

air transport 1974

energy economics environment

air transport association of america

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The annual report of the U.S. scheduled airline industry.
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1973 at a glance

Traffic	1973	1972	Per Cent Change
Passengers Enplaned (000)	202,208	191,349	5.7
Revenue Passenger Miles (000)	161,957,307	152,406,276	6.3
Available Seat Miles (000)	310,597,107	287,411,214	8.1
Passenger Load Factor	52.1%	53.0%	
Freight Ton Miles (000)	4,736,729	4,217,452	12.3
U.S. Mail Ton Miles (000)	1,197,974	1,190,198	0.7
Express Ton Miles (000)	100,497	87,422	15.0
Cargo Ton Miles (000)	6,035,200	5,495,072	9.8
Total Revenue Ton Miles (000)	23,927,638	22,805,371	4.9
Total Available Ton Miles (000)	51,443,617	48,680,473	5.7
Ton Mile Load Factor	46.5%	46.8%	
 Financial			
Passenger Revenues (\$000)	10,275,689	9,271,353	10.8
Freight Revenues (\$000)	1,038,510	906,494	14.6
Total Operating Revenues (\$000)	12,418,771	11,163,271	11.2
Total Operating Expenses (\$000)	11,834,761	10,578,800	11.9
Net Operating Income (\$000)	584,010	584,471	(0.1)
Net Profit (\$000)	222,847	214,850	3.7
Rate of Return on Investment	5.1%	4.9%	
Passenger Yield	6.34¢	6.08¢	4.3
Freight Yield	21.92¢	21.49¢	2.0

a time to look back—a time to look forward

Even in the airline industry which has never been preoccupied with the past, a retiring chairman* is entitled to one quick backward glance to note the extent to which air transport's role in the nation's transportation system has changed.

In 1944—my first year with the Air Transport Association—the U.S. scheduled airlines carried less than 4.5 million passengers and accounted for only about 23 million ton miles of freight service. In 1973 the airlines carried more than 200 million passengers and produced more than 4.7 billion ton miles of freight service.

The nation has come to rely upon scheduled air service as the primary provider of public transportation between cities in this country and for international travel. Air transport now moves most of the country's intercity letter mail and much of the freight that is most valuable and dependent upon speed of delivery. In 1944 air transport was relatively insignificant—now it is indispensable.

To look forward rather than backward—what are the prospects for scheduled air service throughout the remainder of 1974 and in the years beyond? The prospects will be profoundly influenced by two factors. One is energy. The other is inflation.

Energy conservation will have to become a way of life for the American people for many years to come. There will be continued speculation as to which transportation mode uses fuel most efficiently. One thing is clear—the fuel needs of air transportation must continue to be met. Air transportation is a solution to the energy problem rather than a cause. Our economy is based on speed and there is no way of changing it to the pace of the 1890s. Thus, energy efficiency must be based not only upon its ability to move people and goods but must include a recognition that speed requirements must be met also.

Air transport's role as a solver of the energy problem was driven home early this year. Some industry observers had forecasted a no-growth year because of flight cutbacks to conserve fuel. However, the airlines registered a gain of more than seven per cent in passenger traffic in the first

quarter. A large part of this growth must have resulted from a conclusion reached by many people that it would be more efficient to fly aboard scheduled airlines than to use other modes for intercity travel. The public interest in fuel conservation requires that the potential of air service be used to its fullest.

This annual report covers the current airline jet fuel situation. It reports the enormous economic drain upon the airlines as the result of increases in the price of jet fuel in recent months, which increases are the latest in a long list of factors contributing to inflation in the airline industry.

There was a time, in the 1960s, when increases in airline productivity—largely the result of new jet aircraft—were so great that they absorbed increased costs and made possible lower fares and rates in one of the greatest consumer value gains in the history of transportation.

Late in the last decade productivity gains began to be outpaced by rising costs—rising labor costs, higher landing fees and rentals, higher interest charges and, most recently, by rapidly rising fuel prices.

The cost of air transportation to the public increased and it will continue to do so. The greatest challenge to the industry, its 300,000 employees and its regulators is to increase industry productivity to dampen the impact of inflation and reduce the extent by which inflation must be matched by increased prices.

Meeting the challenges of energy and inflation may be more difficult than overcoming the technological challenges the industry has handled so well. On the record of past accomplishments, I am confident that even energy supply and inflation hurdles will be overcome. I look forward, with the industry, as it strives to become an even more important social and economic force in the lives of all of us.



Stuart G. Tipton
Chairman of the Board
Air Transport Association
of America

* Mr. Tipton is retiring from the Air Transport Association after 30 years of service, first as general counsel, then as president and, most recently, as chairman of the board. He was succeeded as ATA president in 1972 by Paul R. Ignatius.

A handwritten signature in dark ink, appearing to read 'S. G. Tipton', written in a cursive style.

airline service in 1973

(All data are for system operations
and are in thousands)

Passengers Enplaned

1. United	30,250
2. Eastern	26,201
3. Delta	24,604
4. American	21,163
5. Trans World	14,148
6. Allegheny	10,822
7. Pan American	10,409
8. Northwest	7,987
9. Western	7,908
10. Braniff	7,553
11. National	6,862
12. Continental	6,449
13. North Central	4,194
14. Hughes Airwest	3,625
15. Piedmont	3,526
16. Frontier	3,375
17. Hawaiian	2,554
18. Southern	2,494
19. Ozark	2,264
20. Texas International	2,150
21. Aloha	1,819
22. Alaska	534
23. New York Helicopter	371
24. Wien Air Alaska	333
25. San Francisco & Oakland Helicopter	226
26. Caribbean-Atlantic	155
27. Aspen	90
28. Wright	60
29. Reeve Aleutian	43
30. Kodiak-Western Alaska	21
31. Chicago Helicopter	16
32. Western Alaska	2

Revenue Passenger Miles

1. United	27,029,304
2. American	20,654,338
3. Trans World	20,440,696
4. Pan American	19,518,614
5. Eastern	16,875,804
6. Delta	15,022,048
7. Northwest	8,007,850
8. Western	6,357,481
9. National	5,900,240
10. Continental	5,661,379
11. Braniff	5,488,661
12. Allegheny	3,290,862
13. Frontier	1,308,123
14. Hughes Airwest	1,259,908
15. Piedmont	994,351
16. North Central	955,840
17. Southern	721,135
18. Texas International	681,904
19. Ozark	617,480
20. Hawaiian	354,908
21. Alaska	353,970
22. Aloha	255,891
23. Wien Air Alaska	106,689
24. Reeve Aleutian	36,362
25. Caribbean-Atlantic	35,738
26. Aspen	10,221
27. New York Helicopter	7,057
28. Wright	5,493
29. San Francisco & Oakland Helicopter	3,591
30. Kodiak-Western Alaska	1,007
31. Chicago Helicopter	288
32. Western Alaska	74

Available Seat Miles

1. United	49,383,884
2. American	39,005,759
3. Trans World	38,611,925
4. Pan American	36,234,006
5. Eastern	30,532,145
6. Delta	29,311,469
7. Northwest	19,593,377
8. National	11,886,451
9. Continental	11,692,700
10. Western	11,043,425
11. Braniff	10,937,994
12. Allegheny	6,798,775
13. Frontier	2,471,584
14. Hughes Airwest	2,456,954
15. North Central	2,039,284
16. Piedmont	1,987,611
17. Southern	1,643,569
18. Texas International	1,484,784
19. Ozark	1,295,944
20. Alaska	690,488
21. Hawaiian	551,785
22. Aloha	413,791
23. Wien Air Alaska	279,971
24. Caribbean-Atlantic	111,434
25. Reeve Aleutian	77,207
26. Aspen	18,976
27. New York Helicopter	15,031
28. Wright	14,296
29. San Francisco & Oakland Helicopter	9,662
30. Kodiak-Western Alaska	2,217
31. Chicago Helicopter	420
32. Western Alaska	189

Note: Caribbean-Atlantic merged with Eastern Air Lines on May 15, 1973 and Western Alaska with Kodiak Airways on April 1, 1973.

airline service in 1973

(All data are for system operations and are in thousands)

Freight Ton Miles

1. Pan American	860,854
2. Flying Tiger	681,878
3. United	645,850
4. American	529,257
5. Trans World	475,884
6. Seaboard	359,097
7. Northwest	246,234
8. Eastern	207,745
9. Delta	176,429
10. Continental	144,935
11. Airlift	102,037
12. Braniff	83,777
13. National	75,565
14. Western	51,987
15. Allegheny	26,281
16. Frontier	9,922
17. North Central	9,042
18. Alaska	8,618
19. Wien Air Alaska	7,371
20. Piedmont	6,646
21. Ozark	5,408
22. Southern	5,291
23. Hughes Airwest	5,248
24. Hawaiian	4,589
25. Texas International	4,562
26. Reeve Aleutian	1,160
27. Aloha	587
28. Caribbean-Atlantic	279
29. Wright	134
30. Kodiak-Western Alaska	43
31. Aspen	14
32. Western Alaska	2
New York Helicopter	2
33. San Francisco & Oakland Helicopter	1

Mail Ton Miles

1. Pan American	229,586
2. United	164,524
3. Trans World	158,965
4. Flying Tiger	151,058
5. American	98,548
6. Northwest	86,115
7. Delta	68,438
8. Eastern	59,167
9. Seaboard	37,992
10. Braniff	33,908
11. Continental	22,726
12. Western	22,340
13. National	18,629
14. Allegheny	15,159
15. Wien Air Alaska	4,799
16. Frontier	4,352
17. Alaska	3,985
18. North Central	3,343
19. Piedmont	2,739
20. Ozark	2,297
21. Hughes Airwest	2,174
22. Reeve Aleutian	1,988
23. Southern	1,946
24. Texas International	1,720
25. Hawaiian	739
26. Aloha	442
27. Airlift	223
28. Kodiak-Western Alaska	40
29. Caribbean-Atlantic	21
30. Western Alaska	8
31. New York Helicopter	3

Overall Revenue Ton Miles

1. United	3,747,063
2. Pan American	3,561,504
3. Trans World	2,918,156
4. American	2,836,651
5. Eastern	2,023,439
6. Delta	1,761,077
7. Northwest	1,254,074
8. Flying Tiger	976,823
9. Continental	750,680
10. Western	724,083
11. Braniff	713,419
12. National	687,225
13. Seaboard	471,606
14. Allegheny	375,148
15. Airlift	224,616
16. Frontier	146,079
17. Hughes Airwest	136,977
18. North Central	114,546
19. Piedmont	110,435
20. Southern	89,199
21. Texas International	76,639
22. Ozark	72,676
23. Alaska	49,627
24. Hawaiian	40,821
25. Aloha	26,618
26. Wien Air Alaska	23,044
27. Reeve Aleutian	7,830
28. Caribbean-Atlantic	3,940
29. Aspen	1,349
30. Wright	785
31. New York Helicopter	724
32. San Francisco & Oakland Helicopter	366
33. Kodiak-Western Alaska	362
34. Chicago Helicopter	30
35. Western Alaska	27

Passenger Revenues

1. United	\$1,654,540
2. American	1,296,318
3. Trans World	1,154,069
4. Eastern	1,130,276
5. Pan American	1,049,914
6. Delta	1,021,122
7. Northwest	474,060
8. National	382,959
9. Western	379,824
10. Braniff	370,954
11. Continental	340,942
12. Allegheny	294,953
13. Hughes Airwest	108,609
14. Frontier	104,688
15. North Central	102,574
16. Piedmont	90,839
17. Southern	64,788
18. Texas International	62,758
19. Ozark	60,763
20. Hawaiian	40,267
21. Aloha	28,858
22. Alaska	27,652
23. Wien Air Alaska	12,804
24. New York Helicopter	6,310
25. Reeve Aleutian	5,228
26. Caribbean-Atlantic	3,494
27. San Francisco & Oakland Helicopter	2,426
28. Aspen	1,984
29. Wright	1,186
30. Kodiak-Western Alaska	351
31. Chicago Helicopter	159
32. Western Alaska	19

Note: Caribbean-Atlantic merged with Eastern Air Lines on May 15, 1973 and Western Alaska with Kodiak Airways on April 1, 1973.

Freight Revenues

1. Pan American	\$188,252
2. United	135,859
3. Flying Tiger	120,586
4. American	114,953
5. Trans World	98,517
6. Delta	56,980
7. Eastern	56,008
8. Seaboard	53,451
9. Northwest	52,056
10. Continental	29,584
11. Braniff	24,279
12. National	20,279
13. Airlift	16,630
14. Western	15,445
15. Allegheny	14,620
16. North Central	6,430
17. Frontier	5,152
18. Piedmont	4,638
19. Wien Air Alaska	4,152
20. Ozark	3,734
21. Hughes Airwest	3,313
22. Southern	3,219
23. Alaska	3,129
24. Texas International	2,759
25. Hawaiian	2,561
26. Reeve Aleutian	716
27. Aloha	445
28. Wright	368
29. Caribbean-Atlantic	193
30. Kodiak-Western Alaska	99
31. New York Helicopter	61
32. Aspen	28
33. San Francisco & Oakland Helicopter	9
34. Western Alaska	3

Operating Revenues

1. United	\$1,940,963
2. American	1,475,359
3. Trans World	1,452,905
4. Pan American	1,424,639
5. Eastern	1,259,807
6. Delta	1,122,971
7. Northwest	584,748
8. Braniff	428,099
9. Western	414,717
10. National	413,849
11. Continental	387,332
12. Allegheny	329,361
13. Flying Tiger	174,538
14. Hughes Airwest	130,107
15. North Central	126,420
16. Frontier	124,799
17. Piedmont	107,484
18. Southern	83,770
19. Ozark	81,610
20. Texas International	77,782
21. Seaboard	74,809
22. Hawaiian	44,822
23. Airlift	37,899
24. Alaska	36,876
25. Aloha	30,613
26. Wien Air Alaska	26,055
27. Reeve Aleutian	6,845
28. New York Helicopter	6,449
29. Caribbean-Atlantic	3,880
30. San Francisco & Oakland Helicopter	2,891
31. Aspen	2,329
32. Wright	1,722
33. Kodiak-Western Alaska	1,465
34. Chicago Helicopter	752
35. Western Alaska	104

public transportation at its best

The year 1973 saw the U.S. airline industry mark notable milestones in service to the traveling and shipping public, despite jarring problems caused by the energy crisis which forced changes in the pattern of airline operations in the last quarter of the year.

During 1973, the scheduled airlines of the United States set these new records:

- Enplaned more than 200 million passengers.
- Recorded total operating revenues of more than \$12 billion.
- Passed the \$1 billion mark in air freight revenues.
- Carried some 16 billion pieces of mail.

These achievements serve to illustrate the fact that despite energy challenges the airlines continued to provide public transportation at its best. Making approximately 12,300 daily departures at year's end—down from 13,800 because of the fuel shortage—the airlines accounted for almost 80 per cent of all intercity public transportation and about 95 per cent of all passenger travel between the United States and foreign countries.

For the 21st year in a row, the airline passenger fatality rate was below 1.0 passenger fatalities per 100 million revenue passenger miles, coming to 0.12 in 1973. Put another way, this means that 99.999903 per cent of all airline passengers arrived safely.

Air Freight and Mail

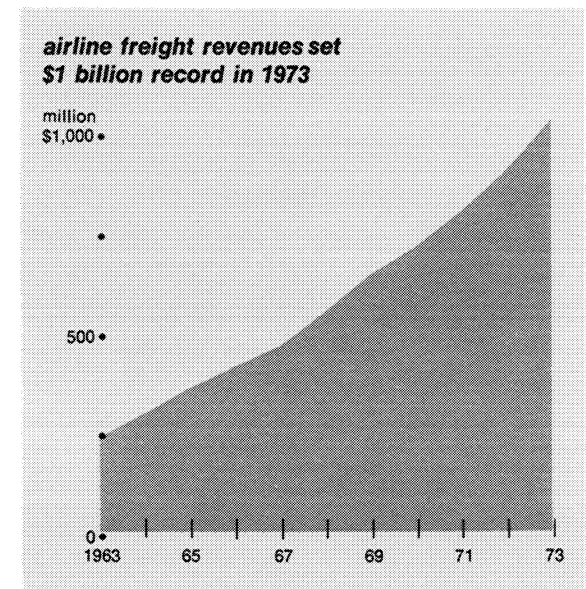
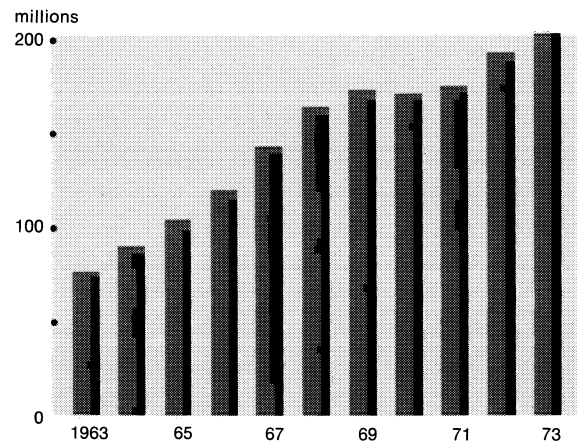
Scheduled airline service to the nation's shippers continued to expand during 1973, increasing by 12.3 per cent to 4.7 billion ton miles of freight carried. This was despite the reduced capacity necessitated by the fuel crisis. An excellent demonstration of the airlines' ability to provide freight lift capacity when needed took place during the truckers strike in early February when millions of

pounds of fresh meat and produce went to supermarket shelves by air freight. This service helped alleviate what could have been severe food shortages in some areas.

The fastest growing phase of the air freight industry is the counter service for the quick shipment of small packages. The packages are brought to the airline ticket counter 30 minutes before flight time and can be picked up at destination 30 minutes after the flight arrives. This service now plays an important role in helping TV news and entertainment shows to make their air time.

The U.S. Postal Service and the airlines took a substantial step forward when, in the fall of 1973, the airlines began to carry first class mail on a priority basis rather than on a space available basis as in the past. This new program also established new common rates for both air mail and first class mail and other classes of mail. This rate is still a bargain for the postal service which pays the airlines less than one penny of the price of each stamp.

**airline boardings top
200 million in 1973**

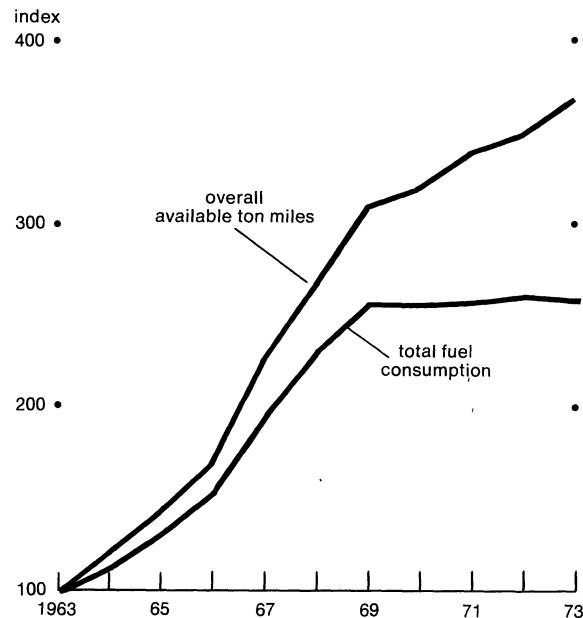


National Defense

During 1973, the airlines continued to work with the Department of Defense to help maintain the nation's security. The backbone of this effort is the maintenance of the Civil Reserve Air Fleet (CRAF), a program which provides certain aircraft in airline fleets that are specially equipped for possible military use. These aircraft and their crews are available for emergency use and their most important function is to insure adequate intercontinental airlift capability.

The CRAF fleet now includes 277 of the scheduled airlines' long and short range aircraft, in both passenger and cargo configurations. The vital role that this reserve fleet can play in the national defense was shown during the October Middle East war, when a number of CRAF aircraft were called up to augment the military air fleet.

growth of airline capacity and fuel consumption compared



energy and traffic

cent and forced abandonment of plans for further schedule growth.

In late November, the major airlines were told by the Federal Energy Office to cut back December fuel consumption to 95 per cent of 1972 levels and by January 7, 1974 to be operating at 85 per cent of 1972 levels. These two cutbacks represented 15 and 25 per cent reductions from estimated current needs, respectively. In late December, their allocation was restored to 95 per cent of 1972 usage. The regional carriers were allocated 100 per cent of their 1972 fuel usage.

These changes meant that the airline industry was operating under four different fuel allocations in the space of three months. In addition, the airline industry was the only form of public transportation not receiving 100 per cent of its current needs.

One of the continuing problems during the fuel crisis was that airlines were, in many instances, unable to get their allocated levels of fuel supplies. In early April, the FEO attempted to remedy this shortage by ordering refineries to substantially increase jet fuel production, enabling airlines to restore some flights that had been cut and to recall some of the employees who had been furloughed.

The past year was one of notable progress and achievements but as 1974 began the airlines continued to face some difficult challenges. The most pressing of these was the fuel shortage and its effect on airline operations and financial performance. The problems of energy and economics have become increasingly difficult to separate.

The energy crisis struck the airline industry in full force in the last quarter of 1973. In October, the airlines were directed by the federal government to reduce their fuel usage to 1972 levels as of November 1. This they did, resulting in a 6.4 per cent decline in scheduled departures in that month from November 1972. This compares with an increase in October scheduled departures of 3.3 per

Monthly changes in jet fuel usage, total cost and per-gallon cost for 11 major airlines.

	Domestic Operations			International Operations			System Operations		
	Total Cost	Gallons Used	Cost/Gallon	Total Cost	Gallons Used	Cost/Gallon	Total Cost	Gallons Used	Cost/Gallon
Sept. 73/72	27.4%	12.7%	13.1%	34.0%	11.2%	20.4%	28.9%	12.4%	14.7%
Oct. 73/72	22.6	5.8	15.8	41.6	6.0	33.9	26.6	5.9	19.5
Nov. 73/72	4.8	(12.7)	19.9	24.3	(13.3)	43.6	8.8	(12.8)	24.8
Dec. 73/72	5.2	(15.9)	25.1	36.8	(19.4)	69.6	11.5	(16.7)	33.9
Jan. 74/73	26.1	(14.4)	47.3	88.2	(13.2)	116.3	38.9	(14.1)	61.6
Feb. 74/73	32.9	(17.9)	61.7	133.5	(10.5)	161.0	53.4	(16.4)	83.4
Mar. 74/73	45.8	(15.6)	72.6	134.0	(13.6)	170.8	65.0	(15.2)	94.5

economics

Paul R. Ignatius, ATA president, noted in congressional testimony that FEO allocation regulations "unjustly discriminate between scheduled air carriers and other transportation modes which serve the public at large. All transportation services, including the airlines, are supposed by law to receive priority treatment as directed by the Emergency Petroleum Allocation Act of 1973."

In early May 1974, the Federal Energy Office announced that, beginning June 1, the airlines would receive 100 per cent of their current fuel needs, subject to the availability of fuel supplies.

The reductions in airline fuel allocations had an immediate effect on airline operations. By the end of 1973, some 1,500 daily departures had been eliminated and thousands of airline employees furloughed. Traffic growth in the last quarter also lagged in both passengers and freight as the fuel crisis hit hard throughout the economy.

These flight cuts, combined with more efficient ground operating procedures, reduced cruising speeds and increased use of training simulators, resulted in a savings of more than one billion gallons of jet fuel annually.

First Quarter 1974 Growth

The first quarter of 1974 brought, however, a rebound in the growth rate of airline passenger traffic, partially the result of a shift from private automobile travel to airline public transportation.

First quarter domestic revenue passenger miles were up 7.2 per cent. At the same time, capacity continued to be held down by the limited supplies of jet fuel and the passenger load factor rose from 48.5 per cent in the first quarter of 1973 to 57.0 per cent in the first quarter of this year.

As in the operational field, the airline industry's most pressing economic problems are fuel-related. The airlines have seen their jet fuel costs skyrocket since the summer of 1973. A few facts will highlight the dimension of this problem to the airlines:

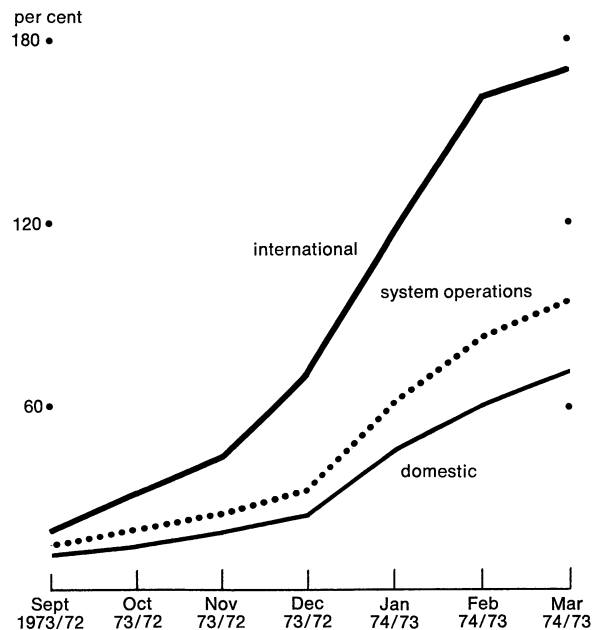
- Jet fuel costs have traditionally accounted for about 12 per cent of airline cash operating costs. In 1974, this could go as high as 20 per cent.
- As the airlines will use about 10 billion gallons of jet fuel in 1974, each one penny increase in the price per gallon adds \$100 million to operational costs.
- That \$100 million increase for each penny rise can be seen in perspective when it is considered that the entire industry earned \$223 million in 1973.
- In 1972, the average price per gallon paid by the airlines for jet fuel was about 11.5 cents. By this spring it had risen to 22.8 cents, or 98.3 per cent.

The fuel crisis and resultant price increases have been serious for all airlines but the international carriers have been especially hard hit. In March 1974, the cost per gallon for fuel for the international carriers had gone up 170.8 per cent from March 1973.

In March 1974, the 11 major airlines, in domestic and international operations, decreased their total fuel usage by 15.2 per cent from March 1973. Despite this reduced consumption, their total fuel bill for the month increased 65.0 per cent over the previous March, reflecting a 94.5 per cent rise in the per gallon price of fuel.

If the fuel price increases experienced in the last few months of 1973 and the first quarter of 1974 continue throughout this year, the airline industry fuel bill will double in one year—from \$1.2 billion last year to \$2.4 billion this year.

per gallon cost increases in fuel of 11 major airlines

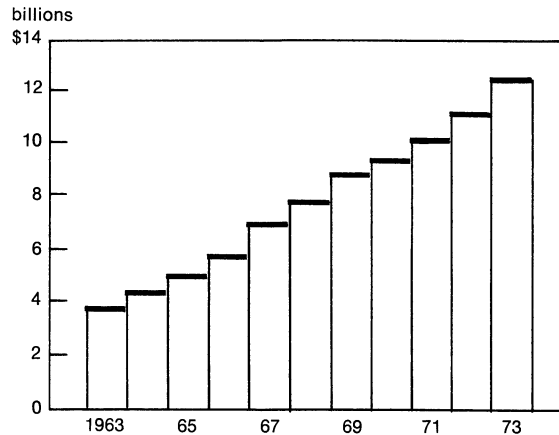


Cost Inflation

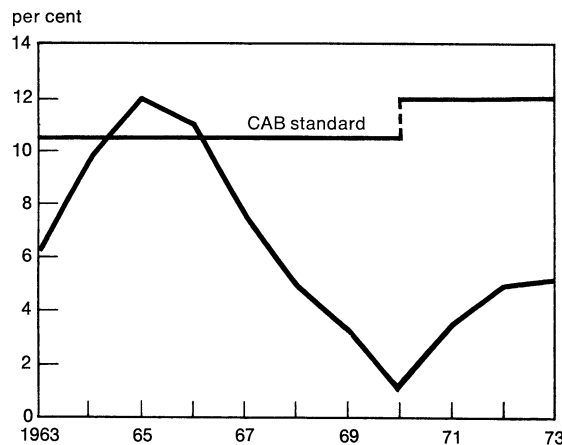
A special ATA study on "U.S. Airline Industry Costs and Productivity" showed that in the period from 1967 to 1973, the airlines sustained a 43 per cent cost inflation, compared with a 17.5 per cent increase in productivity and an 18 per cent increase in yield. This accounted for the fact that earnings for

airline revenues more than \$12 billion but return still inadequate

operating revenues



rate of return on investment



the airline industry in 1973 were some \$200 million below those of 1967.

In 1967, the airline employment cost per employee, including wages and fringe benefits, averaged \$9,730 and rose to \$16,464 in 1973. There were other major cost increases during this period:

- The average airport landing fee per 1,000 pounds rose from 24 cents to 45 cents.
- The average price paid per meal per enplaned passenger rose from \$1.58 to \$2.18.
- The average cost per gallon of fuel rose from 10.4 cents to 12.6 cents, a figure that by the spring of 1974 has reached almost 23 cents per gallon.

Mounting labor costs are a source of continuing economic concern for the airlines as they account for almost one-half of all cash operating expenses. The airline payroll last year totalled \$4.6 billion.

Airline employees today are among the highest paid in U.S. industry. Between 1967 and 1972, the average annual airline employee salary gained 53.1 per cent, compared with a national average of 38.6 per cent.

Aircraft Deliveries

During 1973, the airlines took delivery of 145 new jet aircraft valued at \$1.72 billion. In addition, during the first five months of this year they have received another 54 new aircraft valued at \$650 million. On order for delivery during the remaining seven months of 1974 and in future years are 137 new aircraft valued at \$2.0 billion.

Financial Performance

Airline operating revenues topped \$12 billion for the first time in 1973, but the industry's net earnings came to \$223 million last year, which represented only a slight improvement from the \$215 million earned in 1972.

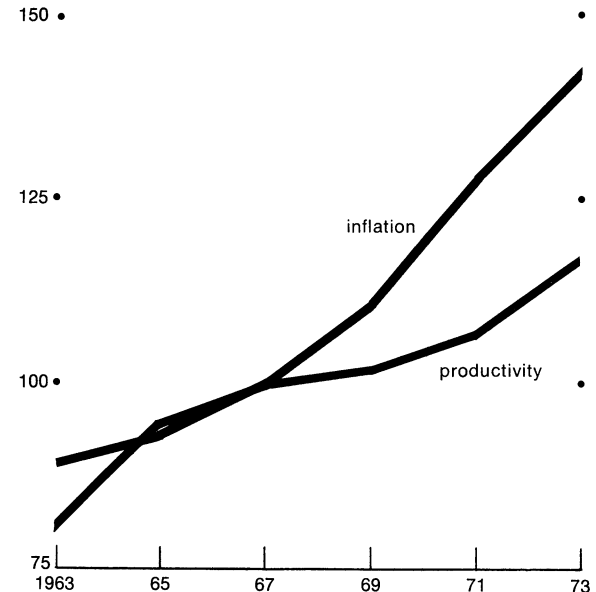
The rate of return on investment (ROI) for the industry last year was 5.1 per cent, up from 4.9 per cent in 1972. The 5.1 per cent was, however, less than one-half of the 12.0 per cent ROI that the Civil Aeronautics Board has set as a "fair and reasonable" return for the airline industry.

Total operating revenues for the industry were \$12.4 billion, an 11.2 per cent increase over 1972 operating revenues. Total operating expenses, however, increased at a faster rate, rising 11.9 per cent to \$11.8 billion.

The CAB, recognizing the increasing financial difficulties caused by both rising fuel and labor costs, approved a five per cent general increase in domestic fares, effective December 1, 1973. The Board subsequently approved a fuel surcharge of six per cent on domestic airline tickets, effective April 16, 1974.

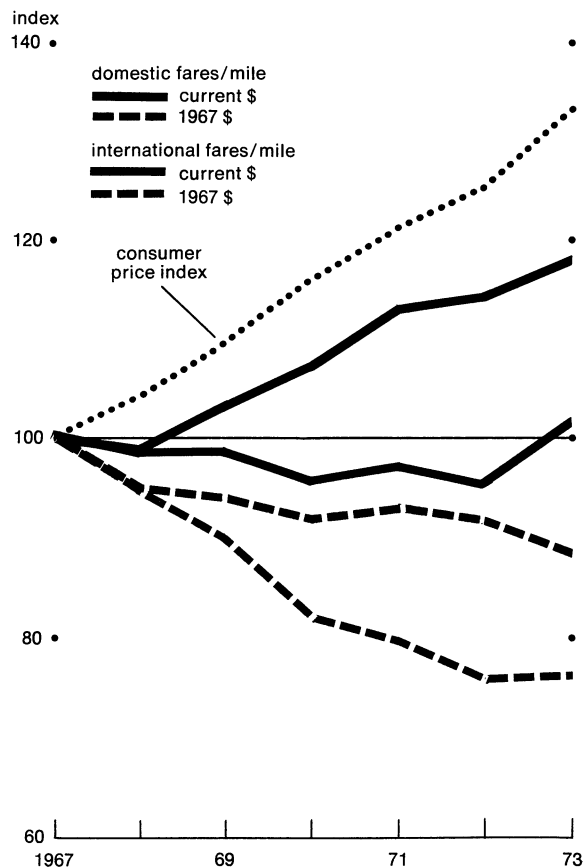
airline productivity and inflation compared

index 1967 = 100
150 •



In 1973, the average passenger yield, or what airline passengers paid to fly a mile, was 6.34 cents per mile, only 4.1 per cent more than 10 years ago. A recent CAB staff study found that, when inflation trends are taken into account, a \$100 domestic airline ticket in 1967 would only cost \$89 today in "constant dollars" and an international ticket would be \$76. The study said that in "real dollars," which take inflation into account, the yields to domestic airlines last year were 11 per cent below 1967 levels and to international airlines, 24 per cent below 1967.

airline fares still a bargain compared to consumer price index



Discrimination Against U.S. Flag Carriers

An increasingly difficult problem affecting the operations and financial performance of United States carriers operating to foreign countries is that of preferential treatment given to national carriers by their governments at the expense of U.S. flag carriers.

These discriminatory practices cover a wide range and vary from country to country. They frequently prevent U.S. carriers from being fully competitive abroad while foreign carriers operating to this country are accorded full competitive equality.

Some of the discriminatory practices are:

- Payment for carriage of international mail at far higher rates to foreign carriers than to U.S. carriers.
- Requirements that corporate travel of nationalized companies be on national carrier.

—Differences in amounts of hard currency a traveler is allowed if travel is on foreign (i.e., U.S.) rather than national carrier.

—Exorbitant airport/airways user charges or exemption for national carrier from paying landing fees at country's principal airports. These user charges paid by U.S. carriers are often used to support airports not utilized by U.S. carriers.

—Discriminatory income taxes.

—Preferential treatment of national carrier at airports, such as gate space, advertising space, customs clearance and baggage handling.

—Requirement that U.S. carriers use ground handling services provided by national carrier so U.S. carriers cannot independently contract for these services.

—Prohibition against local sales for local currency.

—Currency conversion and remittance delays, sometimes of six months to a year.

aircraft delivered or on order

U.S. Scheduled Airline Industry as of June 1, 1974

Manufacturer	Model	Total Aircraft Delivered and on Order	Aircraft Delivered Jan.-May '74	Aircraft on Order for Delivery		
				Aircraft June-Dec. 1974	1975	1976 & Beyond
Boeing	B-727	73	17	16	22	18
	B-737	3	2	—	—	1
	B-747	2	—	2	—	—
Lockheed	L-1011	44	11	16	11	6
McDonnell Douglas	DC-9	24	9	13	2	—
	DC-10	40	12	11	17	—
Others		5	3	2	—	—
TOTAL		191	54	60	52	25

environment

Thanks to the high efficiency of the jet engine, the airline fleet today contributes considerably less to the nation's air pollution than did the pre-jet piston fleet that was 17 per cent smaller than the current all-jet fleet.

The airlines, the engine manufacturers and the government are working to reduce emissions even further. This involves reducing both invisible emissions as well as the black smoke that is produced by some jet engines. Most of the black smoke has already been eliminated thanks to a program begun by the airlines and the engine manufacturers several years ago and completed in 1973. The target date for retrofitting the remaining engines has been set for January 1, 1978 by the Environmental Protection Agency.

The greatest immediate opportunity for improving air quality by reducing invisible emissions lies in reducing or preventing the concentration of emissions at the airport. Both for fuel conservation and to reduce these concentrations, the airlines have been shutting down one or more engines on larger aircraft while taxiing to the terminal.

Engine Design Improvements

Noise from jet aircraft is also being reduced. These reductions come slowly and in small increments because aircraft noise abatement is both complex and difficult. The problem is not merely a matter of reducing sound, but also one of reducing the human annoyance caused by sound pressure levels. This subjective human response to sound is not easily measured and precise methods for predicting how much annoyance will be reduced by a specific noise abatement step are still lacking.

Noise reduction efforts are proceeding along two basic lines: reducing noise at its source and using flight procedures that keep aircraft higher and quieter.

Significant progress has been made in reducing noise at the source by designing engines that are quieter, even though more powerful, than earlier engines. New, advanced-technology aircraft—the 747, DC-10 and L-1011—have new high-bypass ratio engines that are two-and-a-half times as powerful as those on earlier 707s and DC-8s, but significantly quieter.

Flight Procedures

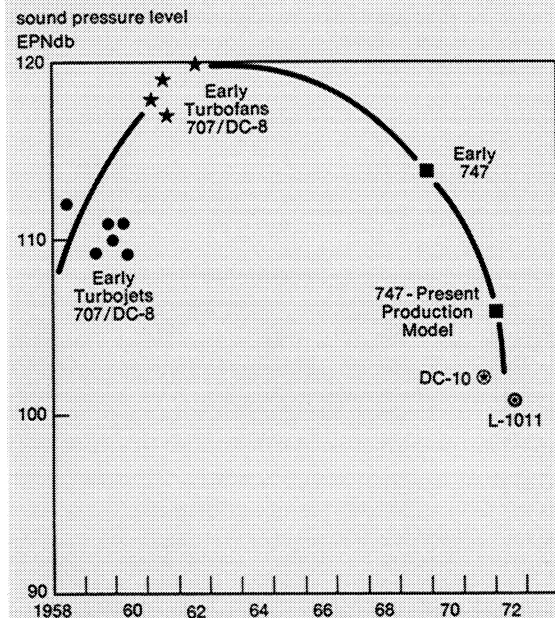
The airlines are working with the Federal Aviation Administration to reduce aircraft noise through the use of various flight procedures, including the use of preferential runways and routings that take aircraft over the sparsely-populated areas near the airport.

In addition, new procedures that keep inbound aircraft as high as possible until the actual beginning of the landing approach are being developed. On take-off, more power is used to get the plane higher sooner. Also being studied is a "Two-Segment Approach," which involves beginning the approach at a steeper angle from a higher altitude.

One other method of insuring noise relief is to keep the undeveloped areas near airports and especially those under arrival and departure paths from being used for purposes such as housing developments, schools, hospitals and churches. Unfortunately, only a very small number of states and communities have taken steps to insure compatible land use near airports.

The airlines intend to continue to take prudent and practical steps to alleviate unreasonable intrusions on the environment caused by their operations. These additional steps will be taken as rapidly as the availability of practical hardware and financial resources will permit—subject always to safety of operations and required service to the public.

new jets much quieter during landing approach



safety and employment

Comparative Transport Safety Record

<i>Passenger Fatalities per 100 Million Passenger Miles</i>	1973	1972	1971	1970	1969	1968	1967	1966	1965	1964	1963
U.S. Scheduled Airlines											
Domestic											
Fatalities	128	160	174	0	132	258	226	59	205	65	48
Rate	0.10	0.13	0.16	0.00	0.14	0.30	0.30	0.09	0.38	0.14	0.12
International and Territorial											
Fatalities	69	0	0	2	0	47	0	0	21	94	73
Rate	0.19	0.00	0.00	0.007	0.00	0.18	0.00	0.00	0.12	0.63	0.59
Total											
Fatalities	197	160	174	2	132	305	226	59	226	159	121
Rate	0.12	0.10	0.12	0.001	0.11	0.27	0.22	0.07	0.31	0.26	0.23
Motor Buses											
Fatalities	n.a.	29	14	2	8	31	23	13	44	19	38
Rate	n.a.	0.17	0.08	0.02	0.05	0.16	0.11	0.06	0.23	0.10	0.21
Railroads											
Fatalities	6	47	17	10	9	13	13	27	12	9	13
Rate	0.07	0.56	0.23	0.09	0.07	0.10	0.09	0.16	0.07	0.05	0.07
Autos											
Fatalities	35,000 ^B	35,200	34,200	34,800	37,200	36,500	34,800	34,800	32,500	31,500	28,900
Rate	n.a.	1.9	1.9	2.1	2.3	2.4	2.4	2.5	2.4	2.4	2.3

^B Estimated

Five-Year Averages of Airline Safety Statistics

	Passenger Fatalities per 100 Million Passenger Miles	Passenger Fatalities per One Million Aircraft Miles	Revenue Plane Miles per Fatal Accident (000)	Fatal Accidents per 100,000 Flights
1939-1943	2.39	0.29	34,151	n.a.
1944-1948	2.01	0.37	46,422	n.a.
1949-1953	0.95	0.25	75,623	0.28
1954-1958	0.37	0.12	131,112	0.19
1959-1963	0.43	0.19	162,389	0.16
1964-1968	0.22	0.12	233,263	0.15
1969-1973	0.09	0.06	571,660	0.08

Employment and Payroll

<i>U.S. Scheduled Airlines</i>	1973	1972	1971	1970*	1969	1968	1967	1966	1965	1964	1963
Pilots and Copilots	27,192	26,880	26,242	25,807	26,262	24,554	23,425	21,019	16,881	15,136	14,262
Other Flight Personnel	7,567	6,820	6,658	7,029	8,387	7,953	7,531	6,788	5,091	4,415	4,048
Pursers, Stewards and Stewardesses	42,819	39,408	35,682	34,274	33,621	29,970	25,100	20,925	17,322	14,470	13,109
Communications Personnel	1,948	2,080	2,275	2,777	3,264	3,403	3,316	3,174	3,123	3,195	3,716
Mechanics	47,049	45,570	45,759	48,177	52,886	52,046	50,016	45,327	41,667	39,360	34,453
Aircraft and Traffic Servicing Personnel	90,193	88,098	84,931	83,637	86,462	82,950	74,943	66,641	57,532	51,944	49,056
Office Employees	59,891	58,974	58,114	59,992	63,743	63,158	59,257	50,961	44,162	40,325	37,867
All Others	34,840	33,297	32,524	35,681	37,297	36,417	32,435	29,193	25,017	22,973	22,376
Total Employment	311,499	301,127	292,185	297,374	311,922	300,451	276,023	244,028	210,795	191,818	178,887
Total Payroll (\$000)	4,640,370	4,192,081	3,843,872	3,659,716	3,322,719	2,921,120	2,491,330	2,097,588	1,755,401	1,536,603	1,320,400

* Figures for 1970 are understated due to the effects of a Brotherhood of Railway and Airline Clerks strike against Northwest Airlines and an Air Line Pilots Association strike against Mohawk Airlines.

passenger travel

Passenger Travel Between the U.S. and Foreign Countries*

	1973	1972	1971	1970	1969	1968	1967	1966	1965	1964	1963
(Thousands of Passengers)											
Passengers via Air	26,659	25,020	20,784	18,960	16,605	14,160	12,456	10,589	8,996	7,657	6,356
Passengers via Sea	1,964	1,863	1,758	1,711	1,714	1,378	1,397	1,570	1,608	1,651	1,727
Total via Air and Sea	28,624	26,883	22,542	20,671	18,319	15,538	13,853	12,159	10,604	9,308	8,083
Air Share (%)	93.1	93.1	92.2	91.7	90.6	91.1	89.9	87.1	84.8	82.3	78.6
Passengers via Foreign-Flag Airlines	12,038	11,380	9,033	8,490	7,481	6,259	5,792	5,109	4,509	3,897	3,155
Passengers via U.S.-Flag Airlines	14,621	13,640	11,751	10,470	9,124	7,901	6,664	5,480	4,487	3,760	3,201
U.S. Flag Airlines' Share (%)	54.8	54.5	56.5	55.2	54.9	55.8	53.5	51.8	49.9	49.1	50.4

* Figures 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.

Intercity Passenger Travel in the United States

(Passenger Miles in Millions)

Common Carriers

Airlines	126,317	118,138	106,438	104,146	102,717	87,508	75,487	60,591	51,888	44,141	38,457
Railroads	9,299	8,561	9,908	6,179	7,622	8,737	10,920	12,903	13,260	14,048	14,396
Motor Buses ¹	26,400	25,600	25,500	25,300	24,900	24,500	24,900	24,600	23,800	23,300	21,800
Total	162,016	152,299	141,846	135,335	135,239	120,693	111,306	98,094	88,948	81,489	74,653
Air Share (%)	78.0	77.6	75.0	77.0	76.0	72.5	67.8	61.8	58.3	54.2	51.5
Private Automobile	1,174,000	1,129,000	1,071,000	1,026,000	977,000	936,400	889,800	856,400	817,700	801,800	765,900
Total Common Carrier and Auto	1,336,016	1,281,299	1,212,846	1,161,335	1,112,239	1,057,093	1,001,106	954,494	906,648	883,289	840,553
Common Carrier Share (%)	12.1	11.9	11.7	11.7	12.2	11.4	11.1	10.3	9.8	9.2	8.9
Air Share (%)	9.5	9.2	8.8	9.0	9.2	8.3	7.5	6.3	5.7	5.0	4.6

¹ Includes charter

unit revenues and costs

Passenger Revenues Compared	1973	1972	1971	1970	1969	1968	1967	1966	1965	1964	1963
Average Revenue Per Revenue Passenger Mile—Intercity Common Carriers											
(In Cents Per Mile)											
U.S. Scheduled Airlines											
Domestic—First Class	8.93	8.70	8.58	8.31	7.78	7.32	7.24	7.24	7.33	7.26	7.17
Coach	6.11	5.88	5.81	5.46	5.27	5.11	5.13	5.28	5.52	5.58	5.62
Total	6.63	6.40	6.32	6.00	5.79	5.61	5.64	5.83	6.06	6.12	6.17
International—First Class	9.31	8.42	8.26	7.96	8.09	7.42	7.59	7.60	7.62	8.16	8.56
Tourist	4.98	4.66	4.79	4.68	4.82	4.65	4.71	4.85	5.00	5.12	5.47
Total	5.32	4.98	5.10	5.01	5.18	4.95	5.01	5.16	5.29	5.45	5.82
Total	6.34	6.08	6.05	5.79	5.68	5.46	5.49	5.67	5.87	5.95	6.09
Railroads, Class I											
First Class	—	4.56	4.72	4.27	4.08	3.88	3.76	3.84	3.87	3.91	4.00
Coach	5.19*	4.64	4.85	3.98	3.56	3.24	3.02	2.99	3.00	3.00	3.00
Motor Buses, Class I											
	4.05	3.98	3.83	3.60	3.39	3.18	2.98	2.89	2.88	2.74	2.72

* Includes first class and coach.

Freight Revenues Compared

Average Revenue Per Ton Mile—Intercity Common Carriers

(In Cents Per Mile)

U.S. Scheduled Airlines

Domestic	23.31	22.75	22.58	21.91	21.03	19.97	19.89	20.21	20.46	20.97	21.72
International	19.89	19.70	19.73	19.36	18.29	18.83	19.63	19.92	20.76	23.60	24.78
Total	21.92	21.49	21.42	20.94	19.99	19.51	19.79	20.09	20.58	21.95	22.86

Railroads, Class I	1.62	1.62	1.59	1.43	1.35	1.31	1.27	1.26	1.27	1.28	1.31
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Trucks, Class I	9.00 [Ⓔ]	8.20	8.00	7.30	7.10	6.90	6.60	6.30	6.50	6.50	6.30
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Airline Revenue, Cost and Profit per Revenue Ton Mile

(In Cents Per Mile)

Domestic Service

Unit Revenue	58.02	55.51	54.76	51.74	49.74	49.66	49.90	51.79	54.48	56.58	57.75
Unit Cost	55.07	52.35	53.03	51.75	47.43	47.00	45.67	45.57	47.81	50.87	54.77
Operating Profit Margin	2.95	3.17	1.73	(00.01)	2.31	2.66	4.23	6.22	6.67	5.71	2.98

International and Territorial Service

Unit Revenue	37.74	34.78	34.01	33.44	30.68	31.12	33.04	35.87	40.60	44.80	47.76
Unit Cost	36.47	33.52	32.73	32.74	29.60	27.82	28.01	29.63	33.56	38.59	41.06
Operating Profit Margin	1.27	1.26	1.28	00.70	1.08	3.30	5.03	6.24	7.04	6.21	6.70

Total Industry

Unit Revenue	51.90	48.95	48.05	46.02	43.98	42.86	43.77	46.18	50.10	53.03	54.79
Unit Cost	49.46	46.39	46.47	45.81	42.04	39.96	39.26	39.95	43.31	47.17	50.72
Operating Profit Margin	2.44	2.56	1.59	00.21	1.94	2.90	4.51	6.23	6.79	5.86	4.07

[Ⓔ] Estimated

aircraft in service

U.S. Scheduled Airlines

Manufacturer	Model	1973	1972	1968	1963	Manufacturer	Model	1973	1972	1968	1963		
Boeing:	B707 (Jet)	315	337	380	133	Nihon:	YS-11 (Turboprop)	23	22	9	—		
	B720 (Jet)	44	56	134	104			Sud Aviation:	Caravelle (Jet)	—	—	20	20
	B727 (Jet)	710	662	516	—	Vickers:	Viscount (Turboprop)			—	—	19	60
	B737 (Jet)	134	134	66	—					Other:		40	48
	B747 (Jet)	109	106	—	—	Totals:							
British Aircraft Corp.:	BAC 111 (Jet)	43	58	60	—	Jet	2,068	2,028	1,700	426			
Canadair:	CL 44 (Turboprop)	—	—	14	21	Turboprop	238	256	412	250			
Convair:	240	—	1	3	49	Piston	54	63	185	1,136			
	340/440	6	7	46	153	Total Fixed Wing:	2,360	2,347	2,297	1,812			
	580/600 (Turboprop)	129	135	148	—	Helicopters:							
	880 (Jet)	37	41	41	46	Bell:							
	990 (Jet)	—	—	6	19	B47	—	—	—	1			
Curtiss:	C-46	2	3	7	34	206 (Turbine)	3	4	—	—			
Fairchild Hiller:	F-27 (Turboprop)	24	29	47	50	Sikorsky:	S51	—	—	—	1		
	FH-227 (Turboprop)	31	32	55	—	S55	—	—	—	2			
Lockheed:	Constellation	—	—	—	40	S58	3	3	3	4			
	Super Constellation	—	—	—	111	S61 (Turbine)	7	7	8	4			
	Electra (Turboprop)	19	19	86	117	S62 (Turbine)	—	—	1	4			
	L-382B/100 (Turboprop)	1	3	9	—	Boeing Vertol:	V107 (Turbine)	—	—	4	4		
	L1011 (Jet)	48	17	—	—	Total Helicopters:	13	14	16	20			
Martin:	202	—	—	—	16								
	404	14	17	46	59								
McDonnell Douglas:	DC-3	—	2	14	197								
	DC-4	—	—	—	14								
	DC-6	3	3	7	217								
	DC-7	—	—	15	164								
	DC-8 (Jet)	207	227	217	104								
	DC-9 (Jet)	335	329	260	—								
	DC-10 (Jet)	86	59	—	—								

air transport association of america

member airlines



Alaska Airlines
Seattle-Tacoma International Airport
Seattle, Washington 98158
Ronald F. Cosgrave
Chairman of the Board and
Chief Executive Officer
Aircraft Fleet: B-720 (3) B-727 (4) DHC-6 (2)



Allegheny Airlines
Washington National Airport
Washington, D. C. 20001
Leslie O. Barnes
President
Aircraft Fleet: BAC 111 (31) CV-580 (39) DC-9 (37)



Aloha Airlines
Honolulu International Airport
P.O. Box 9038, Honolulu, Hawaii 96820
Kenneth F. C. Char
President
Aircraft Fleet: B-737 (6)



American Airlines
633 Third Avenue
New York, New York 10017
Albert V. Casey
Chairman of the Board, President
and Chief Executive Officer
Aircraft Fleet: B-707 (95) B-720 (7) B-727 (100)
B-747 (16) BAC 111 (12) DC-10 (25)



BRANIFF INTERNATIONAL

Braniff Airways
Exchange Park
Dallas, Texas 75235
Harding L. Lawrence
Chairman of the Board and
Chief Executive Officer
Aircraft Fleet: B-727 (64) B-747 (1) DC-8 (11)



CONTINENTAL AIRLINES

Continental Airlines
Los Angeles International Airport
Los Angeles, California 90009
Robert F. Six
President
Aircraft Fleet: B-720 (7) B-727 (31)
B-747 (4) DC-6 (1) DC-9 (7) DC-10 (8)



Delta Air Lines
Hartsfield Atlanta International Airport
Atlanta, Georgia 30320
David C. Garrett, Jr.
President
Aircraft Fleet: B-727 (41) B-747 (5) CV-880 (12)
DC-8 (41) DC-9 (75) DC-10 (5) FH-227 (2)
L-382 (1) L-1011 (4)



Eastern Air Lines
10 Rockefeller Plaza
New York, New York 10020
Floyd D. Hall
Chairman of the Board and President
Aircraft Fleet: AC-500 (1) B-727 (118)
DC-8 (4) DC-9 (82) L-188 (16) L-1011 (29)



FLYING TIGER LINE

The Flying Tiger Line
7401 World Way West
Los Angeles International Airport
Los Angeles, California 90009
Robert W. Prescott
President
Aircraft Fleet: DC-8 (19)



FRONTIER AIRLINES

Frontier Airlines
8250 Smith Road
Denver, Colorado 80207
A. L. Feldman
President and Chief Executive Officer
Aircraft Fleet: B-737 (14) CV-580 (32) DHC-6 (3)



HAWAIIAN AIR

Hawaiian Airlines
P.O. Box 9008
Honolulu, Hawaii 96820
John H. Magoon, Jr.
Chairman of the Board, President
and Chief Executive Officer
Aircraft Fleet: DC-9 (9)



HUGHES AIRWEST

Hughes Airwest
San Francisco International Airport
San Francisco, California 94128
Irving T. Tague
General Manager and Vice President—
Corporate Services
Aircraft Fleet: DC-9 (24) F-27 (19)

National Airlines.

National Airlines
Box 2055, Airport Mail Facility
Miami, Florida 33159
L. B. Maytag
Chairman of the Board, President
and Chief Executive Officer
Aircraft Fleet: B-727 (38) B-747 (2)
DC-8 (6) DC-10 (11)



NORTH CENTRAL AIRLINES, INC

North Central Airlines
7500 Northliner Drive
Minneapolis, Minnesota 55450
Hal N. Carr
Chairman of the Board and
Chief Executive Officer
Aircraft Fleet: CV-580 (33) DC-9 (19)



Northwest Orient Airlines
Minneapolis-St. Paul International Airport
St. Paul, Minnesota 55111
D. W. Nyrop
President
Aircraft Fleet: B-707 (24) B-720 (2)
B-727 (56) B-747 (15) DC-10 (15)



Ozark Air Lines
Lambert Field
St. Louis, Missouri 63145
Edward J. Crane
President and Chief Executive Officer
Aircraft Fleet: DC-9 (21) FH-227 (20)



Pan American World Airways
Pan Am Building
New York, New York 10017
William T. Seawell
Chairman of the Board, President
and Chief Executive Officer
Aircraft Fleet: B-707 (88) B-727 (24) B-747 (29)



Piedmont Airlines
Smith Reynolds Airport
Winston-Salem, North Carolina 27102
T. H. Davis
President and Treasurer
Aircraft Fleet: B-737 (15) FH-227 (9) YS-11 (21)



Southern

Southern Airways
Hartsfield Atlanta International Airport
Atlanta, Georgia 30320
Frank W. Hulse
President
Aircraft Fleet: DC-9 (27) M-404 (14)



TEXAS INTERNATIONAL

Texas International Airlines
P.O. Box 60188
Houston Intercontinental Airport
Houston, Texas 77060
Francisco Lorenzo
President and Chief Executive Officer
Aircraft Fleet: CV-600 (24) DC-9 (15)



Trans World Airlines
605 Third Avenue
New York, New York 10016
F. C. Wiser, Jr.
President and Chief Operating Officer
Aircraft Fleet: B-707 (103) B-727 (72) B-747 (19)
CV-880 (25) DC-9 (19) L-1011 (15)



United Air Lines
P.O. Box 66100
O'Hare International Airport
Chicago, Illinois 60666
Edward E. Carlson
President and Chief Executive Officer
Aircraft Fleet: B-727 (150) B-737 (66)
B-747 (18) DC-8 (111) DC-10 (18)



Western Air Lines
World Way Postal Center
Box 92005
Los Angeles, California 90009
Arthur F. Kelly
President and Chief Executive Officer
Aircraft Fleet: B-707 (5) B-720 (25)
B-727 (11) B-737 (29) DC-10 (4)



Wien Air Alaska
4100 International Airport Road
Anchorage, Alaska 99502
Raymond I. Petersen
Chairman of the Board and President
Aircraft Fleet: B-737 (4) DHC-6 (4)
F-27 (5) G-73 (1) SC-7 (2)

Associate Members

Air Canada
40th Floor, 1 Place Ville Marie
Montreal 113, P.Q., Canada
Yves Pratte
Chairman of the Board and
Chief Executive Officer

C. P. Air
1900 Granville Square
200 Granville Street
Vancouver, B.C., Canada
J. C. Gilmer
President

Aircraft Fleet as reported to
Federal Aviation Administration, January 1, 1974.

traffic and service

Total U.S. Scheduled Airlines	1973	1972	1971	1970	1969	1968	1967	1966	1965	1964	1963
Passenger Traffic											
Revenue passengers enplaned (000) . . .	202,208	191,349	173,669	169,922	171,898	162,181	142,499	118,061	102,920	88,520	77,403
Revenue passenger miles (000)	161,957,307	152,406,276	135,657,702	131,710,018	125,420,120	113,958,321	98,746,641	79,889,246	68,676,459	58,493,654	50,362,042
Available seat miles (000)	310,597,107	287,411,214	279,823,351	265,119,871	250,845,929	216,445,750	174,818,524	137,844,486	124,319,945	106,315,777	94,844,743
Revenue passenger load factor (%)	52.1	53.0	48.5	49.7	50.0	52.6	56.5	58.0	55.2	55.0	53.1
Average length of haul (miles)	801	796	781	775	730	703	693	677	667	661	651
Cargo Traffic (Ton Miles)—Total (000) . .											
Freight (000)	6,035,200	5,495,072	5,108,659	4,984,197	4,690,355	4,167,064	3,426,117	2,900,941	2,303,131	1,751,106	1,453,967
Express (000)	4,736,729	4,217,452	3,712,288	3,407,552	3,240,965	2,804,878	2,351,108	2,050,735	1,730,295	1,301,487	1,026,533
Priority U.S. Mail (000)	100,497	87,422	82,995	106,514	109,467	105,153	98,883	99,690	89,859	78,310	70,832
Nonpriority U.S. Mail (000)	602,709	581,705	595,669	606,492	577,453	581,883	567,301	542,771	372,294	289,913	266,402
Overall Traffic and Service											
Nonscheduled traffic—total ton miles (000)	595,265	608,493	717,707	863,639	762,470	675,168	408,825	207,745	110,683	81,396	90,200
Total revenue ton miles—all services (000)	1,685,764	2,059,180	2,220,658	2,019,832	3,091,193	2,865,022	2,648,005	1,754,930	909,401	582,369	514,169
Total available ton miles—all services (000)	23,927,638	22,805,371	20,905,968	20,185,500	19,989,409	18,114,334	15,684,289	12,440,854	9,894,985	8,015,941	6,860,302
Ton mile load factor (%)	51,443,617	48,680,473	47,255,550	44,298,170	42,779,192	37,223,333	30,785,135	23,505,292	19,660,993	16,302,481	13,930,752
Scheduled revenue aircraft departures . .	46.5	46.8	44.2	45.6	46.7	48.7	46.4	52.9	50.3	49.2	49.2
Scheduled revenue aircraft miles (000) . .	5,133,811	5,046,438	4,998,934	5,119,556	5,378,343	5,348,110	4,945,947	4,373,318	4,197,584	3,954,083	3,788,362
Scheduled revenue aircraft hours	2,448,114	2,375,875	2,377,858	2,418,169	2,384,866	2,145,972	1,833,563	1,482,486	1,353,503	1,189,135	1,095,058
	5,898,575	5,728,496	5,725,925	5,846,195	5,895,772	5,521,311	4,924,613	4,233,467	4,071,943	3,774,772	3,606,638

For notes to statistical tables see page 35.

Domestic Trunk Airlines	1973	1972	1971	1970	1969	1968	1967	1966	1965	1964	1963
Passenger Traffic											
Revenue passengers enplaned (000) . . .	144,753	136,590	124,351	122,866	129,883	118,810	105,854	86,423	76,677	65,963	58,222
Revenue passenger miles (000)	115,352,180	108,189,968	97,756,113	95,899,744	95,657,705	81,611,832	70,990,141	56,802,788	48,986,972	41,658,368	36,383,756
Available seat miles (000)	222,446,581	206,617,921	202,509,471	194,461,930	190,064,198	153,864,640	124,141,624	97,174,719	88,731,152	75,242,408	67,601,302
Revenue passenger load factor (%)	51.9	52.4	48.3	49.3	50.3	53.0	57.2	58.5	55.2	55.4	53.8
Average length of haul (miles)	797	792	786	781	736	687	671	657	639	632	625
Cargo Traffic (Ton Miles)—Total (000) . . .											
Freight (000)	2,961,808	2,779,389	2,593,965	2,555,646	2,622,526	2,072,466	1,666,721	1,353,051	1,131,081	902,733	752,609
Express (000)	2,260,935	2,067,242	1,861,767	1,789,701	1,753,602	1,439,161	1,190,067	988,485	835,118	650,732	520,632
Priority U.S. Mail (000)	89,178	76,927	73,552	95,445	99,331	94,874	89,343	87,128	80,424	70,530	64,914
Nonpriority U.S. Mail (000)	376,189	342,078	342,214	344,491	347,440	285,988	266,730	236,018	182,673	151,763	138,661
Overall Traffic and Service											
Nonscheduled traffic—total ton miles (000)	401,864	447,622	432,442	443,083	806,533	425,942	498,919	287,753	165,401	45,251	24,230
Total revenue ton miles—all services (000)	14,899,500	14,046,278	12,801,877	12,589,056	12,647,138	10,321,322	8,969,988	7,083,014	5,983,537	4,928,807	4,257,567
Total available ton miles—all services (000)	33,695,886	31,703,285	30,977,903	29,623,686	29,165,115	23,097,750	18,769,379	14,403,764	12,850,594	10,752,433	9,222,953
Ton mile load factor (%)	44.2	44.3	41.3	42.5	43.4	44.7	47.8	49.2	46.6	45.8	46.2
Scheduled revenue aircraft departures . .	3,019,558	2,954,879	2,920,958	2,979,044	3,184,595	3,005,352	2,749,451	2,290,949	2,252,205	2,105,980	2,075,499
Scheduled revenue aircraft miles (000) . .	1,743,427	1,711,465	1,727,414	1,748,728	1,747,185	1,486,460	1,258,265	995,729	926,369	808,419	752,716
Scheduled revenue aircraft hours	4,013,888	3,922,530	3,954,387	4,008,837	4,073,520	3,597,467	3,134,676	2,589,592	2,541,328	2,354,069	2,288,840
Local Service Airlines											
Passenger Traffic											
Revenue passengers enplaned (000) . . .	32,450	30,501	27,432	26,726	24,547	23,389	19,032	16,295	12,911	11,022	9,322
Revenue passenger miles (000)	9,829,603	8,899,388	7,851,515	7,430,666	6,312,630	5,489,224	4,114,304	3,467,510	2,621,201	2,244,488	1,868,988
Available seat miles (000)	20,178,505	18,074,128	17,335,816	17,024,403	14,722,390	12,153,585	8,862,400	6,908,077	5,545,691	4,836,305	4,266,886
Revenue passenger load factor (%)	48.7	49.2	45.3	43.6	42.9	45.2	46.4	50.2	47.3	46.4	43.8
Average length of haul (miles)	303	292	286	278	257	235	216	213	203	204	200
Cargo Traffic (Ton Miles)—Total (000) . . .											
Freight (000)	114,432	101,456	86,206	86,264	70,440	59,036	41,277	35,701	27,801	22,008	17,687
Express (000)	72,400	65,297	52,897	53,549	40,052	31,415	22,054	19,782	15,485	11,923	9,024
Priority U.S. Mail (000)	8,302	7,491	6,907	8,706	7,999	7,482	6,417	7,099	5,983	5,080	4,311
Nonpriority U.S. Mail (000)	20,444	13,949	12,209	11,209	10,040	9,720	7,794	7,770	5,520	4,350	3,765
Overall Traffic and Service											
Nonscheduled traffic—total ton miles (000)	114,432	101,456	86,206	86,264	70,440	59,036	41,277	35,701	27,801	22,008	17,687
Total revenue ton miles—all services (000)	1,121,699	1,012,667	894,930	850,480	694,550	593,665	442,406	371,072	280,986	239,481	198,347
Total available ton miles—all services (000)	2,534,080	2,263,189	2,194,802	2,146,702	1,859,433	1,469,783	1,024,078	761,028	585,229	503,972	440,716
Ton mile load factor (%)	44.3	44.7	40.8	39.6	37.4	40.4	43.2	48.8	48.0	47.5	45.0
Scheduled revenue aircraft departures . .	1,526,880	1,516,473	1,515,651	1,554,585	1,585,363	1,620,940	1,561,417	1,479,063	1,376,203	1,304,837	1,238,138
Scheduled revenue aircraft miles (000) . .	270,677	249,561	241,911	242,471	227,603	211,203	185,041	165,281	145,175	133,532	121,292
Scheduled revenue aircraft hours	934,398	894,394	875,781	895,306	895,966	908,525	888,417	863,581	808,244	764,737	711,679

traffic and service

Intra-Hawaiian Airlines	1973	1972	1971	1970	1969	1968	1967	1966	1965	1964	1963
Passenger Traffic											
Revenue passengers enplaned (000)	4,373	3,676	3,000	2,643	2,442	2,243	2,024	1,692	1,453	1,252	1,074
Revenue passenger miles (000)	610,799	504,670	400,393	355,034	327,017	301,429	274,143	226,674	195,186	166,607	143,982
Available seat miles (000)	965,576	853,475	725,799	768,693	772,192	580,391	463,719	387,127	319,733	276,375	239,520
Revenue passenger load factor (%)	63.3	59.1	55.2	46.2	42.3	51.9	59.1	58.6	61.0	60.3	60.1
Average length of haul (miles)	140	137	133	134	134	134	135	134	134	133	134
Cargo Traffic (Ton Miles)—Total (000)											
Freight (000)	6,357	5,501	4,683	4,352	3,665	3,167	3,749	3,318	2,766	2,597	2,266
Express (000)	5,176	4,441	3,658	3,314	2,745	2,272	2,823	2,454	2,431	2,472	2,152
Priority U.S. Mail (000)	—	—	—	—	—	—	—	—	—	—	—
Nonpriority U.S. Mail (000)	196	181	154	143	120	107	119	114	106	99	93
	985	879	871	895	800	788	807	750	229	26	21
Overall Traffic and Service											
Nonscheduled traffic—total ton miles (000)	2	9	7	5	18	8	35	12	285	433	284
Total revenue ton miles—all services (000)	67,439	55,976	44,730	39,866	32,361	29,630	27,827	23,224	20,189	17,665	14,109
Total available ton miles—all services (000)	109,044	96,083	81,198	85,535	83,662	60,634	49,169	40,373	34,151	30,833	25,773
Ton mile load factor (%)	61.8	58.3	55.1	46.6	38.7	48.9	56.6	57.5	59.1	57.3	54.7
Scheduled revenue aircraft departures	73,593	68,571	64,767	72,380	76,003	69,359	64,631	62,034	58,439	52,491	49,993
Scheduled revenue aircraft miles (000)	8,965	8,115	7,276	8,147	8,697	8,131	7,665	7,221	6,661	5,930	5,718
Scheduled revenue aircraft hours	27,789	26,225	24,561	28,414	30,916	31,595	32,396	33,733	34,417	30,624	30,565
Intra-Alaskan Airlines *											
Passenger Traffic											
Revenue passengers enplaned (000)	933	991	393	351	315	253	336	304	298	276	246
Revenue passenger miles (000)	498,102	522,524	123,406	112,532	101,333	76,790	78,147	68,434	65,245	55,795	46,551
Available seat miles (000)	1,050,072	1,019,933	315,359	258,622	253,389	204,431	168,052	146,924	149,124	135,151	117,988
Revenue passenger load factor (%)	47.4	51.2	39.1	43.5	40.0	37.6	46.5	46.6	43.8	41.3	39.5
Average length of haul (miles)	534	527	314	321	322	304	233	225	219	202	189
Cargo Traffic (Ton Miles)—Total (000)											
Freight (000)	28,183	29,139	13,777	12,468	11,247	8,477	7,876	7,759	7,318	6,265	5,472
Express (000)	17,194	18,394	7,369	6,385	5,972	3,825	3,630	3,664	3,617	3,176	2,640
Priority U.S. Mail (000)	169	174	—	—	—	—	—	—	—	—	—
Nonpriority U.S. Mail (000)	7,410	7,314	4,374	5,270	5,275	4,652	4,246	4,095	3,701	3,089	2,832
	3,410	3,257	2,034	813	—	—	—	—	—	—	—
Overall Traffic and Service											
Nonscheduled traffic—total ton miles (000)	2,892	7,020	1,747	2,220	2,679	3,432	3,662	4,252	4,271	5,754	6,025
Total revenue ton miles—all services (000)	80,890	88,410	28,004	26,013	24,457	19,920	19,675	19,166	18,457	17,910	16,449
Total available ton miles—all services (000)	151,725	163,588	52,710	49,285	47,051	35,688	33,204	31,417	31,465	32,270	30,562
Ton mile load factor (%)	53.3	54.0	53.1	52.8	52.0	55.8	59.3	61.0	58.7	55.5	53.8
Scheduled revenue aircraft departures	95,940	102,139	67,623	65,223	61,885	66,389	96,529	99,357	103,086	103,429	104,068
Scheduled revenue aircraft miles (000)	15,487	15,980	7,823	7,603	7,438	7,155	8,542	7,985	7,923	7,718	7,503
Scheduled revenue aircraft hours	59,583	61,607	38,784	38,485	38,371	40,831	55,332	54,498	55,604	55,215	54,952

*Alaska Airlines included in 1972 and 1973 data, see notes to statistical tables on page 35.

Helicopter Airlines	1973	1972	1971	1970	1969	1968	1967	1966	1965	1964	1963
Passenger Traffic											
Revenue passengers enplaned (000)	613	587	551	573	744	1,048	1,225	1,075	732	626	477
Revenue passenger miles (000)	10,936	10,009	8,973	11,341	17,083	24,856	29,670	25,420	18,811	16,003	12,510
Available seat miles (000)	25,113	23,495	24,364	31,780	43,102	59,923	62,041	51,992	41,413	34,165	27,657
Revenue passenger load factor (%)	43.5	42.6	36.8	35.7	39.6	41.5	47.8	48.9	45.4	46.8	45.2
Average length of haul (miles)	18	17	16	20	23	24	24	24	26	26	26
Cargo Traffic (Ton Miles)—Total (000)											
Freight (000)	3	3	3	4	6	8	9	10	10	6	6
Express (000)	8	12	13	25	37	48	64	70	60	45	44
Priority U.S. Mail (000)	3	5	4	5	34	57	61	60	84	92	74
Nonpriority U.S. Mail (000)	—	—	—	—	—	—	—	—	—	—	—
Overall Traffic and Service											
Nonscheduled traffic—total ton miles (000)	13	28	6	4	5	10	9	13	20	24	15
Total revenue ton miles—all services (000)	1,120	1,048	923	1,171	1,707	2,492	2,970	2,574	1,968	1,692	1,332
Total available ton miles—all services (000)	2,537	2,384	2,414	3,240	4,400	6,146	6,345	5,157	4,338	3,717	3,071
Ton mile load factor (%)	44.1	44.0	38.2	36.1	38.8	40.5	46.8	49.9	45.4	45.5	43.4
Scheduled revenue aircraft departures	80,974	78,150	78,503	84,519	111,124	191,631	151,421	139,568	126,683	125,629	85,989
Scheduled revenue aircraft miles (000)	1,085	1,022	1,048	1,427	1,910	2,547	2,660	2,241	1,984	1,976	1,462
Scheduled revenue aircraft hours	10,239	9,628	9,630	12,707	17,957	23,346	25,066	22,652	20,286	20,435	15,222
All-Cargo Airlines (Domestic)											
Cargo Traffic (Ton Miles)—Total (000)											
Freight (000)	496,416	336,248	275,705	258,726	215,123	198,768	186,116	195,486	171,097	151,659	111,853
Express (000)	466,053	324,666	263,075	247,877	208,058	194,005	181,876	189,714	166,362	147,994	110,096
Priority U.S. Mail (000)	2,023	2,056	1,838	1,713	1,530	1,576	1,943	3,071	2,475	1,818	748
Nonpriority U.S. Mail (000)	4,448	3,739	3,717	1,863	861	701	624	1,639	1,173	896	504
Nonpriority U.S. Mail (000)	23,892	5,787	7,075	7,273	4,674	2,486	1,673	1,062	1,087	951	505
Overall Traffic and Service											
Nonscheduled traffic—total ton miles (000)	37,656	42,472	35,173	42,727	259,539	295,406	333,365	359,331	298,111	243,350	231,409
Total revenue ton miles—all services (000)	534,072	378,718	310,878	301,453	474,662	494,181	519,480	554,817	469,208	395,008	343,262
Total available ton miles—all services (000)	872,994	645,273	565,295	543,375	726,584	704,824	729,323	705,242	618,309	549,955	475,602
Ton mile load factor (%)	61.2	58.7	55.0	55.5	65.3	70.1	71.2	78.7	75.9	71.8	72.2
Scheduled revenue aircraft departures	15,268	11,296	10,257	11,724	13,400	15,016	15,633	16,009	17,439	16,520	11,743
Scheduled revenue aircraft miles (000)	17,338	12,771	11,071	11,219	10,456	11,552	11,174	11,021	10,804	10,654	7,929
Scheduled revenue aircraft hours	36,759	26,918	23,463	24,606	27,064	34,433	37,052	38,833	40,236	41,284	29,894

traffic and service

International and Territorial Airlines	1973	1972	1971	1970	1969	1968	1967	1966	1965	1964	1963
Passenger Traffic											
Revenue passengers enplaned (000)	18,936	18,897	17,474	16,260	13,493	16,407	14,020	12,272	10,847	9,381	8,037
Revenue passenger miles (000)	35,639,973	34,268,298	29,219,294	27,563,211	22,702,695	26,450,644	23,259,314	19,298,420	16,789,044	14,352,393	11,905,430
Available seat miles (000)	65,897,988	60,797,069	58,320,186	51,959,992	44,411,659	49,575,001	41,118,729	33,175,647	29,532,832	25,791,373	22,590,210
Revenue passenger load factor (%)	54.1	56.4	50.1	53.0	51.1	53.4	56.6	58.2	56.8	55.6	52.7
Average length of haul (miles)	1,882	1,813	1,672	1,695	1,683	1,612	1,659	1,573	1,548	1,530	1,481
Cargo Traffic (Ton Miles)—Total (000)											
Freight (000)	1,237,861	1,113,373	1,009,254	941,563	936,110	926,091	795,858	720,627	596,416	393,858	295,610
Express (000)	723	731	531	445	444	1,159	1,106	982	908	823	794
Priority U.S. Mail (000)	155,345	171,644	189,400	200,444	195,477	273,239	277,909	283,742	173,158	124,768	115,810
Nonpriority U.S. Mail (000)	195,927	189,967	256,592	338,688	257,680	395,540	272,890	158,663	70,579	45,413	54,478
Overall Traffic and Service											
Nonscheduled traffic—total ton miles (000)	917,647	975,475	1,111,847	938,464	1,253,832	1,684,105	1,387,435	737,520	296,471	198,323	174,411
Total revenue ton miles—all services (000)	6,081,811	5,888,259	5,500,407	5,185,823	4,953,257	5,978,604	5,113,306	3,883,836	2,856,655	2,228,175	1,855,950
Total available ton miles—all services (000)	12,430,469	11,877,471	11,545,793	10,203,702	9,220,759	10,779,326	9,030,981	6,653,990	5,139,006	4,162,677	3,488,240
Ton mile load factor (%)	48.9	49.6	47.6	50.8	53.7	55.5	56.6	58.4	55.6	53.5	53.2
Scheduled revenue aircraft departures	297,153	292,995	292,515	299,529	295,489	367,960	298,573	280,481	257,377	238,886	213,508
Scheduled revenue aircraft miles (000)	361,481	350,163	350,744	369,870	359,476	408,136	350,719	285,711	247,766	214,375	192,140
Scheduled revenue aircraft hours	751,773	729,613	728,331	767,440	753,347	858,123	727,445	610,954	549,964	486,101	454,244
All-Cargo Airlines (International)											
Cargo Traffic (Ton Miles)—Total (000)											
Freight (000)	676,959	623,981	507,716	356,502	287,810	208,097	154,790	126,000	110,856	91,327	86,370
Express (000)	90	28	51	62	8	12	9	1,340	10	14	21
Priority U.S. Mail (000)	38,674	42,795	40,353	39,933	15,894	7,419	9,818	9,334	5,878	4,856	4,663
Nonpriority U.S. Mail (000)	122,259	100,742	119,908	176,689	64,523	13,493	7,861	4,801	5,109	4,643	6,205
Overall Traffic and Service											
Nonscheduled traffic—total ton miles (000)	300,991	564,988	595,730	549,624	724,940	445,016	415,957	361,606	141,969	86,188	75,615
Total revenue ton miles—all services (000)	1,138,973	1,332,554	1,263,775	1,122,874	1,093,261	674,127	588,545	503,149	263,986	187,202	173,121
Total available ton miles—all services (000)	1,641,731	1,925,448	1,715,339	1,513,626	1,538,391	1,068,341	1,142,444	904,322	397,901	266,624	243,578
Ton mile load factor (%)	69.4	69.2	73.7	74.2	71.1	63.1	51.5	55.6	66.3	70.2	71.1
Scheduled revenue aircraft departures	17,015	16,100	15,550	13,625	11,083	8,393	7,704	5,857	6,152	6,311	6,411
Scheduled revenue aircraft miles (000)	28,888	26,183	23,236	20,760	14,665	10,428	9,429	7,297	6,821	6,532	6,196
Scheduled revenue aircraft hours	59,698	53,968	48,136	43,573	32,806	24,595	23,769	19,624	21,864	22,307	20,496

operating revenues and expenses

(In Thousands of Dollars)

Total U.S. Scheduled Airlines	1973	1972	1971	1970	1969	1968	1967	1966	1965	1964	1963
Operating Revenues—Total	12,418,771	11,163,271	10,045,577	9,289,658	8,790,951	7,753,211	6,864,726	5,745,038	4,957,851	4,250,838	3,759,051
Passenger	10,275,689	9,271,353	8,220,323	7,626,813	7,119,795	6,221,852	5,425,862	4,529,520	4,029,383	3,482,760	3,067,193
Freight	1,038,510	906,494	795,272	713,423	648,030	547,094	465,281	412,039	356,113	285,657	234,653
Priority U.S. Mail	190,430	169,204	169,512	175,248	168,358	162,763	184,232	189,252	138,238	122,746	117,916
Nonpriority U.S. Mail	103,237	94,415	110,152	123,311	120,015	104,466	76,082	43,481	25,234	19,050	21,086
Express	36,175	31,679	30,522	36,337	38,089	38,174	35,471	36,800	34,118	31,114	28,421
Charter	420,763	448,537	467,258	413,913	525,759	517,074	520,612	381,890	214,145	152,608	140,234
Public Service Revenue	68,930	68,881	63,392	45,857	40,003	46,745	59,912	65,619	80,622	82,806	82,222
Other*	285,037	172,707	189,147	154,752	130,903	115,044	97,273	86,439	79,997	74,098	67,327
Operating Expenses—Total	11,834,761	10,578,800	9,717,102	9,246,634	8,403,497	7,248,323	6,156,532	4,969,541	4,285,923	3,780,741	3,479,264
Flying Operations	3,389,637	3,021,942	2,901,373	2,705,106	2,468,714	2,080,537	1,733,888	1,368,532	1,157,945	1,029,893	949,417
Maintenance	1,745,702	1,571,081	1,417,547	1,402,009	1,302,001	1,193,639	1,087,177	900,306	815,958	749,367	665,006
General Services and Administration											
Passenger Service	1,269,402	1,125,545	989,709	939,681	830,681	716,056	578,639	458,887	381,860	309,389	263,185
Aircraft and Traffic Servicing	2,335,695	2,011,837	1,788,872	1,676,164	1,489,885	1,262,945	1,070,670	863,279	735,447	646,328	586,086
Promotion and Sales	1,424,741	1,294,161	1,151,562	1,112,409	1,035,401	900,940	776,304	645,574	551,134	479,203	419,978
Administrative	605,143	551,308	508,716	459,222	408,428	351,965	297,560	241,386	212,351	185,016	167,212
Total	5,634,981	4,982,851	4,438,859	4,187,476	3,764,394	3,231,906	2,723,173	2,209,126	1,880,793	1,619,936	1,436,462
Depreciation and Amortization	1,064,440	1,002,924	959,323	952,036	868,384	742,240	612,294	491,578	431,228	381,543	428,379
Net Operating Income	584,010	584,471	328,475	43,031	387,454	504,888	708,194	775,497	671,928	470,097	279,787

* Includes excess baggage, foreign mail, incidental revenues and other transport. For notes to statistical tables see page 35.

operating revenues and expenses (In Thousands of Dollars)

	1973	1972	1971	1970	1969	1968	1967	1966	1965	1964	1963
Domestic Trunk Airlines											
Operating Revenues—Total	8,382,391	7,510,461	6,750,448	6,272,775	6,134,700	5,039,441	4,419,436	3,660,900	3,263,556	2,790,877	2,451,915
Passenger	7,363,558	6,664,950	5,959,062	5,536,144	5,350,986	4,451,341	3,901,528	3,233,095	2,908,045	2,504,861	2,208,430
Freight	524,589	462,076	414,972	387,120	365,015	284,707	235,774	201,289	174,150	140,962	116,466
Priority U.S. Mail	116,424	92,663	92,929	93,952	96,655	80,739	76,100	78,870	64,181	56,262	51,247
Nonpriority U.S. Mail	47,793	46,819	49,294	44,156	68,591	43,131	23,139	7,988	6,354	5,838	5,471
Express	31,111	26,822	26,332	31,257	33,317	33,146	30,752	31,601	29,703	27,247	25,246
Charter	125,037	119,656	107,933	100,294	147,482	87,475	104,962	70,429	44,375	17,629	12,420
Public Service Revenue	—	—	—	—	—	—	2,822	2,110	3,508	3,408	988
Other	173,879	97,475	99,926	79,851	72,655	58,902	44,360	35,518	33,240	34,668	31,648
Operating Expenses—Total	7,968,496	7,076,402	6,520,920	6,256,039	5,789,817	4,719,364	4,009,331	3,207,198	2,847,308	2,494,035	2,322,682
Flying Operations	2,273,665	2,025,229	1,953,216	1,830,972	1,690,242	1,341,342	1,101,480	869,925	767,902	676,974	626,708
Maintenance	1,197,031	1,058,338	963,835	974,254	908,489	802,853	735,445	596,269	566,413	514,552	464,803
General Services and Administration											
Passenger Service	890,389	789,761	684,211	653,762	600,072	488,635	396,449	311,564	266,279	213,988	179,890
Aircraft and Traffic Servicing	1,533,286	1,327,309	1,179,031	1,117,235	1,010,865	825,578	704,944	560,004	484,859	425,197	394,180
Promotion and Sales	935,224	839,904	747,115	728,402	701,427	579,244	501,987	410,282	348,223	299,629	261,691
Administrative	369,273	331,884	310,292	279,813	253,782	202,465	167,023	131,568	116,378	100,945	93,187
Total	3,728,172	3,288,857	2,920,650	2,779,212	2,566,147	2,095,921	1,770,403	1,413,418	1,215,739	1,039,759	928,949
Depreciation and Amortization	769,628	703,977	683,218	671,601	624,937	479,249	402,005	327,586	297,253	262,750	302,221
Net Operating Income	413,895	434,059	229,527	16,737	344,883	320,077	410,106	453,703	416,249	296,841	129,233
Local Service Airlines											
Operating Revenues—Total	1,061,333	935,187	827,861	736,831	611,080	501,308	399,716	348,332	291,374	253,728	225,975
Passenger	889,973	789,767	688,938	627,590	520,806	414,732	313,833	264,949	203,423	169,244	143,171
Freight	43,864	37,966	31,478	29,794	22,630	17,477	13,053	10,961	8,764	6,698	5,031
Priority U.S. Mail	10,535	6,573	6,155	6,376	5,892	5,900	5,138	5,316	4,103	3,327	2,950
Nonpriority U.S. Mail	3,682	3,494	3,423	4,800	3,474	2,971	1,352	301	261	220	203
Express	3,931	3,876	3,602	4,281	3,957	3,967	3,545	3,729	3,196	2,781	2,508
Charter	14,376	12,912	12,930	12,099	9,252	6,837	5,565	3,516	2,115	2,294	1,531
Public Service Revenue	64,555	64,484	58,863	40,339	34,804	40,950	50,961	54,924	66,012	65,779	67,882
Other	30,417	16,114	22,472	11,552	10,266	8,476	6,266	4,637	3,499	3,385	2,698
Operating Expenses—Total	997,603	882,545	798,975	745,629	628,517	510,518	399,025	324,866	267,283	236,762	214,015
Flying Operations	287,884	256,549	242,577	226,809	189,916	146,193	109,656	88,985	74,233	66,787	60,846
Maintenance	173,970	156,463	137,585	128,332	108,272	91,971	79,323	69,475	59,837	52,735	47,256
General Services and Administration											
Passenger Service	71,100	59,070	52,711	47,970	38,751	30,613	21,995	17,307	13,426	11,739	10,660
Aircraft and Traffic Servicing	250,761	209,851	183,435	165,121	144,372	120,179	95,933	80,353	66,346	59,053	53,143
Promotion and Sales	100,542	85,406	77,219	69,502	58,329	46,467	36,107	29,472	23,469	20,639	18,617
Administrative	54,716	51,407	47,269	42,653	34,344	28,136	22,813	18,472	14,874	13,051	11,585
Total	477,120	405,734	360,634	325,246	275,795	225,396	176,849	145,604	118,114	104,482	94,004
Depreciation and Amortization	58,628	63,798	58,179	65,242	54,533	46,958	33,196	20,802	15,098	12,758	11,909
Net Operating Income	63,730	52,641	28,886	(8,798)	(17,436)	(9,210)	691	23,467	24,091	16,966	11,959

	1973	1972	1971	1970	1969	1968	1967	1966	1965	1964	1963
Intra-Hawaiian Airlines											
Operating Revenues—Total	75,435	60,501	49,046	44,391	35,753	29,746	26,287	23,318	20,439	17,898	15,499
Passenger	69,125	56,529	45,330	39,972	33,075	27,538	24,344	19,716	17,074	14,924	13,129
Freight	3,006	2,596	2,410	2,321	1,943	1,577	1,540	1,375	1,378	1,410	1,179
Priority U.S. Mail	183	156	126	108	92	84	92	90	86	80	77
Nonpriority U.S. Mail	355	230	170	178	166	152	145	139	46	8	6
Express	—	104	—	—	—	—	—	—	—	—	—
Charter	5	4	9	7	23	13	—	12	228	299	206
Public Service Revenue	—	—	—	789	—	—	—	1,124	1,124	878	716
Other	2,761	883	1,001	1,016	454	382	166	860	503	300	187
Operating Expenses—Total	68,580	56,148	47,813	43,923	37,408	30,453	26,528	22,145	18,527	16,523	14,690
Flying Operations	19,221	16,694	13,975	13,258	13,097	8,674	8,548	6,478	4,514	3,851	3,219
Maintenance	9,846	8,483	7,474	7,194	6,793	6,069	4,909	4,369	4,002	3,574	2,923
General Services and Administration											
Passenger Service	3,379	2,798	2,255	1,858	1,604	1,047	859	712	646	576	512
Aircraft and Traffic Servicing	15,692	11,632	9,774	8,338	6,397	5,474	4,404	3,778	3,301	2,996	2,706
Promotion and Sales	12,756	9,774	7,116	6,065	4,805	4,205	3,761	2,925	2,722	2,439	2,337
Administrative	5,482	4,440	3,925	3,679	1,553	2,515	2,214	2,051	1,812	1,726	1,866
Total	37,309	28,645	23,070	19,941	14,360	13,241	11,239	9,465	8,492	7,737	7,420
Depreciation and Amortization	2,203	2,327	3,294	3,531	3,158	2,470	1,831	1,832	1,528	1,360	1,129
Net Operating Income	6,855	4,353	1,233	469	(1,654)	(707)	(241)	1,173	1,911	1,375	809
Intra-Alaskan Airlines¹											
Operating Revenues—Total	71,345	31,700	30,360	28,812	25,704	21,967	24,407	22,357	22,002	21,950	20,225
Passenger	46,054	15,613	14,717	13,241	11,869	8,867	9,707	7,972	7,860	7,267	6,244
Freight	8,099	4,574	4,218	3,532	3,307	2,132	2,191	1,996	2,119	2,031	1,723
Priority U.S. Mail	5,611	4,994	4,740	6,733	5,267	4,717	4,392	3,926	3,650	3,192	3,077
Nonpriority U.S. Mail	2,831	1,677	1,930	131	—	—	—	—	—	—	—
Express	32	17	—	—	—	—	—	—	—	—	—
Charter	2,187	1,579	1,480	2,014	2,064	2,310	2,363	2,458	2,345	3,237	3,327
Public Service Revenue	4,375	2,242	2,374	2,374	2,494	3,190	4,729	5,124	5,266	5,590	5,317
Other	2,157	1,004	902	786	703	751	1,022	881	761	631	538
Operating Expenses—Total	68,367	29,621	28,160	26,975	23,802	20,719	23,241	20,306	20,587	20,310	19,353
Flying Operations	21,127	8,310	8,273	7,874	6,633	6,042	6,372	5,566	5,751	6,293	6,112
Maintenance	12,212	6,894	6,273	6,514	5,977	5,142	6,449	5,297	5,919	5,690	5,274
General Services and Administration*											
Total	31,396	12,084	11,330	10,269	8,928	7,775	8,686	7,756	7,534	7,138	6,746
Depreciation and Amortization	3,632	2,334	2,284	2,318	2,263	1,759	1,733	1,687	1,383	1,189	1,221
Net Operating Income	2,978	2,079	2,200	1,837	1,902	1,248	1,166	2,051	1,415	1,640	872

¹Alaska Airlines included in 1973, see notes to statistical tables on page 35.
* Breakdown waived in reporting required of these carriers.

operating revenues and expenses (In Thousands of Dollars)

Helicopter Airlines	1973	1972	1971	1970	1969	1968	1967	1966	1965	1964	1963
Operating Revenues—Total	10,092	9,306	8,414	8,380	9,175	12,870	16,506	14,232	11,135	10,174	8,637
Passenger	8,895	8,351	7,479	7,158	7,374	9,470	10,377	8,603	5,645	4,814	3,284
Freight	70	71	68	72	67	93	102	98	85	54	41
Priority U.S. Mail	20	26	26	33	130	209	325	158	221	240	193
Nonpriority U.S. Mail	—	—	—	—	—	—	—	—	—	—	—
Express	52	66	60	103	243	259	289	295	216	213	217
Charter	369	501	401	435	419	513	481	509	525	344	210
Public Service Revenue	—	—	—	—	—	—	—	584	2,712	4,300	4,641
Other	686	292	379	578	942	2,326	4,932	3,985	1,732	210	51
Operating Expenses—Total	10,237	9,389	9,591	11,637	14,346	16,177	17,249	14,929	11,369	10,295	8,839
Flying Operations	2,949	2,798	2,801	3,094	2,928	2,885	3,375	3,195	2,250	1,941	1,744
Maintenance	2,842	2,643	2,645	3,016	4,169	5,278	5,521	5,002	3,770	3,541	2,789
General Services and Administration*	—	—	—	—	—	—	—	—	—	—	—
Total	4,147	3,674	3,522	4,642	5,835	6,306	6,379	5,563	4,354	3,817	3,305
Depreciation and Amortization	298	273	622	885	1,413	1,707	1,972	1,169	995	996	1,000
Net Operating Income	(145)	(83)	(1,177)	(3,258)	(5,171)	(3,307)	(743)	(697)	(233)	(121)	(202)
 All-Cargo Airlines (Domestic)											
Operating Revenues—Total	89,354	63,746	51,871	49,445	78,642	85,303	94,279	102,360	82,279	74,158	67,586
Passenger	—	—	—	—	—	—	—	—	—	—	—
Freight	77,705	53,756	41,283	37,073	29,469	27,564	25,960	27,635	22,817	20,006	15,562
Priority U.S. Mail	1,457	1,068	983	541	283	194	208	631	447	358	182
Nonpriority U.S. Mail	3,424	899	1,328	1,006	653	387	326	201	207	185	83
Express	806	482	336	536	379	407	538	858	681	563	237
Charter	4,687	5,892	4,396	5,665	41,191	54,414	63,345	68,776	57,046	52,745	51,444
Public Service Revenue	—	—	—	—	—	—	—	—	—	—	—
Other	1,275	1,649	3,544	4,679	6,668	2,337	3,902	4,259	1,082	302	79
Operating Expenses—Total	84,038	61,754	52,945	53,283	80,211	98,712	83,973	80,414	73,706	70,838	66,308
Flying Operations	32,338	23,024	20,394	20,975	30,147	35,170	34,139	30,774	24,270	24,237	23,112
Maintenance	10,611	6,995	5,593	8,612	16,420	19,354	21,339	19,887	19,350	16,476	16,518
General Services and Administration	—	—	—	—	—	—	—	—	—	—	—
Passenger Service	17	4	2	15	1,783	2,579	423	1,512	1,266	2,921	1,744
Aircraft and Traffic Servicing	26,473	20,557	15,752	13,374	16,097	13,908	12,650	12,845	12,178	11,070	8,478
Promotion and Sales	4,241	3,261	3,128	2,434	3,251	3,448	3,160	2,837	3,107	3,245	2,342
Administrative	5,746	3,943	3,389	2,833	3,901	4,374	4,308	4,338	3,826	3,724	3,784
Total	36,477	27,765	22,271	18,657	25,032	24,310	20,541	21,533	20,378	20,960	16,348
Depreciation and Amortization	4,612	3,970	4,686	5,040	8,611	19,878	7,955	8,220	9,709	9,165	10,330
Net Operating Income	5,316	1,992	(1,074)	(3,838)	(1,569)	(13,408)	10,305	21,946	8,573	3,319	1,279

* Breakdown waived in reporting required of these carriers.

International and Territorial Airlines

	1973	1972	1971	1970	1969	1968	1967	1966	1965	1964	1963
Operating Revenues—Total	2,526,878	2,284,300	2,080,262	1,913,592	1,689,387	1,949,766	1,769,682	1,474,480	1,210,875	1,040,020	931,452
Passenger	1,894,914	1,706,512	1,483,973	1,380,388	1,176,349	1,309,173	1,165,862	995,185	887,335	781,649	692,801
Freight	267,821	242,088	220,370	196,906	185,346	185,465	163,216	149,215	130,800	99,990	80,175
Priority U.S. Mail	45,576	50,202	52,295	54,126	54,103	68,815	94,055	96,683	63,170	56,943	57,697
Nonpriority U.S. Mail	25,790	27,176	37,893	49,176	37,666	55,922	49,596	33,373	16,989	11,527	13,613
Express	234	266	183	125	156	391	342	314	319	306	203
Charter	220,370	208,171	230,327	184,525	199,930	287,202	259,918	163,350	75,737	55,355	53,221
Public Service Revenue	—	—	—	—	—	2,606	1,400	1,753	1,999	2,851	2,679
Other	72,174	49,887	55,219	48,344	35,838	40,193	35,293	34,606	34,526	31,398	31,065
Operating Expenses—Total	2,459,448	2,233,879	2,050,095	1,894,391	1,638,275	1,747,946	1,496,540	1,220,894	1,001,362	896,187	799,462
Flying Operations	680,521	595,859	573,008	515,182	456,431	495,025	424,135	329,427	262,597	238,427	216,834
Maintenance	316,597	300,476	269,031	241,077	219,053	244,316	211,874	181,475	146,043	145,186	117,729
General Services and Administration											
Passenger Service	298,063	265,758	239,845	222,704	178,003	187,756	156,837	126,367	98,205	78,371	68,904
Aircraft and Traffic Servicing	460,235	395,554	360,715	332,268	278,708	281,377	238,244	194,943	161,691	142,773	122,803
Promotion and Sales	352,675	335,673	301,594	292,624	258,418	263,692	228,135	197,265	171,559	151,550	133,299
Administrative	137,584	128,650	115,681	102,644	90,641	94,899	81,298	67,894	61,198	51,729	44,383
Total	1,248,557	1,125,635	1,017,834	950,241	805,770	827,723	704,514	586,470	492,653	424,423	369,389
Depreciation and Amortization	213,772	211,908	190,220	187,889	157,019	180,881	156,017	123,521	100,070	88,151	95,510
Net Operating Income	67,430	50,421	30,167	19,202	51,113	201,820	273,142	253,586	209,513	143,833	131,991

All-Cargo Airlines (International)

Operating Revenues—Total	197,892	227,228	212,042	195,905	165,958	111,998	114,193	99,059	56,191	42,032	37,548
Passenger	—	—	—	—	—	—	—	—	—	—	—
Freight	112,962	100,234	78,447	54,388	38,474	28,067	23,440	19,471	15,999	14,506	14,472
Priority U.S. Mail	10,623	11,360	10,238	11,111	4,496	2,105	3,922	3,578	2,380	2,344	2,486
Nonpriority U.S. Mail	19,362	13,764	16,036	23,818	9,401	1,903	1,524	1,479	1,377	1,273	1,710
Express	9	1	(7)	20	2	4	3	3	3	4	9
Charter	53,344	97,375	102,237	99,216	111,260	78,273	83,957	72,839	31,777	20,704	17,807
Public Service Revenue	—	—	—	—	—	—	—	—	—	—	—
Other	1,594	4,495	5,092	7,353	2,323	1,645	1,347	1,690	4,654	3,203	1,063
Operating Expenses—Total	174,328	186,471	170,841	171,207	151,797	103,632	100,425	78,791	45,782	35,790	33,674
Flying Operations	71,061	78,499	72,966	70,699	64,544	44,968	46,136	34,182	16,428	11,384	10,775
Maintenance	21,492	24,154	18,396	25,159	25,031	18,441	22,250	18,532	10,623	7,613	7,650
General Services and Administration											
Passenger Service	3,547	4,760	8,083	10,208	8,131	5,425	2,076	1,424	2,038	1,794	1,476
Aircraft and Traffic Servicing	40,563	38,433	34,137	32,881	26,722	16,429	14,493	11,356	7,072	5,239	4,777
Promotion and Sales	15,230	15,759	11,148	8,417	5,582	3,885	3,154	2,792	2,055	1,700	1,693
Administrative	10,984	11,644	10,773	10,016	7,122	5,196	4,750	3,744	2,375	2,887	2,261
Total	70,323	70,596	64,140	61,522	47,558	30,935	24,473	19,316	13,540	11,621	10,206
Depreciation and Amortization	11,451	13,222	15,340	13,827	14,664	9,288	7,565	6,761	5,190	5,173	5,043
Net Operating Income	23,564	40,757	41,201	24,698	14,161	8,366	13,768	20,269	10,409	6,242	3,874

income statement

	1973	1972	1971	1970	1969	1968	1967	1966	1965	1964	1963
Total U.S. Scheduled Airlines											
Total Operating Revenues (\$000)	12,418,771	11,163,271	10,045,577	9,289,658	8,790,951	7,753,211	6,864,726	5,745,038	4,957,851	4,250,838	3,759,051
Total Operating Expenses (\$000)	11,834,761	10,578,800	9,717,102	9,246,634	8,403,497	7,248,323	6,156,532	4,969,541	4,285,923	3,780,741	3,479,264
Net Operating Income (\$000)	584,010	584,471	328,475	43,031	387,454	504,888	708,194	775,497	671,928	470,097	279,787
Interest on Long-Term Debt (\$000)	367,996	307,148	330,525	318,156	283,355	221,915	149,793	126,588	112,127	104,258	106,497
Income Taxes (\$000)	143,453	98,402	21,423	(48,291)	94,898	135,240	236,231	279,570	234,740	174,088	114,105
Net Profit or (Loss) (\$000)	222,847	214,850	28,006	(200,503)	52,723	209,952	415,388	427,633	367,119	223,172	78,480
Profit Margin on Sales (%)	1.8	1.9	0.3	—	0.6	2.8	6.1	7.4	7.4	5.3	2.1
Rate of Return on Investment (%)	5.1	4.9	3.5	1.2	3.3	4.9	7.6	11.0	12.0	9.8	6.1
Domestic Trunk Airlines											
Total Operating Revenues (\$000)	8,382,391	7,510,461	6,750,448	6,272,775	6,134,700	5,039,441	4,419,436	3,660,900	3,263,556	2,790,877	2,451,915
Total Operating Expenses (\$000)	7,968,496	7,076,402	6,520,920	6,256,039	5,789,817	4,719,364	4,009,331	3,207,198	2,847,308	2,494,035	2,322,682
Net Operating Income (\$000)	413,895	434,059	229,527	16,737	344,883	320,077	410,106	453,703	416,249	296,841	129,233
Interest on Long-Term Debt (\$000)	219,438	178,261	189,207	173,748	169,005	131,174	88,475	81,065	73,222	69,260	70,103
Income Taxes (\$000)	112,878	89,165	21,990	(41,131)	91,023	88,435	145,250	165,500	148,101	110,250	59,640
Net Profit or (Loss) (\$000)	142,930	177,154	48,182	(100,412)	110,427	126,521	244,475	238,636	221,889	134,362	13,117
Profit Margin on Sales (%)	1.7	2.4	0.7	—	1.8	2.5	5.5	6.5	6.8	4.8	0.5
Rate of Return on Investment (%)	4.7	5.1	3.3	1.4	4.3	4.9	6.9	9.7	11.2	9.1	3.9
Local Service Airlines											
Total Operating Revenues (\$000)	1,061,333	935,187	827,861	736,831	611,080	501,308	399,716	348,332	291,374	253,728	225,975
Total Operating Expenses (\$000)	997,603	882,545	798,975	745,629	628,517	510,518	399,025	324,866	267,283	236,762	214,015
Net Operating Income (\$000)	63,730	52,641	28,886	(8,798)	(17,436)	(9,210)	691	23,467	24,091	16,966	11,959
Interest on Long-Term Debt (\$000)	35,281	31,585	38,525	44,382	41,495	31,151	17,697	7,796	5,189	4,160	3,905
Income Taxes (\$000)	4,980	4,579	198	(1,585)	(5,707)	(9,091)	(3,289)	6,558	8,353	5,948	4,374
Net Profit or (Loss) (\$000)	29,634	15,669	(10,466)	(61,426)	(63,008)	(29,800)	(4,472)	10,376	12,722	7,776	4,872
Profit Margin on Sales (%)	2.8	1.7	—	—	—	—	—	3.0	4.4	3.1	2.2
Rate of Return on Investment (%)	8.9	5.5	3.7	(3.9)	(4.2)	(0.4)	2.4	7.2	10.4	9.4	8.8
Intra-Hawaiian Airlines											
Total Operating Revenues (\$000)	75,435	60,501	49,046	44,391	35,753	29,746	26,287	23,318	20,439	17,898	15,499
Total Operating Expenses (\$000)	68,580	56,148	47,813	43,923	37,408	30,453	26,528	22,145	18,527	16,523	14,690
Net Operating Income (\$000)	6,855	4,353	1,233	469	(1,654)	(707)	(241)	1,173	1,911	1,375	809
Interest on Long-Term Debt (\$000)	1,332	1,626	1,845	2,605	1,553	1,013	772	527	468	417	485
Income Taxes (\$000)	663	—	—	—	(4)	(482)	(385)	206	568	139	—
Net Profit or (Loss) (\$000)	4,861	3,528	(403)	(3,115)	(3,707)	(1,533)	(1,039)	479	980	868	(213)
Profit Margin on Sales (%)	6.4	5.8	—	—	—	—	—	2.1	4.8	4.8	—
Rate of Return on Investment (%)	24.4	17.5	4.3	(3.8)	(10.5)	(1.4)	2.8	6.4	11.1	13.3	2.0
Intra-Alaskan Airlines*											
Total Operating Revenues (\$000)	71,345	31,700	30,360	28,812	25,704	21,967	24,407	22,357	22,002	21,950	20,225
Total Operating Expenses (\$000)	68,367	29,621	28,160	26,975	23,802	20,719	23,241	20,306	20,587	20,310	19,353
Net Operating Income (\$000)	2,978	2,079	2,200	1,837	1,902	1,248	1,166	2,051	1,415	1,640	872
Interest on Long-Term Debt (\$000)	2,268	1,099	1,219	1,359	1,255	279	333	336	299	260	290
Income Taxes (\$000)	214	374	525	223	335	293	587	933	701	613	457
Net Profit or (Loss) (\$000)	1,574	823	674	347	488	1,429	160	1,032	470	1,171	221
Profit Margin on Sales (%)	2.2	2.6	2.2	1.2	1.9	6.5	0.7	4.6	2.1	5.3	1.1
Rate of Return on Investment (%)	9.2	7.1	5.9	4.7	6.0	8.2	2.9	12.5	6.5	14.7	4.7

*Alaska Airlines included in 1973, see notes to statistical tables on page 35.

Helicopter Airlines	1973	1972	1971	1970	1969	1968	1967	1966	1965	1964	1963
Total Operating Revenues (\$000)	10,092	9,306	8,414	8,380	9,175	12,870	16,506	14,232	11,135	10,174	8,637
Total Operating Expenses (\$000)	10,237	9,389	9,591	11,637	14,346	16,177	17,249	14,929	11,369	10,295	8,839
Net Operating Income (\$000)	(145)	(83)	(1,177)	(3,258)	(5,171)	(3,307)	(743)	(697)	(233)	(121)	(202)
Interest on Long-Term Debt (\$000)	143	225	223	580	654	404	512	375	388	318	303
Income Taxes (\$000)	—	—	(1)	(2)	(34)	(11)	(56)	(256)	166	85	(107)
Net Profit or (Loss) (\$000)	(262)	(356)	(1,457)	(4,057)	(6,948)	(3,100)	(888)	(561)	(438)	(197)	(154)
Profit Margin on Sales (%)	—	—	—	—	—	—	—	—	—	—	—
Rate of Return on Investment (%)	—*	—*	—*	—*	(85.5)	(24.8)	(2.7)	(2.7)	(1.5)	0.7	1.1

All-Cargo Airlines (Domestic)

Total Operating Revenues (\$000)	89,354	63,746	51,871	49,445	78,642	85,303	94,279	102,360	82,279	74,158	67,586
Total Operating Expenses (\$000)	84,038	61,754	52,945	53,283	80,211	98,712	83,973	80,414	73,706	70,838	66,308
Net Operating Income (\$000)	5,316	1,992	(1,074)	(3,838)	(1,569)	(13,408)	10,305	21,946	8,573	3,319	1,279
Interest on Long-Term Debt (\$000)	1,975	2,215	3,263	4,338	7,734	3,946	2,188	3,002	3,789	3,824	4,302
Income Taxes (\$000)	4,781	1,962	406	320	264	(7,243)	3,205	8,467	3,280	636	(545)
Net Profit or (Loss) (\$000)	3,305	107	(5,137)	(9,108)	(7,906)	(10,838)	4,851	12,245	2,720	(1)	(1,290)
Profit Margin on Sales (%)	3.7	0.2	—	—	—	—	5.1	12.0	3.3	—	—
Rate of Return on Investment (%)	7.9	4.2	(3.6)	(8.3)	(0.9)	(4.9)	5.3	17.1	7.2	4.0	2.8

International and Territorial Airlines

Total Operating Revenues (\$000)	2,526,878	2,284,300	2,080,262	1,913,592	1,689,387	1,949,766	1,769,682	1,474,480	1,210,875	1,040,020	931,452
Total Operating Expenses (\$000)	2,459,448	2,233,879	2,050,095	1,894,398	1,638,275	1,747,946	1,496,540	1,220,894	1,001,362	896,187	799,462
Net Operating Income (\$000)	67,430	50,421	30,167	19,202	51,113	201,820	273,142	253,586	209,513	143,833	131,991
Interest on Long-Term Debt (\$000)	99,105	81,646	83,389	74,930	49,928	50,366	36,941	30,641	25,896	22,980	24,234
Income Taxes (\$000)	9,219	(10,657)	(11,792)	(11,735)	7,936	62,512	88,620	94,945	73,572	56,418	50,287
Net Profit or (Loss) (\$000)	23,754	(3,749)	(18,161)	(18,035)	19,910	122,957	163,108	149,890	121,883	76,731	63,012
Profit Margin on Sales (%)	0.9	—	—	—	1.2	6.3	9.2	10.2	10.1	7.4	6.8
Rate of Return on Investment (%)	4.5	3.0	3.2	2.4	3.2	7.5	11.1	14.6	15.0	12.2	12.1

All-Cargo Airlines (International)

Total Operating Revenues (\$000)	197,892	227,228	212,042	195,905	165,958	111,998	114,193	99,059	56,191	42,032	37,548
Total Operating Expenses (\$000)	174,328	186,471	170,841	171,207	151,797	103,632	100,425	78,791	45,782	35,790	33,674
Net Operating Income (\$000)	23,564	40,757	41,201	24,697	14,161	8,366	13,768	20,269	10,409	6,242	3,874
Interest on Long-Term Debt (\$000)	8,454	9,359	12,077	15,414	10,684	3,526	2,846	2,801	2,876	3,039	2,874
Income Taxes (\$000)	10,718	12,981	10,096	5,629	1,128	816	2,278	3,216	—	—	—
Net Profit or (Loss) (\$000)	17,051	24,498	17,815	1,244	2,949	4,274	9,213	15,536	6,892	2,462	(1,072)
Profit Margin on Sales (%)	8.6	10.8	8.4	0.6	1.8	3.8	8.1	15.6	12.3	5.9	—
Rate of Return on Investment (%)	12.9	14.8	11.9	5.9	6.2	6.2	13.6	33.0	21.7	11.6	3.1

* Rate of return cannot be computed due to negative investment base.

balance sheet

(In Thousands of Dollars)

Total U.S. Scheduled Airlines	At December 31			
	1973	1972	1968	1963
Assets				
Current Assets	3,147,810	2,812,678	2,170,058	1,174,711
Investments and Special Funds	1,172,176	1,301,952	1,281,929	282,477
Flight Equipment	12,910,010	11,917,922	9,021,381	3,974,866
Reserve for Depreciation and Airworthiness (4,691,853)	(4,691,853)	(4,252,036)	(2,545,996)	(1,725,671)
Ground Property and Equipment	2,187,635	1,937,568	1,042,385	489,877
Reserve for Depreciation	(1,002,612)	(863,349)	(462,906)	(264,449)
Other Property	332,480	432,012	263,299	74,870
Deferred Charges	391,143	348,190	222,235	78,884
Total Assets	14,446,788	13,634,937	10,992,385	4,085,298
Liabilities				
Current Liabilities	2,901,297	2,574,853	1,747,639	950,537
Long-Term Debt	5,757,425	5,566,743	5,263,933	1,729,507
Other Non-Current Liabilities	323,277	368,513	22,814	21,024
Deferred Credit	1,254,200	1,141,163	835,959	305,042
Stockholders' Equity—Net of Treasury Stock	4,210,589	3,983,664	3,122,040	1,079,190
Preferred Stock	32,973	33,227	49,686	26,938
Common Stock	295,448	303,036	349,026	212,619
Other Paid-In Capital	2,076,427	2,046,251	1,054,438	461,040
Retained Earnings	1,806,401	1,601,811	1,670,864	381,429
Less: Treasury Stock	660	660	1,975	2,836
Total Liabilities and Equity	14,446,788	13,634,937	10,992,385	4,085,298

Domestic Trunk Airlines

Assets				
Current Assets	2,739,100	2,044,272	1,576,569	873,744
Investments and Special Funds	1,017,113	975,505	831,219	178,513
Flight Equipment	11,923,593	9,618,346	6,956,181	3,050,528
Reserve for Depreciation and Airworthiness (4,356,330)	(4,356,330)	(3,506,106)	(2,025,147)	(1,339,415)
Ground Property and Equipment	2,050,249	1,504,023	794,600	391,176
Reserve for Depreciation	(928,042)	(671,969)	(356,253)	(208,126)
Other Property	302,727	318,535	207,456	59,060
Deferred Charges	256,833	186,634	121,572	33,227
Total Assets	13,005,244	10,469,239	8,106,199	3,038,708
Liabilities				
Current Liabilities	2,538,177	1,901,398	1,202,723	657,478
Long-Term Debt	5,186,402	3,991,157	3,767,627	1,330,921
Other Non-Current Liabilities	279,199	320,594	16,386	15,932
Deferred Credit	1,203,333	1,014,823	711,030	239,774
Stockholders' Equity—Net of Treasury Stock	3,798,132	3,241,268	2,408,432	794,605
Preferred Stock	24,294	24,294	36,646	20,672
Common Stock	229,578	227,747	282,194	151,927
Other Paid-In Capital	1,751,748	1,499,480	770,795	353,187
Retained Earnings	1,793,166	1,489,748	1,319,737	270,425
Less: Treasury Stock	654	—	939	1,608
Total Liabilities and Equity	13,005,244	10,469,239	8,106,199	3,038,708

Local Service Airlines	At December 31			
	1973	1972	1968	1963
Assets				
Current Assets	261,346	221,252	173,435	55,114
Investments and Special Funds	17,262	26,887	48,658	10,203
Flight Equipment	735,109	655,559	609,357	121,011
Reserve for Depreciation and Airworthiness (249,417)	(249,417)	(204,204)	(95,179)	(46,265)
Ground Property and Equipment	80,009	69,606	45,095	17,663
Reserve for Depreciation	(45,144)	(39,035)	(20,818)	(9,632)
Other Property	16,522	25,598	11,956	2,576
Deferred Charges	121,523	118,638	36,168	5,301
Total Assets	937,209	874,302	808,674	155,974
Liabilities				
Current Liabilities	252,186	216,815	167,886	51,047
Long-Term Debt	420,733	422,428	530,255	61,540
Other Non-Current Liabilities	7,943	6,447	231	479
Deferred Credit	5,678	5,348	5,257	2,555
Stockholders' Equity—Net of Treasury Stock	250,670	223,264	105,045	40,354
Preferred Stock	7,690	7,821	12,667	2,100
Common Stock	30,578	30,125	22,045	12,749
Other Paid-In Capital	225,268	224,621	72,151	10,816
Retained Earnings	(12,860)	(39,296)	(1,810)	14,798
Less: Treasury Stock	7	7	7	108
Total Liabilities and Equity	937,209	874,302	808,674	155,974

Intra-Hawaiian Airlines

Assets				
Current Assets	16,734	14,076	7,380	3,152
Investments and Special Funds	3,336	3,762	3,049	27
Flight Equipment	26,179	23,074	27,391	13,483
Reserve for Depreciation and Airworthiness (7,677)	(7,677)	(8,380)	(6,893)	(6,703)
Ground Property and Equipment	6,874	6,736	5,758	2,885
Reserve for Depreciation	(3,743)	(4,003)	(2,467)	(1,374)
Other Property	302	1,615	147	491
Deferred Charges	2,318	2,593	1,569	727
Total Assets	44,323	39,473	35,933	12,686
Liabilities				
Current Liabilities	16,562	15,981	8,589	3,846
Long-Term Debt	11,608	13,067	16,402	5,754
Other Non-Current Liabilities	2,606	3,042	416	18
Deferred Credit	701	544	—	35
Stockholders' Equity—Net of Treasury Stock	12,846	6,839	10,527	3,034
Preferred Stock	66	67	130	1,458
Common Stock	6,914	6,270	6,204	1,546
Other Paid-In Capital	7,441	6,594	6,592	1,799
Retained Earnings	(1,574)	(6,092)	(2,399)	(1,770)
Less: Treasury Stock	—	—	—	—
Total Liabilities and Equity	44,323	39,473	35,933	12,686

Intra-Alaskan Airlines*	At December 31			
	1973	1972	1968	1963
Assets				
Current Assets	18,199	12,548	7,140	6,559
Investments and Special Funds	11,727	1,424	1,283	825
Flight Equipment	36,818	30,990	22,662	10,475
Reserve for Depreciation and Airworthiness	(13,732)	(11,281)	(6,584)	(5,688)
Ground Property and Equipment	14,535	9,239	5,910	4,369
Reserve for Depreciation	(7,967)	(4,920)	(2,863)	(2,298)
Other Property	1,797	387	1,050	335
Deferred Charges	2,162	1,194	719	565
Total Assets	63,542	39,581	29,317	15,146
Liabilities				
Current Liabilities	22,247	6,153	5,278	5,708
Long-Term Debt	20,219	15,410	11,527	3,350
Other Non-Current Liabilities	1,074	27	68	129
Deferred Credit	726	303	328	181
Stockholders' Equity—Net of Treasury Stock	19,277	17,689	12,116	5,776
Preferred Stock	—	—	—	473
Common Stock	7,869	3,923	3,376	2,124
Other Paid-In Capital	20,050	4,996	2,289	279
Retained Earnings	(8,642)	8,769	6,451	2,899
Less: Treasury Stock	—	—	—	—
Total Liabilities and Equity	63,542	39,581	29,317	15,146

Helicopter Airlines

Assets				
Current Assets	2,799	2,639	6,079	3,263
Investments and Special Funds	1	112	419	199
Flight Equipment	3,443	3,429	14,219	9,760
Reserve for Depreciation and Airworthiness	(1,626)	(1,465)	(5,948)	(2,958)
Ground Property and Equipment	781	742	2,308	1,555
Reserve for Depreciation	(598)	(564)	(1,449)	(894)
Other Property	55	58	269	152
Deferred Charges	195	238	801	784
Total Assets	5,050	5,188	16,698	11,861
Liabilities				
Current Liabilities	2,084	8,484	6,505	2,580
Long-Term Debt	1,144	832	7,947	3,944
Other Non-Current Liabilities	1,440	1,225	26	21
Deferred Credit	86	84	201	233
Stockholders' Equity—Net of Treasury Stock	294	(5,437)	2,020	5,086
Preferred Stock	21	—	—	1,043
Common Stock	2,827	3,558	3,424	982
Other Paid-In Capital	6,072	3,655	3,366	2,647
Retained Earnings	(8,623)	(12,649)	(4,770)	414
Less: Treasury Stock	—	—	—	—
Total Liabilities and Equity	5,050	5,188	16,698	11,861

All-Cargo Airlines	At December 31			
	1973	1972	1968	1963
Assets				
Current Assets	109,030	86,319	70,232	28,987
Investments and Special Funds	122,622	109,616	52,876	9,322
Flight Equipment	183,512	212,087	289,388	166,757
Reserve for Depreciation and Airworthiness	(62,572)	(58,007)	(80,310)	(53,157)
Ground Property and Equipment	34,816	33,489	21,272	6,301
Reserve for Depreciation	(16,933)	(14,757)	(6,499)	(3,443)
Other Property	10,141	5,129	6,400	7,688
Deferred Charges	7,963	9,587	23,856	7,181
Total Assets	388,577	383,463	377,214	169,634
Liabilities				
Current Liabilities	68,668	54,926	61,094	31,118
Long-Term Debt	115,568	136,386	203,053	97,767
Other Non-Current Liabilities	31,015	29,092	2,220	2,582
Deferred Credit	43,676	44,383	19,958	9,733
Stockholders' Equity—Net of Treasury Stock	129,650	118,676	90,888	28,433
Preferred Stock	853	977	244	1,192
Common Stock	17,564	16,698	20,413	24,052
Other Paid-In Capital	61,847	60,015	34,792	13,900
Retained Earnings	49,386	40,986	35,683	(10,706)
Less: Treasury Stock	—	—	244	5
Total Liabilities and Equity	388,577	383,463	377,214	169,634

International and Territorial Airlines

Assets				
Current Assets		424,764	329,091	203,892
Investments and Special Funds		176,209	344,150	83,388
Flight Equipment		1,370,924	1,101,919	602,852
Reserve for Depreciation and Airworthiness		(461,334)	(325,804)	(271,755)
Ground Property and Equipment		308,096	167,252	65,928
Reserve for Depreciation		(125,091)	(72,525)	(38,682)
Other Property		78,774	35,264	4,567
Deferred Charges	Balance sheet	27,945	37,546	31,099
Total Assets	data for	1,800,288	1,616,891	681,289
Liabilities				
Current Liabilities	Domestic	353,118	294,831	198,760
Long-Term Debt	Trunk	981,372	726,555	226,231
Other Non-Current Liabilities	category.	5,678	3,466	1,863
Deferred Credit		76,794	99,153	52,531
Stockholders' Equity—Net of Treasury Stock		383,326	492,885	201,902
Preferred Stock		—	—	—
Common Stock		10,997	11,355	19,239
Other Paid-In Capital		229,474	164,390	78,412
Retained Earnings		143,510	317,925	105,369
Less: Treasury Stock		654	785	1,115
Total Liabilities and Equity		1,800,288	1,616,891	681,289

* Alaska Airlines included in 1973, see notes to statistical tables on page 35.

airports and airways

Active Aircraft in the Civil Aviation Fleet

	1973	1972	1968	1963
Air Carrier				
Piston	54	63	331	1,360
Turbine	2,306	2,284	2,239	699
Rotorcraft	13	14	16	20
Total	2,373	2,361	2,586	2,079
% of Total	1.5	1.6	2.0	2.4
General Aviation				
Piston	142,000	135,250	118,734	83,084
Turbine	3,900	3,450	1,833	245
Rotorcraft	2,900	2,550	2,350	1,171
Other	2,200	1,950	1,320	588
Total	151,000^E	143,200^E	124,237	85,088
% of Total	98.5	98.4	98.0	97.6
Total	153,373	145,561	126,823	87,167

^E Estimated

Aircraft Hours Flown in Civil Aviation

Scheduled Air Carrier				
Domestic Service	5,087,104	4,944,915	4,638,593	3,131,898
International and Territorial Service	811,471	783,581	882,718	474,740
Total	5,898,575	5,728,496	5,521,311	3,606,638
% of Total	16.2	16.4	18.7	19.4
General Aviation	30,500,000^E	29,100,000	24,000,000	15,000,000
% of Total	83.8	83.6	81.3	80.6
Total	36,398,575	34,828,496	29,521,311	18,606,638

^E Estimated

Aircraft Operations at Airports With FAA Control Towers

Air Carrier	9,922,044	9,698,397	10,377,089	7,339,533
% of Total	17.5	18.2	18.8	23.7
Air Taxi	2,227,945	2,042,068	n.a.	n.a.
% of Total	4.0	3.8		
General Aviation	41,363,042	38,171,922	41,564,024	19,921,053
% of Total	73.1	71.7	75.2	64.3
Military	3,040,922	3,343,532	3,350,922	3,716,187
% of Total	5.4	6.3	6.1	12.0
Total	56,553,953	53,255,919	55,292,035	30,976,773

Total U.S. Airports, FAA Control Towers and Points Receiving Scheduled Airline Service

	1973	1972	1968	1963
Total Airports on Record with FAA	12,676*	12,405	10,470	8,814
Total FAA Control Towers	366	352	322	278
Points Receiving Scheduled Airline Service	452	469	525	541

*As of October 1, 1973.

Scheduled Airline Traffic at Large Hub Airports—1973

	Passengers Enplaned	Freight Tons Enplaned	Aircraft Departures
Chicago—O'Hare	15,379,097	375,747.65	278,728
Atlanta	11,489,369	115,119.74	207,677
Los Angeles	8,853,954	296,554.25	146,330
LaGuardia	7,126,103	34,057.74	134,901
John F. Kennedy	7,069,141	320,836.00	114,343
Dallas—Love Field	6,523,710	73,440.34	131,887
San Francisco	5,924,331	203,491.43	117,558
Washington National	5,495,127	23,551.60	107,196
Miami	5,071,819	102,991.17	93,850
Denver	4,994,059	50,679.74	97,144
Boston	4,869,532	72,634.50	92,237
Detroit	3,894,624	109,285.41	88,630
Honolulu	3,854,656	56,470.93	39,094
Pittsburgh	3,566,061	29,391.44	95,478
Philadelphia	3,482,777	60,657.97	81,684
Newark	3,443,864	78,604.62	78,571
St. Louis	3,216,764	32,855.28	81,123
Minneapolis-St. Paul	3,069,157	42,279.26	63,779
Cleveland	2,782,907	49,452.93	65,030
Seattle-Tacoma	2,581,697	75,158.35	52,468
Houston	2,571,255	33,395.49	59,314
Tampa	2,324,936	15,666.89	49,741
Las Vegas	2,281,817	2,829.87	43,849
New Orleans	2,182,059	17,583.05	51,111
Kansas City	2,031,171	23,438.17	51,656
San Juan	1,934,920	33,613.52	24,645

notes to statistical tables

Redefinition of Domestic Traffic. Effective January, 1970, the Civil Aeronautics Board (CAB) revised its definition of Domestic Traffic to include all traffic between the United States mainland and Hawaii and Alaska. This traffic had, in the past, been considered as International and Territorial.

Because of this redefinition, the Domestic and International and Territorial traffic and financial data for 1969-1973 are not strictly comparable to 1968 and previous years. Alaskan and Hawaiian financial data for Pan American and Northwest for 1969 and the first half of 1970 are CAB estimates.

Total Industry Data. Some carriers' figures appear only in total industry data and not in any carrier group, including: Alaska Airlines for the years 1969-1971, Aspen Airways for 1967-1973, Tag Airlines for 1969 and 1970 and Wright Air Lines for 1972 and 1973. In 1972 and 1973 Alaska Airlines is included in the Intra-Alaskan traffic figures and in 1973 in the Intra-Alaskan financial figures.

Net Profit or Loss. This figure is after "special items" and other non-operating income and expenses which are not shown.

Rate of Return on Investment. The rate of return on investment reflects net profit plus interest paid on the noncurrent portion of long-term debt as a per cent of total investment. Total investment is a five-quarter average of total net worth (stockholders' equity) plus long-term debt. Additionally, the rate of return reflects net profit before tax adjustments resulting from the investment tax credit. The figures shown for 1973 are preliminary.

Balance Sheet. Balance Sheet data for the domestic trunk airlines include their international as well as domestic operations. The all-cargo category includes domestic and international all-cargo carriers.

airline categories

These are the airlines included in each of the categories of scheduled carriers.

Domestic Trunk
American
Braniff International
Continental /
Delta
Eastern
National
Northwest
Pan American
Trans World
United
Western

Local Service
Allegheny
Frontier
Hughes Airwest
North Central
Ozark
Piedmont
Southern
Texas International

Intra-Hawaiian
Aloha
Hawaiian

Intra-Alaskan
Alaska
Kodiak
Reeve Aleutian

Western Alaska
(merged with
Kodiak 4/1/73)
Wien Air Alaska

Helicopter
Chicago Helicopter
Airways
New York Airways
San Francisco and
Oakland Helicopter
Airlines

All-Cargo
Airlift International
Flying Tiger
Seaboard World

International and Territorial
American
Braniff International
Caribbean-Atlantic
(merged with
Eastern 5/15/73)
Delta
Eastern
National
Northwest
Pan American
Trans World
Western

definitions of terms

Revenue Passenger Mile. One fare-paying passenger transported one mile. Revenue passenger miles are computed by multiplying the number of revenue passengers by the miles which they are flown.

Available Seat Miles. The total number of seats available for the transportation of revenue passengers multiplied by the number of miles which those seats are flown.

Revenue Passenger Load Factor. The percentage of seating capacity which is actually sold and

utilized. Computed by dividing revenue passenger miles flown by available seat miles flown in scheduled revenue passenger service.

Revenue Ton Mile. One ton of revenue traffic transported one statute mile. Revenue ton miles are computed by multiplying tons of revenue traffic (passengers, freight, mail and express) by the miles which this traffic is flown.

Available Ton Miles. The total number of tons available for the transportation of passengers, freight and mail multiplied by the number of miles which this capacity is flown.

Revenue Ton Mile Load Factor. The percentage of total capacity available for passengers, freight and mail which is actually sold and utilized. Computed by dividing total revenue ton miles actually flown by total available ton miles.

Air Cargo. In the United States, this term refers to the total volume of freight, mail and express traffic which is transported by air. In other countries, this term refers only to air freight. U.S. air cargo consists of the following classes of service:

Priority Mail—Air mail and air parcel post.

Nonpriority Mail—Airlift of first class mail.

Air Express—An airline/REA Express partnership for the priority movement of packages generally under 50 pounds.

Air Freight—The airlift of commodities of all kinds.

Yield. The average amount of revenue received per revenue passenger mile or per revenue ton mile of freight, express or mail. Computed by dividing total passenger revenue by the total number of revenue passenger miles flown. Yield for freight, express or mail is computed in the same manner.

Public Service Revenues (Subsidy). Payments by the federal government which provide for air service to communities in the United States where traffic levels are such that air service could not otherwise be supported.

Revenue Passenger Enplanements. The total number of revenue passengers boarding aircraft in scheduled service, including originating, stop-over or on-line connecting passengers.