing:	377	44	34	21	3	---	---	---
	B707 (Jet)	---	---	66	91	94	115	22
	B720 (Jet)	---	---	---	22	76	99	---
	B727 (Jet)	---	---	---	---	---	---	115
British Aircraft Corp.:	BAC 111 (Jet)	---	---	---	---	---	---	12
Canadair:	CL44 (Turboprop)	---	---	---	---	9	19	11
Convair:	240	113	100	46	51	46	48	---
	340	8	123	122	117	115	114	---
	440	---	19	36	31	31	30	---
	540 (Turboprop)	---	---	1	4	5	---	---
	880 (Jet)	---	---	---	14	39	43	---
990 (Jet)	---	---	---	---	---	15	5	
Curtiss:	C-46	75	94	66	42	44	39	---
Douglas:	DC-3	419	356	305	276	250	221	---
	DC-4	185	143	73	52	25	19	---
	DC-6	195	299	325	301	260	236	---
	DC-7	---	132	220	217	215	209	---
	DC-8 (Jet)	---	---	18	75	93	99	16
Fairchild:	F-27 (Turboprop)	---	---	---	42	44	46	---
Lockheed:	Lodestar	11	10	---	---	---	---	---
	Constellation	115	117	104	75	69	44	---
	Super Constellation	24	79	137	129	115	108	---
	Electra (Turboprop)	---	---	---	107	122	119	---
Martin:	202	21	23	19	15	17	18	---
	404	96	97	85	80	64	82	---
Sikorsky:	All Types	---	---	---	---	---	1	---
Sud Aviation:	Caravelle (Jet)	---	---	---	---	17	20	---
Vickers:	V-700 (Series) (Turboprop)	---	54	67	61	57	57	---
	V-800 (Series) (Turboprop)	---	---	15	13	13	12	---
Other		17	25	15	24	27	24	---
<b>Total Fixed Wing</b>		<b>1,323</b>	<b>1,705</b>	<b>1,871</b>	<b>1,842</b>	<b>1,854</b>	<b>1,837</b>	<b>181</b>
<b>Helicopters:</b>								
Bell:	B47	6	7	5	5	1	1	---
Sikorsky:	S51	3	2	2	2	1	---	---
	S55	5	8	5	5	5	5	---
	S58	---	3	6	7	7	5	---
	S61 (Turbine)	---	---	---	---	0	4	---
Boeing Vertol:	S62 (Turbine)	---	---	---	1	---	---	---
	V44B	---	---	5	5	5	3	1
	V107 (Turbine)	---	---	---	---	---	3	---
<b>Total Helicopters</b>		<b>14</b>	<b>20</b>	<b>23</b>	<b>25</b>	<b>19</b>	<b>21</b>	<b>1</b>

\* 1963 and subsequent years.

Source for 1962 totals is Federal Aviation Agency's "The U. S. Civil Air Carrier Fleet, September 30, 1962."

# CLASSES OF UNITED STATES COMMERCIAL AIR CARRIERS

There are nine generally recognized classes of operators 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 Federal Aviation Act are based largely on the scope of operations authorized or allowed by that Act. Classes One to Seven have certificates of convenience and necessity authorizing them to conduct regularly scheduled services.

- The Domestic Trunk Lines** include those carriers which presently have permanent operating rights within the continental United States. There are currently eleven trunk lines, most of which operate high-density traffic routes between the principal traffic centers of the United States.

American	Delta	Northeast	United
Braniff	Eastern	Northwest	Western
Continental	National	Trans World	

- 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 1962 were:

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

- The Intra-Hawaiian Carriers** operate between the several islands comprising the State of Hawaii.

Aloha	Hawaiian
-------	----------

- The Intra-Alaskan Carriers** provide service within the State of Alaska.

Alaska Coastal-Ellis	Kodiak	Reeve	Wien Alaska
Cordova	Northern Consolidated	Western Alaska	

- The Helicopter Carriers** 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, in addition to U. S. mail.

Chicago Helicopter Airways	Los Angeles Airways	New York Airways
----------------------------	---------------------	------------------

- The International and Territorial Lines** include all U. S.-Flag air carriers operating between the United States and foreign countries other than Canada, and over international waters. Some of these carriers conduct operations between foreign countries and some are extensions of domestic trunk lines into Mexico and the Caribbean and to Alaska and Hawaii.

Alaska	Eastern	Pan American	Trans World
American	Mackey <sup>1</sup>	Pan American-Grace	United
Braniff	National	South Pacific	Western
Caribbean Atlantic	Northwest	Transportation Corp. of	
Delta	Pacific Northern	America	

- 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 Tiger	Seaboard World
Aerovias Sud Americana	Riddle	Slick

- Supplemental Air Carriers.** A class of air carriers now holding temporary certificates issued by the CAB authorizing them to perform passenger and cargo charter services as well as scheduled operations on a limited or temporary basis, supplementing the scheduled service of the certificated route air carriers. As of April 1, 1963 there are 15 such companies. Permanent certification proceedings are now under way. Statistical data of these carriers not included herein.

- Intra-state Air Carriers.** A class of air carriers operating as an intra-state common carrier, whose operations are limited to an area within the boundaries of a particular state, and whose operating authority is granted by the Aviation or Transportation Board of Control of that state.

- Others.** Among other classes of operators are the air taxi operators and air freight forwarders. Air taxi operators are a class of air carriers operating light aircraft up to a gross weight of 12,500 lbs., and engaging in a wide variety of passenger and/or cargo transportation services, with no necessarily fixed routes. Air freight forwarders are classified as indirect air carriers and are engaged in the assembly and consolidation of cargo for transportation by a direct air carrier. There are 93 forwarders operating in domestic interstate and foreign and overseas commerce. In addition, a single carrier, Avalon Air Transport, Incorporated, a certificated route carrier, operates between Los Angeles and Santa Catalina, California. With the exception of Avalon, statistical data of this class of carriers and indirect air carriers not included herein.

<sup>1</sup> Certificated non-mail carriers.



# AIR TRANSPORT ASSOCIATION OF AMERICA

*Twenty-Fourth Edition*

**Facts and Figures, 1963**

## OFFICERS

---

Stuart G. Tipton, *President*  
John Hoving, *V.P.—Executive Action*  
Frederick Davis, *V.P.—Asst. to President*  
E. F. Kelly, *V.P.—Finance & Accounting*  
Craig Lewis, *V.P.—Public Relations*  
W. N. Martin, *V.P.—Public Affairs*  
J. L. O'Brien, *V.P.—Personnel Relations*  
Norman J. Philion, *V.P.—International*

William T. Seawell, *V.P.—Operations & Engineering*  
Leo Seybold, *V.P.—Federal Affairs*  
Jack M. Slichter, *V.P.—Traffic*  
John E. Stephen, *General Counsel*  
William B. Becker, *Asst. V.P.—Operations*  
Walter A. Jensen, *Asst. V.P.—Air Navigation/Traffic Control*  
Clif Stratton, Jr., *Secretary*  
Bess Udoff, *Assistant Secretary*  
Joseph F. Hintersehr, *Treasurer*

## DIRECTORS

---

Clarence M. Belinn (Los Angeles)  
Lewis W. Dymond (Frontier)  
Jos. H. FitzGerald (Ozark)  
L. B. Maytag, Jr. (National)  
D. W. Nyrop (Northwest)  
W. A. Patterson (United)

Robert W. Prescott (Flying Tiger)  
E. V. Rickenbacker (Eastern)  
C. R. Smith (American)  
Charles C. Tillinghast, Jr. (Trans World)  
J. T. Trippe (Pan American)  
C. E. Woolman (Delta)

## MEMBER AIRLINES

---

Alaska Airlines, *Chas. F. Willis, Jr., President, 2320 Sixth Avenue, Seattle 1, Washington*  
Alaska Coastal-Ellis Airlines, *S. B. Simmons, President, 2 Marine Way, Juneau, Alaska*  
Allegheny Airlines, *Leslie O. Barnes, President, Washington National Airport, Washington 1, D. C.*  
Aloha Airlines, *Hung Wo Ching, President, Post Office Box 3769, Honolulu, Hawaii*  
American Airlines, *C. R. Smith, President, 633 Third Avenue, New York 17, New York*  
Bonanza Airlines, *Edmund Converse, President & Chairman of the Board, Post Office Box 391, Las Vegas, Nevada*  
Braniff Airways, *C. E. Beard, President, Braniff Building, Post Office Box 35,001, Dallas 35, Texas*  
\*Canadian Pacific Airlines, *G. W. G. McConachie, President, Vancouver Airport, Vancouver, B. C., Canada*  
Caribbean-Atlantic Airlines, *Dionisio Trigo, President, Post Office Box 6035, Loiza Station, Santurce, Puerto Rico*  
Central Airlines, *Keith Kable, President, Amon Carter Field, Fort Worth, Texas*  
Chicago Helicopter Airways, *C. W. Moore, President & Treasurer, 5240 West 63rd Street, Chicago 38, Illinois*  
Continental Air Lines, *Robert F. Six, President, Stapleton Airfield, Denver 7, Colorado*  
Delta Air Lines, *C. E. Woolman, President & General Manager, Atlanta Airport, Atlanta, Georgia*  
Eastern Air Lines, *Malcolm A. MacIntyre, President & Chief Executive Officer, 10 Rockefeller Plaza, New York 20, New York*  
The Flying Tiger Line, *Robert W. Prescott, President, Lockheed Air Terminal, Burbank, California*  
Frontier Airlines, *Lewis W. Dymond, President, 5900 East 39th Avenue, Denver, Colorado*  
Hawaiian Airlines, *A. D. Lewis, President & Chief Executive Officer, Post Office Box 3287, Honolulu 1, Hawaii*  
Lake Central Airlines, *Lloyd W. Hartman, President, Weir Cook Airport, Indianapolis 41, Indiana*  
Los Angeles Airways, *C. M. Belinn, President, Box 90155, Airport Station, Los Angeles 9, California*  
Mackey Airlines, *Joseph C. Mackey, President, 500 Southwest 34th Street, Broward County International Airport, Fort Lauderdale, Florida*  
Mohawk Airlines, *Robert E. Peach, President, Oneida County Airport, Utica, New York*  
National Airlines, *L. B. Maytag, Jr., President, Post Office Box NAL, Airport Mail Facility, Miami 59, Florida*  
New York Airways, *Robt. L. Cummings, Jr., President, Post Office Box 426, LaGuardia Airport Station, Flushing 71, New York*  
North Central Airlines, *Hal N. Carr, President & General Manager, 6201 34th Avenue South, Wold Chamberlain Field, Minneapolis 50, Minnesota*  
Northeast Airlines, *James W. Austin, President & General Manager, Logan International Airport, Boston 28, Massachusetts*  
Northern Consolidated Airlines, *Raymond I. Petersen, President & General Manager, Box 6247, International Airport, Anchorage, Alaska*  
Northwest Airlines, *D. W. Nyrop, President, Minneapolis-St. Paul International Airport, St. Paul 11, Minnesota*  
Ozark Air Lines, *Jos. H. FitzGerald, President, Lambert Field, St. Louis 34, Missouri*  
Pacific Air Lines, *John H. Connelly, President, San Francisco International Airport, San Francisco, California*  
Pacific Northern Airlines, *A. G. Woodley, President & General Manager, 400 Norton Building, Seattle 4, Washington*  
Pan American-Grace Airways, *Andrew B. Shea, President, 135 East 42nd Street, New York 17, New York*  
Pan American World Airways, *J. T. Trippe, President, 135 East 42nd Street, New York 17, New York*  
Piedmont Airlines, *T. H. Davis, President, Smith Reynolds Airport, Winston-Salem 1, North Carolina*  
Reeve Aleutian Airways, *Robert C. Reeve, President & Superintendent of Operations, Box 559, Anchorage, Alaska*  
Riddle Airlines, *James B. Franklin, President, Post Office Box 535, Miami International Airport Branch, Miami 48, Florida*  
Southern Airways, *Frank W. Hulse, President, 1101 Brown-Marx Building, Birmingham, Alabama*  
\*Trans-Canada Air Lines, *F. T. Wood, Vice President-Corporate Services, Place Ville Marie, Montreal 2, Quebec, Canada*  
Trans Caribbean Airways, *O. Roy Chalk, President, 375 Park Avenue, New York 22, New York*  
Trans-Texas Airways, *R. E. McKaughan, President, 11th Floor, Lincoln-Liberty Center, Houston 2, Texas*  
Trans World Airlines, *Charles C. Tillinghast, Jr., President, 380 Madison Avenue, New York 17, New York*  
United Air Lines, *W. A. Patterson, President, Executive Offices, O'Hare International Airport, Post Office Box 8800, Chicago 66, Illinois*  
West Coast Airlines, *Nick Bez, President, 1220 Dexter Horton Building, Seattle 4, Washington*  
Western Air Lines, *T. C. Drinkwater, President, P.O. Box 90,005, Airport Station, Los Angeles 45, California*  
Wien Alaska Airlines, *Sigurd Wien, President & General Manager, Box 690, Fairbanks, Alaska*

\*Associate Member

AIR TRANSPORT ASSOCIATION OF AMERICA

1000 CONNECTICUT AVE., N.W., WASHINGTON 6, D. C.

Printed in U.S.A.