

AIR TRANSPORT 1977



Service to the Nation



It was 50 years ago, on May 20, 1927, when Charles A. Lindbergh, with his epic flight across the Atlantic and with the exploratory flights which followed, dramatically focused attention on the promises of air transportation in moving people, mail, and freight safely and efficiently.

In the first five decades of air service, the hopes of Lindbergh and other aviation pioneers for U.S. aviation leadership have been fulfilled, and now the industry looks to a second half-century of service to the nation.

As this annual report relates in detail, 1976 was a year in which the U.S. scheduled airline industry set new records in service growth and at the same time was a pacesetter in energy conservation.

During the year, which marked the 50th anniversary of scheduled air transportation, the airlines carried a record 223 million passengers — some 18 million more than 1975 — and saved 800 million gallons of fuel compared to 1973, when energy shortages began to command priority national attention.

Based on a continuing traffic growth during the first five months of this year, it appears likely that in 1977 the airlines, which account for more than 80 per cent of intercity public passenger miles, will set further records in domestic and international service.

The uncompromising commitment to excellence, which has marked the growth of air transportation, will require in the years ahead that the airlines achieve significantly increased earnings. From a loss of \$84 million in 1975, the

airlines in 1976 had profits of \$451 million, excluding \$112 million in convertible debentures, on revenues of over \$17 billion; a noteworthy turnaround, but still only about half of the earnings necessary to meet capital requirements for the years ahead.

During 1976 and 1977, there has been much discussion of issues related to airline regulation. This discussion has been attended by a variety of viewpoints. There is unanimous agreement, however, that the U.S. air transportation system today is the best in the world. The objective is to assure that leadership.

World leadership in aviation, as in the past, will depend on the talents and dedication of airline industry management; on the professionalism and commitment of some 300,000 airline employees; on the vitality of the aerospace industry; on adequate earnings; and on a continuing recognition by our citizens of the vital role of air transportation.

A handwritten signature in cursive script that reads "Paul R. Ignatius". The signature is fluid and elegant, with a prominent initial "P".

Paul R. Ignatius
President and Chief Executive Officer
Air Transport Association

1976 At a Glance

Traffic	1976	1975	Per Cent Change
Passengers Enplaned (000)	223,313	205,062	+8.9
Revenue Passenger Miles (000)	178,987,543	162,810,160	+9.9
Available Seat Miles (000)	322,820,561	303,006,243	+6.5
Passenger Load Factor	55.4%	53.7%	
Freight Ton Miles (000)	5,074,175	4,766,119	+6.5
U.S. Mail Ton Miles (000)	1,114,243	1,097,297	+1.5
Express Ton Miles (000)	22,003	29,190	-24.6
Cargo Ton Miles (000)	6,210,421	5,892,606	+5.4
Total Revenue Ton Miles (000)	25,708,984	23,533,743	+9.2
Total Available Ton Miles (000)	51,708,666	49,288,695	+4.9
Ton Mile Load Factor	49.7%	47.8%	

Financial

Passenger Revenues (\$000)	14,265,947	12,353,501	+15.5
Freight Revenues (\$000)	1,482,502	1,295,100	+14.5
Total Operating Revenues (\$000)	17,501,215	15,355,921	+14.0
Total Operating Expenses (\$000)	16,779,282	15,228,042	+10.2
Operating Income (\$000)	721,933	127,879	+464.5
Profit (\$000)	451,229*	(84,204)	
Rate of Return on Investment	8.0%	2.5%	
Passenger Yield	7.97¢	7.59¢	+5.0
Freight Yield	29.22¢	27.17¢	+7.6

* Excludes \$112 million of gain on debenture exchanges and other extraordinary items—see inside of back cover (p. 33) for amounts by carrier group.

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Linda Kloster
Editor

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1976 Airline Traffic

The nation's Bicentennial year also marked the 50th anniversary of scheduled airline service — a year which saw the airlines set all-time records in service to air travelers and shippers.

Spurred by an upturn in the nation's economy, 1976 airline passenger traffic reached a new high of 223 million passengers, accounting for some 180 billion passenger miles, and six billion ton miles of freight and mail. The record number of passengers boarded was 16 million more than the previous high year of 1974.

For the year 1976, domestic and international scheduled airline traffic increased 9.9 per cent over 1975. Load factor was 55.4 per cent, compared to 53.7 the year before. This was the highest load factor in the last decade.

In domestic service alone, air traffic was up 10.3 per cent for 1976, and load factor increased to 55.5 per cent from 54.6 in 1975.

In international service, passenger traffic increased 8.5 per cent in 1976 over 1975. Load factor was 54.8 per cent versus 50.4 the year before.

The brisk traffic growth in 1976 continued through the first quarter of 1977, with an increase of 6.4 per cent in the first three months, buoying the industry's hopes for another record-setting year in 1977.

Travel Agency Growth

An important factor in bringing air travel to millions more of our citizens is the growing role of the travel agent, now more than ever a major part of the airline industry's marketing and sales effort.

In 1976, the number of approved travel agencies in the U.S. and Canada rose to 13,661, from 12,500 in 1975, according to a year-end report to the Civil Aeronautics Board by the Air Traffic Conference. The Conference is a division of ATA which administers the domestic airlines' program to assure the qualification of travel agents to aid the airlines in developing and promoting air travel.

Travel agents today account for more than half of all airline tickets sold, and in 1976 U.S. agents sold nearly \$7 billion worth of domestic and international air

transportation. Airlines paid travel agents \$700 million in commissions in 1976, a 29 per cent increase over the year before.

Charter Growth

While scheduled air service remains the predominant mode of this nation's intercity passenger travel, airlines have, in recent years, greatly increased charter flight activity. More than five million passengers flew on civilian and military charter flights of scheduled airlines in 1976 — some 25 per cent more than the year before. Expectations are that new charter services will result in greater growth in 1977 and beyond.

Air Freight

The nation's scheduled airlines in 1976 also set new records in air freight traffic and revenue. Scheduled air freight produced 5.1 billion ton miles of service for shippers, a gain for the year of 6.5 per cent. Revenue from scheduled air freight in 1976 amounted to about \$1.5 billion. This was the fourth year in a row that air freight billings exceeded \$1 billion.

These records were accomplished through the aid of specialized air freight services, including intermodal use of air and truck to provide door-to-door coverage throughout the U.S. and in many countries abroad, priority next-flight-out service for shipments large and small, and containerization programs with incentive rates.

The scheduled airlines have also increased their movement of chartered plane loads of freight. The cargoes moving in these charters ranged from livestock destined for Asia to heavy construction equipment going to the Middle East.

Mail

The 50th anniversary year for regularly scheduled airline service — 1976 — focused attention on the fact that many of today's airlines began by flying sacks of mail for the Post Office. Last year, U.S. airlines produced more than one billion ton miles of mail service. Billions of pieces of mail were involved, including eight out of every ten intercity first class letters, millions of packages moving as air parcel post, international air mail, and mail going to American servicemen and women throughout the world.



The Special Nature Of Airlines

It is appropriate to review, in this year of record-breaking passenger and cargo traffic, just what it is that causes the U.S. air transport system to be regarded as the world's best transportation system.

Certainly one of the most compelling reasons for the success of the scheduled airline system is the unique and facilitative nature of the inter-carrier programs for passenger and freight handling. Through a system of inter-carrier agreements, approved by the CAB, it is possible for a member of the public to walk into the office of any scheduled airline or travel agent in any city and buy a ticket which will take him or her to any point served by that airline or any other scheduled airline throughout the world. The same service is available to a person making a shipment by air freight.

Administered by the ATA's Air Traffic Conference, the inter-carrier agreements which facilitate the movement of people and goods — ranging from reservations and baggage standards to carriage of pets — are of direct benefit to the public. These agreements not only facilitate travel, but eliminate wasteful practices which would lead to higher fares, speed up transportation of the U.S. mail, and aid in national defense.

Airline Economics

The airlines in 1976 emerged strongly in the black from the deficit year of 1975, as a result of cost control measures, an increase in yield, or revenue per passenger mile, and a resurgence of traffic growth due mainly to an improved U.S. economy.

Earnings for 1976 were \$451 million, excluding \$112 million in convertible debentures. These earnings were the highest in the history of the industry. At fare levels existing in the Spring of 1977, earnings prospects for 1977 are in the \$300 - \$500 million range.

Certain non-operating items are having an increasingly greater impact on airline earnings. These include such items as the sale of used aircraft and foreign exchange rate fluctuations. Many of these items had a beneficial impact on earnings in 1976.

The CAB, after full public hearings, has determined that a 12 per cent return on investment standard is fair and reasonable for the airline industry. This is currently equivalent to about a five per cent profit margin on sales, or significantly more than current levels. To attain such a return, the airlines would have to earn approximately \$800 million.

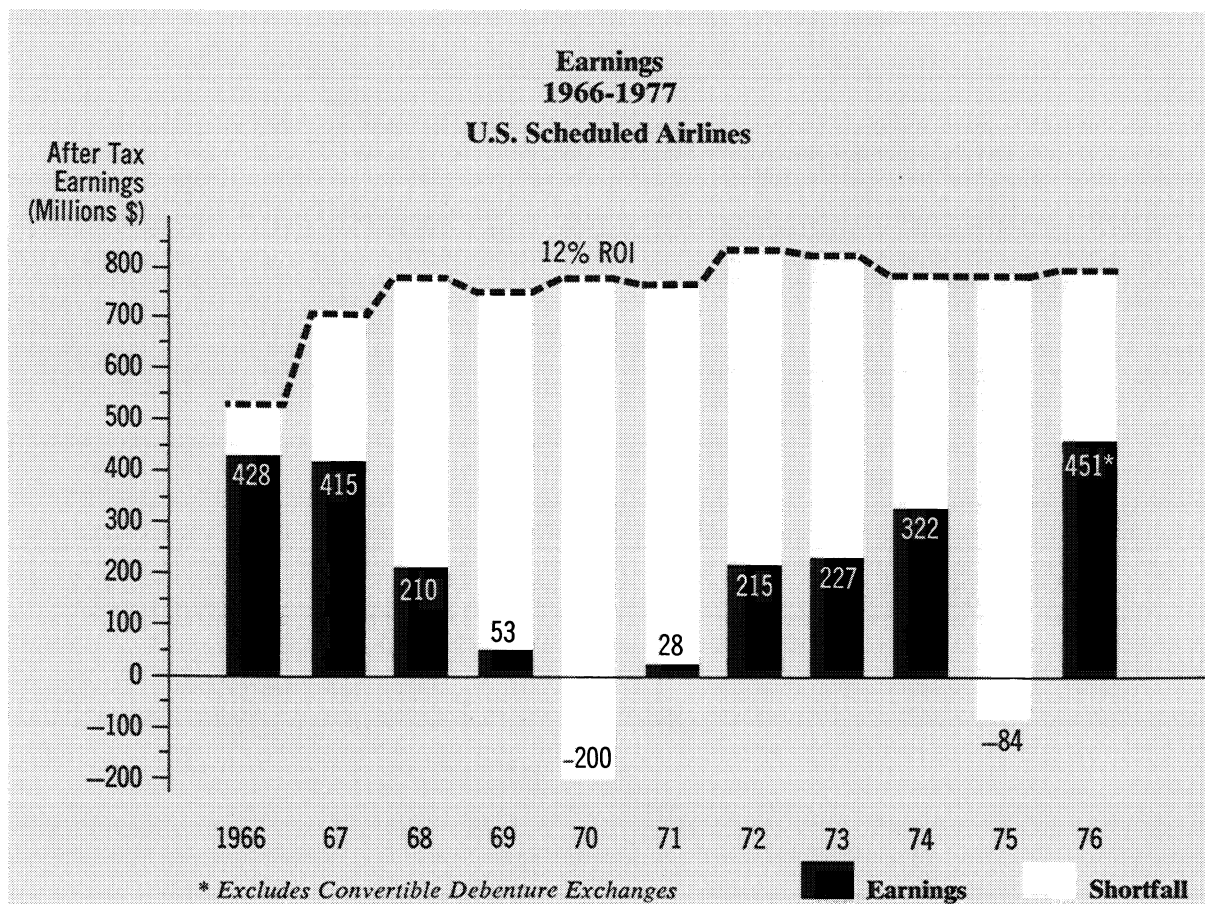
The airline industry's record of financial performance is not only far below the CAB standard, but also below the performance of other industries. On 1976 airline revenues of over \$17 billion, earnings of \$451 million produce 2.6 cents on each dollar of revenue — about half the U.S. industry average. Comparisons of airline, railroad, and the U.S.

manufacturing industry profits on sales since the mid-1960's, demonstrate the financial difficulties confronting the airlines. While the railroads have been recognized as being under severe financial stress, on an annual basis since 1968, they have attained a higher return on sales than the airlines until 1976.

Comparisons of airline industry performance with some of the larger industrial corporations further demonstrate the inadequacy of airline earnings.

Airline costs continued to increase in 1976. Labor costs, which account for about 40 per cent of total operating costs, amounted to about \$6 billion last year.

Airline employees are among the highest paid of any industry in the country. The average annual compensa-



tion, including fringe benefits, of all airline employees was \$23,000 in 1976. The average annual wage amounted to nearly \$20,000.

The airlines spent more than \$3 billion for fuel in 1976 compared with \$1.3 billion in 1973. Fuel accounts for about 20 per cent of total operating costs. Future increases in the price of jet fuel are of concern to the industry. In each of the first two months of 1977, the price of fuel increased about one cent per gallon. Each cent per gallon increase in the price of jet fuel results in an additional \$100 million in annual expenses for the U.S. scheduled airlines.

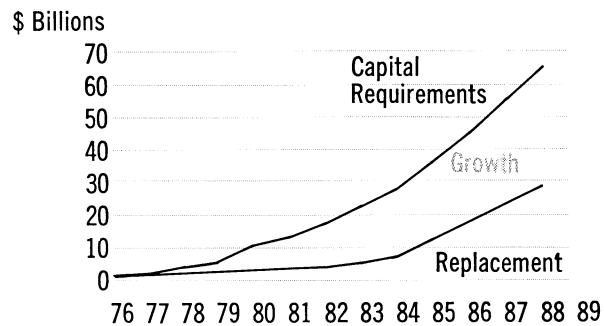
Since 1967, overall airline unit costs have increased 111 per cent. Unit labor costs are up 134 per cent; landing fees are up 169 per cent and fuel is up 213 per cent (all cost data through fourth quarter 1976).

But despite these rising costs, airline fares continue to be a bargain relative to the prices of other goods and services. Since 1967, while airline costs have doubled, the average airline fare based on revenue per passenger mile has increased only 45 per cent. In contrast, the Consumer Price Index has increased 71 per cent. Few other industries can match the pricing record of the airlines over the years.

One reason airline fares have remained relatively low has been the improvement in productivity brought about through large capital equipment acquisitions and the skilled use of resources.

Capital Requirements U.S. Scheduled Airlines

1976-1989 (cumulative)



The output per employee in the airline industry has far surpassed that of most other U.S. industries. The average annual rate of growth of output per employee, based on Bureau of Labor Statistics data, during the 26-year period 1950-1975 for air transportation was 6.9 per cent, and for the total private U.S. economy, 1.8 per cent. For the recent five-year period, from 1971-1975, air transportation output per employee was 4.2 per cent annually; for the same period the U.S. economy was only 0.7 per cent annually.

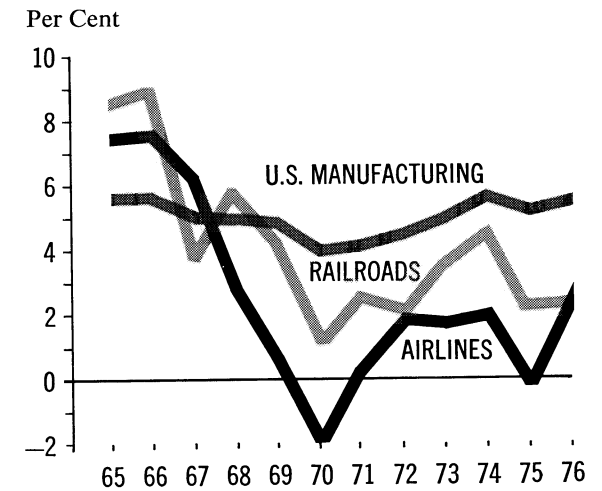
An ATA study of capital requirements, which conservatively assumes a five per cent annual passenger traffic growth, a six per cent annual capital cost inflation, and an 18-year life for equipment indicates that over the four-year period, 1976-1979, the airlines will need about \$5 billion in capital to meet new equipment requirements; and, for the 10-year period, 1980-1989, \$60 billion. On an average annual basis, the airlines need about \$1.25 billion per year during the last three years of the 1970's and an average of \$6 billion per year during the decade of the 1980's.

Currently, the average age of the aircraft fleet is about eight years, compared to about four years at the beginning of the 1970's. The new aircraft coming into the fleet will produce less noise and provide for more fuel efficiency and productivity than the older aircraft.

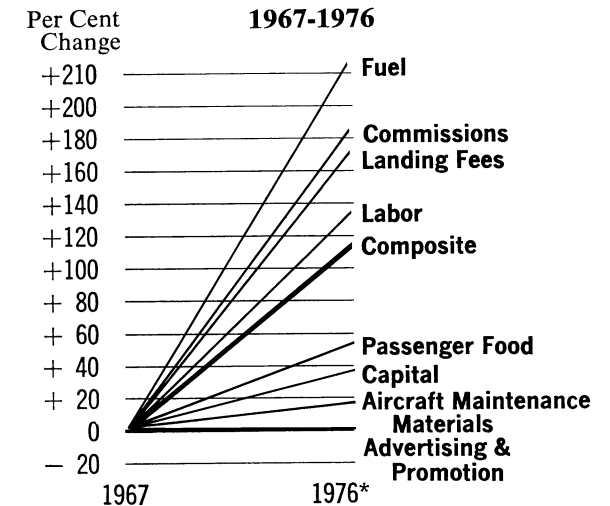
The equipment currently being ordered is primarily for replacement of older aircraft. In the years ahead, the requirement will be not only for replacement but for traffic growth as well. On a cumulative basis, including inflationary impact, more than half the \$65 billion of capital requirements during the 14-year period 1976-1989 will be for additional equipment to meet anticipated growth.

With current and past earnings at inadequate levels, the airline industry faces a serious financial challenge in obtaining the capital to purchase the new aircraft and ground support equipment. It is essential that the current improved earnings position of the airlines, which began in 1976 and is anticipated for 1977, be strengthened. The airline industry needs a record of stable, high-level earnings occurring well ahead of the 1980's in order to adequately finance the equipment needed during that decade to meet public service requirements.

Profit Margin Airlines vs. U.S. Manufacturing and Railroads 1965-1976



Airline Costs 1967-1976



* 4th Quarter

International Aviation

By far the most active area of international airline concern in 1976 was the start of the renegotiation of the bilateral agreement concerning scheduled services between the United States and the United Kingdom.

This bilateral, known as the "Bermuda Agreement" has been in effect since 1946, and the agreements between many nations of the world are patterned after it. Consequently, many nations are following the U.S./U.K. renegotiations with great interest.

Of central importance in the talks is the issue of capacity. The British government wishes to predetermine the amount of capacity the carriers will be able to offer in the marketplace. The United States government would preserve the "Bermuda" principles at least to the extent that carriers would unilaterally continue to be able to adjust this capacity as they see fit.

A second major challenge raised by the U.K. concerns the "Bermuda" provision allowing each country to designate as many carriers on a route as it may wish. The aim of the British in the renegotiations

is to achieve, as nearly as possible, equal financial results between the two countries, while the United States strongly favors retaining equal opportunities for both sides, but not equalization of financial results.

The present agreement expires on June 22, 1977 and representatives of both countries are working hard to create a new agreement which would take effect at that time.

The International Air Transportation Fair Competitive Practices Act became law on January 3, 1975. While there are deficiencies in achieving full implementation of the law, there has been progress in some areas. The costly difficulties that remain include monopoly ground handling, currency conversion, and, of growing concern, excessive airport and airways user charges. Questions of what are unreasonably excessive charges, and problems of obtaining cost data from charging entities remain, making difficult full use of the machinery provided by law.

Airports and Airways

On July 12, the Airport and Airway Development Act Amendments of 1976 were signed into law, providing \$5 billion in the next four years for improvement and expansion of the nation's airports and airways. Major features of the law are:

- ADAP funds of \$2.3 billion for air carrier airports, and \$375 million for general aviation airports over five years.
- Increase of federal share to 75 per cent (from 50 per cent) for large and medium hubs, and 90 per cent (from 75 per cent) for all other airports.
- Public space in terminals now eligible for federal aid.
- Land purchase for noise abatement now eligible for federal aid.
- Consultation with airport users required prior to requesting federal aid.
- State and local head tax prohibition continued.
- Customs prohibited from charging overtime during daytime hours on Sundays and holidays.

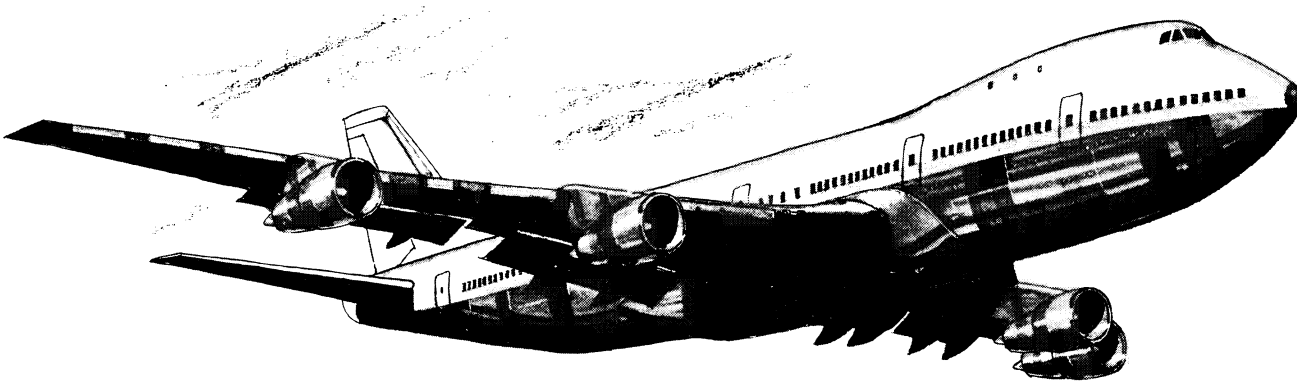
The Act also provides funds, as in the past, for facilities and equipment, research and development, planning and, for the first time, maintenance and operation of the airways system.

In addition to making possible the continuing modernization of airways, airports and related facilities throughout the 50 states, the law gives increased flexibility to local authorities in the management and development of their airport facilities.

Principal source of revenue for the program is the Aviation Trust Fund, 90 per cent of which is derived from taxes paid by airline passengers and shippers, or about \$1 billion per year.

The airlines continue to point out that trust fund receipts substantially exceed trust fund disbursements, and that the large surplus — about \$1.8 billion currently — will grow to about \$3.8 billion by 1980.

The airlines maintain that the taxes should be reduced in order to bring trust fund receipts and disbursements into balance and to eliminate unwarranted charges upon airline passengers and shippers.



**Scheduled Airline Traffic at Large Hub Airports—
Calendar Year 1976**

	PASSENGERS ENPLANED	FREIGHT TONS ENPLANED	AIRCRAFT DEPARTURES
Chicago	18,138,215	338,716	286,253
Atlanta	13,607,032	118,323	209,839
Los Angeles	10,000,962	320,918	141,414
Dallas-Ft. Worth	7,929,000	83,710	143,862
John F. Kennedy	7,191,713	331,418	107,278
La Guardia	7,146,477	29,362	131,535
San Francisco	6,602,579	184,845	106,997
Denver	6,451,520	57,916	108,778
Washington National	5,748,900	19,732	102,193
Boston	5,355,214	77,030	96,033
Miami	4,912,306	113,114	81,975
Honolulu	4,852,861	87,949	44,607
Detroit	3,974,600	81,141	77,611
Pittsburgh	3,922,312	20,085	88,155
St. Louis	3,799,713	29,709	86,322
Philadelphia	3,624,012	52,982	66,440
Minneapolis-St. Paul	3,604,637	47,000	65,342
Seattle-Tacoma	3,382,632	139,015	53,843
Newark	3,336,376	53,350	63,639
Las Vegas	3,260,437	3,178	51,319
Houston	3,259,418	36,292	61,990
Cleveland	2,940,023	46,042	56,676
Tampa	2,522,871	14,920	53,105
New Orleans	2,370,981	17,332	45,453
Kansas City	2,331,212	18,996	55,252

Energy — Costs and Conservation

While airline jet fuel costs stabilized somewhat in 1976, compared to soaring rises in the three preceding years, the average cost per gallon in 1976 rose to about 32 cents per gallon, up three cents from the average of 29 cents per gallon paid by airlines throughout 1975. The three cent per gallon increase resulted in \$300 million in additional operating expenses to the industry.

In the first quarter of 1977, fuel costs were continuing to rise.

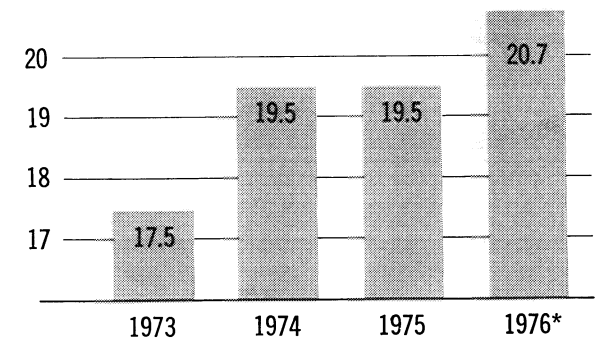
Doing More With Less

Airlines now account for 80 per cent of all intercity passenger miles provided by public transportation (air, rail, bus) in this country, but use less than four per cent of the petroleum fuel consumed nationally.

In 1976, airlines used 800 million gallons *less* fuel than they did in 1973, while carrying 21 million more passengers and more cargo.

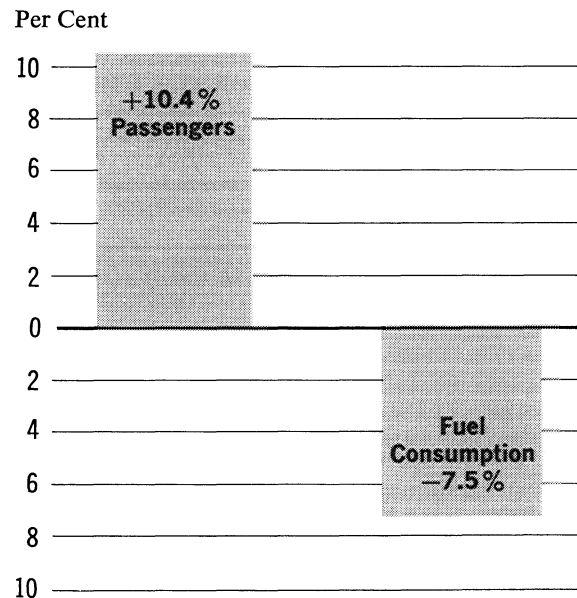
In the past three years, since the fuel shortage began, airlines have become increasingly more efficient in conserving their use of the nation's limited petroleum resources. Since 1973, passengers flown per gallon of fuel used have increased 19 per cent, and revenue passenger miles flown per gallon have increased 18 per cent.

**Revenue Passenger Miles
Per Gallon of Fuel
U.S. Scheduled Airlines**



* 12 mos. ended Sept. 30, 1976

Changes in Airline Passengers And Fuel Consumption 1973 through 1976



How has it been possible to carry millions more passengers and tons of cargo while using less fuel? The answer lies in the following fuel conservation programs which have been undertaken by the nation's airlines.

Fewer Flights Carrying More Passengers

Airlines have reduced the average number of flights flown each day to conserve fuel and to take advantage of new, more efficient jets which carry more people per flight. During 1976, the airlines were operating, on an average day, about 900 fewer scheduled flights than in 1973. This means a reduction of more than 300,000 flights annually.

While scheduled air service is the cornerstone of this nation's intercity public passenger transportation system, airlines have in recent years greatly increased charter flights, with their attendant fuel efficiency.

For the 13,000 daily scheduled flights the airlines operate, fuel conservation procedures have been intensified in the air and on the ground.

Training Simulators

Airlines have long used flight simulators in addition to inflight training of pilots, and their use has been expanded in recent years to eliminate fuel consuming training flights. While some training flights are still required, simulators now are eliminating thousands of extra flights annually, enabling airlines to save millions of gallons of fuel, while also reducing noise.

Operational Measures

Computerized flight planning can accomplish a number of objectives, including the selection of an altitude that will get the flight from point to point with a minimum consumption of fuel. Increasingly, computers are doing this.

Speed has been reduced. There are certain limits within which a few miles-per-hour reduction in speed — getting an aircraft to the destination gate only a few minutes later after a long flight — can result in significant reductions in fuel consumption. For example: *Reducing the speed of a DC-8 by 14 miles-per-hour — from 544 m.p.h. to 530 — gets the aircraft from Chicago to Los Angeles only four minutes later but saves 164 gallons of fuel.*

Fuel conservation measures are being employed today even after an airliner lands. Often, one or more engines are shut down as the aircraft taxis to the arrival gate. And aircraft are being held at departure

gates, with engines shut down, when there is likely to be a delay on takeoff.

Airline maintenance departments have developed sophisticated monitoring systems to identify individual airplanes that may be using excess fuel and to take corrective action.

Airlines and the FAA have cooperated on a number of programs to reduce fuel consumption due to air traffic control delays, and the airlines and the FAA are now beginning to use a new "descent profile" from jet cruising altitudes that promises to save fuel and reduce noise.

New Technology

Technological advances by airframe and engine manufacturers have also produced the extra dividend of getting more work out of a gallon of jet fuel.

The enlarging or "stretching" of conventional jets to produce greater efficiency is one example. Another is the high-bypass-ratio design that has made engines of the wide-body jets more productive. Both developments enable more passenger seat miles and cargo ton miles to be produced per unit of fuel. Since 1973, airlines have replaced older, less efficient aircraft with about 200 wide-body, or stretched, jets.

Passenger Safety

While the nation was saddened by two tragic accidents involving U.S. carriers in late March and early April, 1977, the safety record for the year of this report, 1976, in terms of passengers carried, was the best in commercial aviation's 50-year history.

"The lowest accident total in commercial aviation history, and the fewest fatalities in more than 20 years" was the National Transportation Safety Board's description of the 1976 safety record by U.S. air carriers. "Aviation's 1976 record is especially heartening because it represents further improvement on a good year in 1975," according to NTSB chairman Webster B. Todd, Jr. "It also continues downward trends in several accident rates which suggest significant safety progress over a number of years," Todd said.

There were 28 accidents in 1976, down from 45 in 1975. Four of the 1976 accidents were fatal, compared with three in 1975. Passenger and crew fatalities in 1976 totalled 45, against 124 in 1975. These figures

cover all operations — scheduled passenger and cargo service, charter and non-revenue flights — of certificated route carriers, supplemental carriers and (since 1975) all operators of large aircraft. This last category includes the scheduled intra-state air carriers.

In scheduled domestic and international passenger service, the U.S. certificated route carriers had 42 fatalities (passenger and crew), making 1976 second only to 1970 in the lowest number of fatalities. Revenue passenger miles flown in 1976 increased 10 per cent over the previous year, while passenger fatalities decreased by 35 per cent. This brought the passenger fatality rate down to 0.020 per 100 million passenger miles flown — a rate that has been surpassed only once before, in 1970. These safety achievements were, according to the Federal Aviation Administration, “all the more remarkable in a year that also set a new record for the number of passengers carried by U.S. airlines.”

Jet Noise Reduction

Late in 1976, the government announced a new aviation noise policy and a regulation, effective January 1, 1977, requiring that all airline aircraft not meeting federal (FAR-36) noise levels be retired from the fleet or modified (retrofitted) to meet those levels according to the following schedule:

- 747s within six years, with one-half to be completed within four years.
- 727s, 737s, DC-9s, BAC 1-11s within six years, with one-half to be completed within four years.
- 707s, 720s, DC-8s, CV-990s within eight years, with one quarter to be completed within four years, and one-half within six years.

Airline Non-Part 36 Aircraft (As of 1/1/77)

Total Jet Fleet	2,050
Non-Part 36 2-3 Engine Jets	1,131
Non-Part 36 B-747's	51
Non-Part 36 Standard 4-Engine Jets	420

A policy statement, issued by the Department of Transportation, pointed out the advantages of replacing older aircraft rather than retrofitting them, and a public hearing on the financing needed by airlines to meet the more stringent noise standards produced widespread support for special financing arrangements to meet the Government's objective. The airlines testified at this hearing and at Congressional hearings in 1977 that financing arrangements are necessary to carry out the new regulation. It was estimated that the program could lead to purchases of up to \$8 billion in new, quieter and more fuel-efficient aircraft, whose production would retain and create tens of thousands of aerospace jobs.

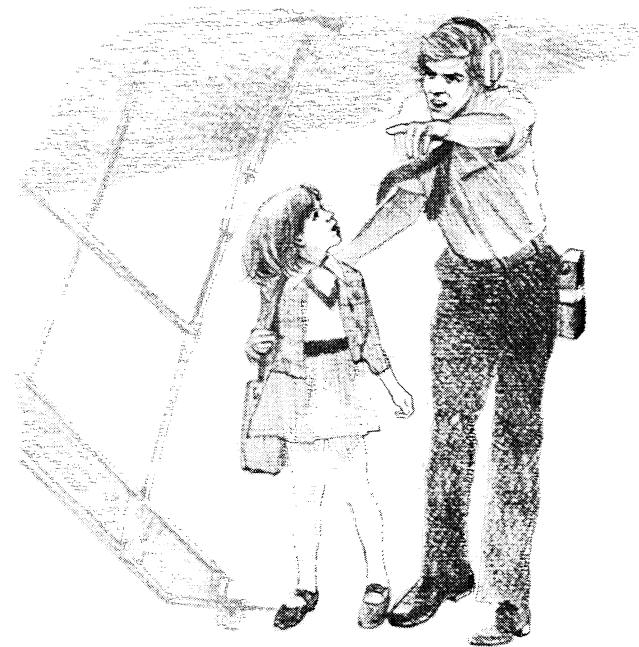
The airline industry also urged that the requirement for retrofitting the smaller two- and three-engine aircraft be deleted because any benefits would not be noticeable and certainly not commensurate with the \$400 million cost.

Airlines proposed that the eventual mechanism for financing the noise abatement program meet the following criteria:

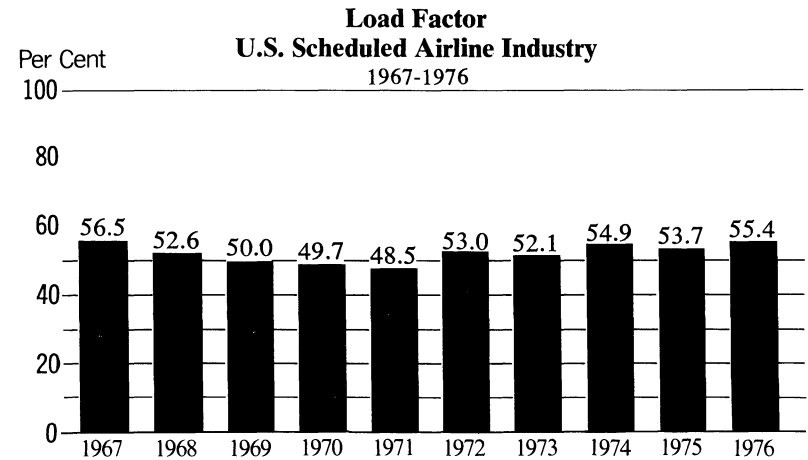
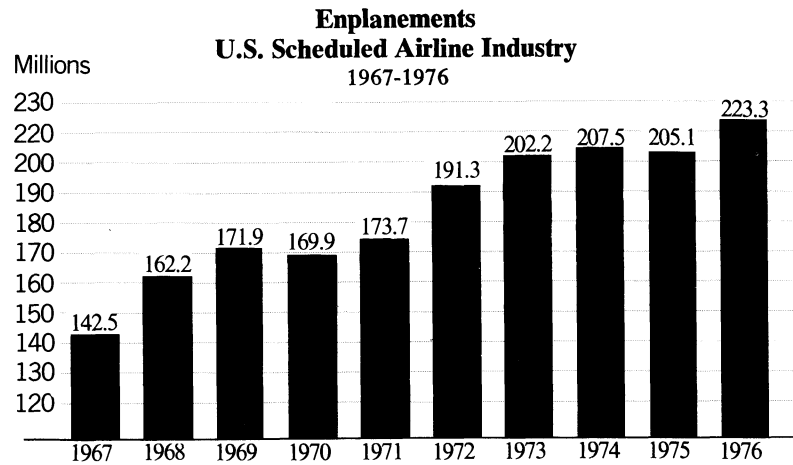
- Costs would be borne by users of air transportation, not the general taxpayer.
- Sufficient funds would be provided to enable the carriers to finance a portion of the cost of replacing their older four-engine jets with new, quieter, more fuel-efficient aircraft.
- The program would involve private financing and private management with government participation held to the necessary minimum.
- The program would not increase the cost of air transportation since a proposed two per cent noise reduction surcharge would be offset by similar reductions in present airline user taxes — eight per cent for domestic passenger travel — which are contributing more than needed to the Aviation Trust Fund.

In March, 1977 testimony before the House Aviation Subcommittee, ATA President Paul R. Ignatius said, “The aircraft industry is simply too important to the United States to be confined to stuffing sound-absorbing material in old aircraft engines, leaving foreign manufacturers to capture the new aircraft markets.”

Mr. Ignatius called on the Congress to enact legislation which would “enable the United States to maintain its historic leadership in commercial aircraft development and production, at the same time promising quieter skies, important energy savings, the creation of tens of thousands of jobs, and a resolution of long-standing difficulties affecting compatible use of land around airports.”



Traffic and Service



Total U.S. Scheduled Airlines	1976	1975	1974	1973	1972	1971	1970	1969	1968	1967
Passenger Traffic										
Revenue passengers enplaned (000)	223,313	205,062	207,458	202,208	191,349	173,669	169,922	171,898	162,181	142,499
Revenue passenger miles (000)	178,987,543	162,810,160	162,918,594	161,957,307	152,406,276	135,657,702	131,710,018	125,420,120	113,958,321	98,746,641
Available seat miles (000)	322,820,561	303,006,243	297,006,062	310,597,107	287,411,214	279,823,351	265,119,871	250,845,929	216,445,750	174,818,524
Revenue passenger load factor (%)	55.4	53.7	54.9	52.1	53.0	48.5	49.7	50.0	52.6	56.5
Average length of haul (miles)	802	794	785	801	796	781	775	730	703	693
Cargo Traffic (Ton Miles)—Total (000)										
Freight (000)	5,074,175	4,766,119	4,890,026	4,736,729	4,217,452	3,712,288	3,407,552	3,240,965	2,804,878	2,351,108
Express (000)	22,003	29,190	80,845	100,497	87,422	82,995	106,514	109,467	105,153	98,883
U.S. Mail (000)	1,114,243	1,097,297	1,150,881	1,197,974	1,190,198	1,313,376	1,470,131	1,339,923	1,257,051	976,126
Overall Traffic and Service										
Nonscheduled traffic—total ton miles (000) ...	1,588,119	1,348,205	1,474,997	1,685,782	2,059,180	2,220,658	2,019,832	3,091,193	2,865,022	2,648,005
Total revenue ton miles—all services (000) ...	25,708,984	23,533,743	23,900,208	23,927,657	22,805,371	20,905,968	20,185,500	19,989,409	18,114,334	15,684,289
Total available ton miles—all services (000) ..	51,708,666	49,288,695	48,941,526	51,443,758	48,680,473	47,255,550	44,298,170	42,779,192	37,223,333	30,785,135
Ton mile load factor (%)	49.7	47.8	48.8	46.5	46.8	44.2	45.6	46.7	48.7	46.4
Scheduled revenue aircraft departures	4,835,138	4,704,710	4,726,101	5,134,577	5,046,438	4,998,934	5,119,556	5,378,343	5,348,110	4,945,947
Scheduled revenue aircraft miles (000)	2,319,967	2,240,506	2,258,188	2,448,114	2,375,875	2,377,858	2,418,169	2,384,866	2,145,972	1,833,563
Scheduled revenue aircraft hours	5,587,601	5,422,429	5,474,788	5,899,388	5,728,496	5,725,925	5,846,195	5,895,772	5,521,311	4,924,613

For notes to statistical tables see page 33.

Domestic Trunk Airlines	1976	1975	1974	1973	1972	1971	1970	1969	1968	1967
Passenger Traffic										
Revenue passengers enplaned (000)	160,451	147,428	147,999	144,753	136,590	124,351	122,866	129,883	118,810	105,854
Revenue passenger miles (000)	131,424,511	119,445,956	117,616,261	115,352,180	108,189,968	97,756,113	95,899,744	95,657,705	81,611,832	70,990,141
Available seat miles (000)	235,538,771	217,855,445	210,997,105	222,446,581	206,617,921	202,509,471	194,461,930	190,064,198	153,864,640	124,141,624
Revenue passenger load factor (%)	55.8	54.8	55.7	51.9	52.4	48.3	49.3	50.3	53.0	57.2
Average length of haul (miles)	819	810	795	797	792	786	781	736	687	671
Cargo Traffic (Ton Miles)—Total (000)										
Freight (000)	3,027,004	2,848,635	2,936,571	2,961,808	2,779,389	2,593,965	2,555,646	2,622,526	2,072,466	1,666,721
Express (000)	2,350,901	2,205,602	2,245,262	2,260,935	2,067,242	1,861,767	1,789,701	1,753,602	1,439,161	1,190,067
U.S. Mail (000)	20,815	25,262	70,961	89,178	76,927	73,552	95,445	99,331	94,874	89,343
	655,288	617,771	620,348	611,695	635,220	658,646	670,500	769,593	538,431	387,311
Overall Traffic and Service										
Nonscheduled traffic—total ton miles (000) ...	563,059	402,367	377,847	401,864	447,622	432,442	443,083	806,533	425,942	498,919
Total revenue ton miles—all services (000) ...	16,733,696	15,196,727	15,076,887	14,899,642	14,046,278	12,801,877	12,589,056	12,647,138	10,321,322	8,969,988
Total available ton miles—all services (000) ..	34,725,175	32,753,356	31,794,899	33,695,886	31,703,285	30,977,903	29,623,686	29,165,115	23,097,750	18,769,379
Ton mile load factor (%)	48.2	46.4	47.4	44.2	44.3	41.3	42.5	43.4	44.7	47.8
Scheduled revenue aircraft departures	2,866,371	2,744,387	2,729,241	3,019,558	2,954,879	2,920,958	2,979,044	3,184,595	3,005,352	2,749,451
Scheduled revenue aircraft miles (000)	1,673,216	1,599,008	1,589,077	1,743,427	1,711,465	1,727,414	1,748,728	1,747,185	1,486,460	1,258,265
Scheduled revenue aircraft hours	3,869,621	3,708,205	3,695,515	4,013,888	3,922,530	3,954,387	4,008,837	4,073,520	3,597,467	3,134,676
Local Service Airlines										
Passenger Traffic										
Revenue passengers enplaned (000)	37,947	34,027	35,200	32,450	30,501	27,432	26,726	24,547	23,389	19,032
Revenue passenger miles (000)	12,127,464	10,683,528	10,808,141	9,829,603	8,899,388	7,851,515	7,430,666	6,312,630	5,489,224	4,114,304
Available seat miles (000)	22,907,196	20,680,683	20,513,800	20,178,505	18,074,128	17,335,816	17,024,403	14,722,390	12,153,585	8,862,400
Revenue passenger load factor (%)	52.9	51.7	52.7	48.7	49.2	45.3	43.6	42.9	45.2	46.4
Average length of haul (miles)	320	314	307	303	292	286	278	257	235	216
Cargo Traffic (Ton Miles)—Total (000)										
Freight (000)	109,097	97,791	108,960	114,432	101,456	86,206	86,264	70,440	59,036	41,277
Express (000)	71,768	63,143	68,599	72,400	65,297	52,897	53,549	40,052	31,415	22,054
U.S. Mail (000)	565	2,406	6,929	8,302	7,491	6,907	8,706	7,999	7,482	6,417
	36,764	32,242	33,432	33,730	28,668	26,402	24,009	22,389	20,139	12,806
Overall Traffic and Service										
Nonscheduled traffic—total ton miles (000) ...	53,871	27,856	22,009	24,339	21,305	23,561	21,077	15,315	11,062	8,622
Total revenue ton miles—all services (000) ...	1,375,718	1,194,000	1,211,819	1,121,742	1,012,667	894,930	850,480	694,550	593,665	442,406
Total available ton miles—all services (000) ..	2,928,616	2,620,054	2,578,358	2,534,221	2,263,189	2,194,802	2,146,702	1,859,433	1,469,783	1,024,078
Ton mile load factor (%)	47.0	45.6	47.0	44.3	44.7	40.8	39.6	37.4	40.4	43.2
Scheduled revenue aircraft departures	1,410,214	1,373,232	1,443,942	1,527,398	1,516,473	1,515,651	1,554,585	1,585,363	1,620,940	1,561,417
Scheduled revenue aircraft miles (000)	275,656	257,800	264,522	268,336	249,561	241,911	242,471	227,603	211,203	185,041
Scheduled revenue aircraft hours	878,327	841,469	886,338	935,211	894,394	875,781	895,306	895,966	908,525	888,417

Traffic and Service

Intra-Hawaiian Airlines	1976	1975	1974	1973	1972	1971	1970	1969	1968	1967
Passenger Traffic										
Revenue passengers enplaned (000)	5,262	4,767	4,675	4,373	3,676	3,000	2,643	2,442	2,243	2,024
Revenue passenger miles (000)	708,247	648,217	644,685	610,799	504,670	400,393	355,034	327,017	301,429	274,143
Available seat miles (000)	1,105,709	992,045	986,292	965,576	853,475	725,799	768,693	772,192	580,391	463,719
Revenue passenger load factor (%)	64.1	65.3	65.4	63.3	59.1	55.2	46.2	42.3	51.9	59.1
Average length of haul (miles)	135	136	138	140	137	133	134	134	134	135
Cargo Traffic (Ton Miles)—Total (000)										
Freight (000)	7,765	7,108	6,869	6,357	5,501	4,683	4,352	3,665	3,167	3,749
Express (000)	6,370	5,874	5,687	5,176	4,441	3,658	3,314	2,745	2,272	2,823
U.S. Mail (000)	—	—	—	—	—	—	—	—	—	—
U.S. Mail (000)	1,395	1,234	1,182	1,181	1,060	1,025	1,038	920	895	926
Overall Traffic and Service										
Nonscheduled traffic—total ton miles (000) ...	9,013	7	9	2	9	7	5	18	8	35
Total revenue ton miles—all services (000) ...	87,603	71,937	71,346	67,439	55,976	44,730	39,866	32,361	29,630	27,827
Total available ton miles—all services (000) ..	147,992	117,266	112,446	109,044	96,083	81,198	85,535	83,662	60,634	49,169
Ton mile load factor (%)	59.2	61.4	63.5	61.8	58.3	55.1	46.6	38.7	48.9	56.6
Scheduled revenue aircraft departures	76,910	74,974	74,453	73,841	68,571	64,767	72,380	76,003	69,359	64,631
Scheduled revenue aircraft miles (000)	9,364	9,154	9,192	8,965	8,115	7,276	8,147	8,697	8,131	7,665
Scheduled revenue aircraft hours	28,876	28,145	28,152	27,789	26,225	24,561	28,414	30,916	31,595	32,396
Intra-Alaskan Airlines*										
Passenger Traffic										
Revenue passengers enplaned (000)	1,562	1,442	1,110	933	991	393	351	315	253	336
Revenue passenger miles (000)	929,652	869,705	636,575	498,102	522,524	123,406	112,532	101,333	76,790	78,147
Available seat miles (000)	1,537,705	1,576,079	1,326,739	1,050,072	1,019,933	315,359	258,622	253,389	204,431	168,052
Revenue passenger load factor (%)	60.5	55.2	48.0	47.4	51.2	39.1	43.5	40.0	37.6	46.5
Average length of haul (miles)	595	603	574	534	527	314	321	322	304	233
Cargo Traffic (Ton Miles)—Total (000)										
Freight (000)	37,265	41,827	36,067	28,183	29,139	13,777	12,468	11,247	8,477	7,876
Express (000)	24,201	28,630	24,165	17,194	18,394	7,369	6,385	5,972	3,825	3,630
U.S. Mail (000)	64	117	206	169	174	—	—	—	—	—
U.S. Mail (000)	13,000	13,080	11,696	10,820	10,571	6,408	6,083	5,275	4,652	4,246
Overall Traffic and Service										
Nonscheduled traffic—total ton miles (000) ...	1,769	4,514	2,892	2,892	7,020	1,747	2,220	2,679	3,432	3,662
Total revenue ton miles—all services (000) ...	131,998	133,311	102,619	80,890	88,410	28,004	26,013	24,457	19,920	19,675
Total available ton miles—all services (000) ..	233,379	241,945	197,316	151,725	163,588	52,710	49,285	47,051	35,688	33,204
Ton mile load factor (%)	56.6	55.1	52.0	53.3	54.0	53.1	52.8	52.0	55.8	59.3
Scheduled revenue aircraft departures	112,998	111,896	100,608	95,940	102,139	67,623	65,223	61,885	66,389	96,529
Scheduled revenue aircraft miles (000)	22,947	22,678	18,12	15,487	15,980	7,823	7,603	7,438	7,155	8,542
Scheduled revenue aircraft hours	81,234	82,421	69,205	59,583	61,607	38,784	38,485	38,371	40,831	55,332

* See notes to statistical tables on page 33.

Helicopter Airlines	1976	1975	1974	1973	1972	1971	1970	1969	1968	1967
Passenger Traffic										
Revenue passengers enplaned (000)	444	505	592	613	587	551	573	744	1,048	1,225
Revenue passenger miles (000)	7,490	8,473	10,298	10,936	10,009	8,973	11,341	17,083	24,856	29,670
Available seat miles (000)	17,596	21,049	24,181	25,113	23,495	24,364	31,780	43,102	59,923	62,041
Revenue passenger load factor (%)	42.6	40.3	42.6	43.5	42.6	36.8	35.7	39.6	41.5	47.8
Average length of haul (miles)	17	17	17	18	17	16	20	23	24	24
Cargo Traffic (Ton Miles)—Total (000)										
Freight (000)	5	8	8	14	20	20	34	77	113	134
Express (000)	2	2	2	3	3	3	4	6	8	9
U.S. Mail (000)	—	1	2	8	12	13	25	37	48	64
U.S. Mail (000)	3	5	4	3	5	4	5	34	57	61
Overall Traffic and Service										
Nonscheduled traffic—total ton miles (000) ...	4	4	1	13	28	6	4	5	10	9
Total revenue ton miles—all services (000) ...	759	871	1,058	1,120	1,048	923	1,171	1,707	2,492	2,970
Total available ton miles—all services (000) ..	1,781	2,122	2,440	2,537	2,384	2,414	3,240	4,400	6,146	6,345
Ton mile load factor (%)	42.6	41.1	43.4	44.1	44.0	38.2	36.1	38.8	40.5	46.8
Scheduled revenue aircraft departures	54,089	66,666	78,409	80,974	78,150	78,503	84,519	111,124	191,631	151,421
Scheduled revenue aircraft miles (000)	709	873	1,029	1,085	1,022	1,048	1,427	1,910	2,547	2,660
Scheduled revenue aircraft hours	6,800	8,847	10,310	10,239	9,628	9,630	12,707	17,957	23,346	25,066
All-Cargo Airlines (Domestic)										
Cargo Traffic (Ton Miles)—Total (000)	445,268	433,438	490,639	496,416	336,248	275,705	258,726	215,123	198,768	186,116
Freight (000)	434,307	414,700	464,584	466,053	324,666	263,075	247,877	208,058	194,005	181,876
Express (000)	66	958	1,650	2,023	2,056	1,838	1,713	1,530	1,576	1,943
U.S. Mail (000)	10,895	17,780	24,405	28,340	9,526	10,792	9,136	5,535	3,187	2,297
Overall Traffic and Service										
Nonscheduled traffic—total ton miles (000) ...	17,999	30,686	42,538	37,656	42,472	35,173	42,727	259,539	295,406	333,365
Total revenue ton miles—all services (000) ...	463,265	464,124	533,176	534,072	378,718	310,878	301,453	474,662	494,181	519,480
Total available ton miles—all services (000) ..	761,788	755,325	874,944	872,994	645,273	565,295	543,375	726,584	704,824	729,323
Ton mile load factor (%)	60.8	61.5	60.9	61.2	58.7	55.0	55.5	65.3	70.1	71.2
Scheduled revenue aircraft departures	13,416	13,636	15,928	15,268	11,296	10,257	11,724	13,400	15,016	15,633
Scheduled revenue aircraft miles (000)	14,089	14,128	17,319	17,338	12,771	11,071	11,219	10,456	11,552	11,174
Scheduled revenue aircraft hours	30,650	30,654	37,477	36,759	26,918	23,463	24,606	27,064	34,433	37,052

Traffic and Service

International and Territorial Airlines	1976	1975	1974	1973	1972	1971	1970	1969	1968	1967
Passenger Traffic										
Revenue passengers enplaned (000)	17,039	16,316	17,725	18,936	18,897	17,474	16,260	13,493	16,407	14,020
Revenue passenger miles (000)	33,716,743	31,081,668	33,186,199	35,639,973	34,268,298	29,219,294	27,563,211	22,702,695	26,450,644	23,259,314
Available seat miles (000)	61,573,853	61,724,118	63,125,961	65,897,988	60,797,069	58,320,186	51,959,992	44,411,659	49,575,001	41,118,729
Revenue passenger load factor (%)	54.8	50.4	52.6	54.1	56.4	50.1	53.0	51.1	53.4	56.6
Average length of haul (miles)	1,979	1,905	1,872	1,882	1,813	1,672	1,695	1,683	1,612	1,659
Cargo Traffic (Ton Miles)—Total (000)										
Freight (000)	1,661,803	1,560,371	2,542,525	1,589,856	1,475,715	1,455,777	1,481,140	1,389,711	1,596,029	1,347,763
Express (000)	1,380,132	1,259,065	2,081,619	1,237,861	1,113,373	1,009,254	941,563	936,110	926,091	795,858
U.S. Mail (000)	493	374	1,092	723	731	531	445	444	1,159	1,106
U.S. Mail (000)	281,178	300,932	459,814	351,272	361,611	445,992	539,132	453,157	668,779	550,799
Overall Traffic and Service										
Nonscheduled traffic—total ton miles (000) ...	680,679	636,259	1,029,151	917,647	975,475	1,111,847	938,464	1,253,832	1,684,105	1,387,435
Total revenue ton miles—all services (000) ...	5,724,663	5,315,574	6,901,006	6,081,669	5,888,259	5,500,407	5,185,823	4,953,257	5,978,604	5,113,306
Total available ton miles—all services (000) ..	11,097,120	11,044,460	13,375,618	12,430,469	11,877,471	11,545,793	10,203,702	9,220,759	10,779,326	9,030,981
Ton mile load factor (%)	51.6	48.1	49.2	48.9	49.6	47.6	50.8	53.7	55.5	56.6
Scheduled revenue aircraft departures	221,833	233,354	276,468	297,153	292,995	292,515	299,529	295,489	367,960	298,573
Scheduled revenue aircraft miles (000)	295,390	305,237	357,604	361,481	350,163	350,744	369,870	359,476	408,136	350,719
Scheduled revenue aircraft hours	610,752	632,756	743,790	751,773	729,613	728,331	767,440	753,347	858,123	727,445
All-Cargo Airlines (International)										
Cargo Traffic (Ton Miles)—Total (000)										
Freight (000)	921,984	903,247	866,409	837,982	767,546	668,028	573,186	368,235	229,021	172,478
Express (000)	806,296	788,966	743,420	676,959	623,981	507,716	356,502	287,810	208,097	154,790
U.S. Mail (000)	—	70	235	90	28	51	62	8	12	9
U.S. Mail (000)	115,688	114,211	122,754	160,933	143,537	160,261	216,622	80,417	20,912	17,679
Overall Traffic and Service										
Nonscheduled traffic—total ton miles (000) ...	260,615	245,449	246,111	300,991	564,988	595,730	549,624	724,940	445,016	415,957
Total revenue ton miles—all services (000) ...	1,182,598	1,148,695	1,112,518	1,138,973	1,332,554	1,263,775	1,122,874	1,093,261	674,127	588,545
Total available ton miles—all services (000) ..	1,792,623	1,733,021	1,602,284	1,641,731	1,925,448	1,715,339	1,513,626	1,538,391	1,068,341	1,142,444
Ton mile load factor (%)	66.0	66.3	69.4	69.4	69.2	73.7	74.2	71.1	63.1	51.5
Scheduled revenue aircraft departures	12,679	15,210	15,536	17,015	16,100	15,550	13,625	11,083	8,393	7,704
Scheduled revenue aircraft miles (000)	23,220	25,783	27,356	28,888	26,183	23,236	20,760	14,665	10,428	9,429
Scheduled revenue aircraft hours	47,784	53,694	57,086	59,698	53,968	48,136	43,573	32,806	24,595	23,769

Operating Revenues and Expenses (In Thousands of Dollars)

Total U.S. Scheduled Airlines	1976	1975	1974	1973	1972	1971	1970	1969	1968	1967
Operating Revenues—Total	17,501,215	15,355,921	14,699,125	12,418,777	11,163,271	10,045,577	9,289,658	8,790,951	7,753,211	6,864,726
Passenger	14,265,947	12,353,501	11,879,177	10,274,310	9,271,353	8,220,323	7,626,813	7,119,795	6,221,852	5,425,862
Freight	1,482,502	1,295,100	1,216,332	1,038,459	906,494	795,272	713,423	648,030	547,094	465,281
U.S. Mail	319,930	303,022	300,155	295,047	263,619	279,664	298,559	288,373	267,229	260,314
Express	14,576	14,679	31,388	36,175	31,679	30,522	36,337	38,089	38,174	35,471
Charter	572,580	489,856	444,815	421,007	448,537	467,258	413,913	525,759	517,074	520,612
Public Service Revenue	77,845	64,083	72,853	68,929	68,881	63,392	45,857	40,003	46,745	59,912
Other *	767,835	835,681	969,981	285,037	172,707	189,147	154,752	130,903	115,044	97,273
Operating Expenses—Total**	16,779,282	15,228,042	13,973,385	11,833,511	10,578,800	9,717,102	9,246,634	8,403,497	7,248,323	6,156,532
Flying Operations	5,662,652	5,094,163	4,480,619	3,389,643	3,021,942	2,901,373	2,705,106	2,468,714	2,080,537	1,733,888
Maintenance	2,214,123	2,005,844	1,894,876	1,745,708	1,571,081	1,417,547	1,402,009	1,302,001	1,193,639	1,087,177
General Services and Administration										
Passenger Service	1,559,654	1,408,230	1,321,940	1,269,402	1,125,545	989,709	939,681	830,681	716,056	578,639
Aircraft and Traffic Servicing	3,036,867	2,719,969	2,563,641	2,335,695	2,011,837	1,788,872	1,676,164	1,489,885	1,262,945	1,070,670
Promotion and Sales	1,966,984	1,692,884	1,564,536	1,424,741	1,294,161	1,151,562	1,112,409	1,035,401	900,940	776,304
Administrative	786,216	716,633	672,753	603,881	551,308	508,716	459,222	408,428	351,965	297,560
Total	7,349,722	6,537,716	6,126,017	5,633,719	4,982,851	4,438,859	4,187,476	3,764,394	3,231,906	2,723,173
Depreciation and Amortization	1,132,074	1,116,607	1,101,358	1,064,441	1,002,924	959,323	952,036	868,384	742,240	612,294
Net Operating Income	721,933	127,879	725,740	585,266	584,471	328,475	43,031	387,454	504,888	708,194
Government Traffic/SATOs										
Passenger and Cargo Revenue	321,034	280,123	232,507	189,264	204,516	213,566	201,058	169,207	188,711	179,307

* Includes excess baggage, foreign mail, incidental revenues and other transport. For notes to statistical tables see page 33.

** Includes transport related revenues in 1976 and 1975 figures in all categories of carriers.

Operating Revenues and Expenses (In Thousands of Dollars)

Domestic Trunk Airlines	1976	1975	1974	1973	1972	1971	1970	1969	1968	1967
Operating Revenues—Total	11,871,954	10,311,411	9,942,772	8,382,391	7,510,461	6,750,448	6,272,775	6,134,700	5,039,441	4,419,436
Passenger	10,241,273	8,773,895	8,510,218	7,363,558	6,664,950	5,959,062	5,536,144	5,350,986	4,451,341	3,901,528
Freight	721,138	606,276	575,262	524,589	462,076	414,972	387,120	365,015	284,707	235,774
U.S. Mail	182,031	157,344	158,292	164,217	139,482	142,223	138,108	165,246	123,870	99,239
Express	13,457	12,177	26,093	31,111	26,822	26,332	31,257	33,317	33,146	30,752
Charter	214,835	158,595	133,395	125,036	119,656	107,933	100,294	147,482	87,475	104,962
Public Service Revenue	—	—	—	—	—	—	—	—	—	2,822
Other	499,221	603,124	539,512	173,879	97,475	99,926	79,851	72,655	58,902	44,360
Operating Expenses—Total	11,400,991	10,227,615	9,262,768	7,967,708	7,076,402	6,520,920	6,256,039	5,789,817	4,719,364	4,009,331
Flying Operations	3,803,046	3,360,235	2,874,950	2,273,665	2,025,229	1,953,216	1,830,972	1,690,242	1,341,342	1,101,480
Maintenance	1,535,407	1,360,521	1,275,136	1,197,030	1,058,338	963,835	974,254	908,489	802,853	735,445
General Services and Administration										
Passenger Service	1,146,045	1,019,840	937,614	890,389	789,761	684,211	653,762	600,072	488,635	396,449
Aircraft and Traffic Servicing	2,006,845	1,779,072	1,675,714	1,533,286	1,327,309	1,179,031	1,117,235	1,010,865	825,578	704,944
Promotion and Sales	1,309,793	1,112,493	1,031,855	935,224	839,904	747,115	728,402	701,427	579,244	501,987
Administrative	475,777	432,021	395,796	368,485	331,884	310,292	279,813	253,782	202,465	167,023
Total	4,938,460	4,343,425	4,040,979	3,727,384	3,288,857	2,920,650	2,779,212	2,566,147	2,095,921	1,770,403
Depreciation and Amortization	834,791	806,523	794,290	769,628	703,977	683,218	671,601	624,937	479,249	402,005
Net Operating Income	470,963	83,796	680,004	414,683	434,059	229,527	16,737	344,883	320,077	410,106
Local Service Airlines										
Operating Revenues—Total	1,626,099	1,368,337	1,299,702	1,061,333	935,187	827,861	736,831	611,080	501,308	399,716
Passenger	1,387,204	1,162,114	1,091,140	889,973	789,767	688,938	627,590	520,806	414,732	313,833
Freight	71,442	53,985	49,722	43,808	37,966	31,478	29,794	22,630	17,477	13,053
U.S. Mail	17,910	15,364	16,998	14,217	10,067	9,578	11,176	9,366	8,871	6,490
Express	861	1,826	4,088	3,931	3,876	3,602	4,281	3,957	3,967	3,545
Charter	32,091	18,440	14,294	14,376	12,912	12,930	12,099	9,252	6,837	5,565
Public Service Revenue	70,095	59,790	68,508	64,555	64,484	58,863	40,339	34,804	40,950	50,961
Other	46,496	56,818	54,950	30,417	16,114	22,472	11,552	10,266	8,476	6,266
Operating Expenses—Total	1,535,628	1,338,043	1,199,329	997,603	882,545	798,975	745,629	628,517	510,518	399,025
Flying Operations	512,539	437,834	364,473	287,885	256,549	242,577	226,809	189,916	146,193	109,656
Maintenance	223,685	206,998	196,332	173,970	156,463	137,585	128,332	108,272	91,971	79,323
General Services and Administration										
Passenger Service	103,978	87,704	81,924	71,100	59,070	52,711	47,970	38,751	30,613	21,995
Aircraft and Traffic Servicing	363,664	312,420	290,889	250,761	209,851	183,435	165,121	144,372	120,179	95,933
Promotion and Sales	153,357	130,532	121,675	100,542	85,406	77,219	69,502	58,329	46,467	36,107
Administrative	82,962	72,543	65,271	54,716	51,407	47,269	42,653	34,344	28,136	22,813
Total	703,961	603,199	559,759	477,119	405,734	360,634	325,246	275,795	225,396	176,849
Depreciation and Amortization	72,318	67,734	62,993	58,629	63,798	58,179	65,242	54,533	46,958	33,196
Net Operating Income	90,471	30,294	100,373	63,530	52,641	28,886	(8,798)	(17,436)	(9,210)	691

Intra-Hawaiian Airlines	1976	1975	1974	1973	1972	1971	1970	1969	1968	1967
Operating Revenues—Total	112,665	93,888	87,496	75,435	60,501	49,046	44,391	35,753	29,746	26,287
Passenger	101,402	84,869	78,697	69,125	56,529	45,330	39,972	33,075	27,538	24,344
Freight	5,604	4,997	4,101	3,006	2,596	2,410	2,321	1,943	1,577	1,540
U.S. Mail	636	541	479	538	386	296	286	258	236	237
Express	—	—	—	—	104	—	—	—	—	—
Charter	2,779	13	15	5	4	9	7	23	13	—
Public Service Revenue	—	—	—	—	—	—	789	—	—	—
Other	2,245	3,468	4,206	2,761	883	1,001	1,016	454	382	166
Operating Expenses—Total	108,991	92,382	80,529	68,580	56,148	47,813	43,923	37,408	30,453	26,528
Flying Operations	35,370	29,476	24,698	19,221	16,694	13,975	13,258	13,097	8,674	8,548
Maintenance	12,771	11,148	9,682	9,846	8,483	7,474	7,194	6,793	6,069	4,909
General Services and Administration										
Passenger Service	4,448	3,964	3,612	3,379	2,798	2,255	1,858	1,604	1,047	859
Aircraft and Traffic Servicing	23,850	19,917	17,787	15,692	11,632	9,774	8,338	6,397	5,474	4,404
Promotion and Sales	19,181	17,003	15,041	12,756	9,774	7,116	6,065	4,805	4,205	3,761
Administrative	9,174	7,605	6,830	5,482	4,440	3,925	3,679	1,553	2,515	2,214
Total	56,653	48,488	43,271	37,309	28,645	23,070	19,941	14,360	13,241	11,239
Depreciation and Amortization	3,515	2,728	2,390	2,204	2,327	3,294	3,531	3,158	2,470	1,831
Net Operating Income	3,674	1,506	6,967	6,855	4,353	1,233	469	(1,654)	(707)	(241)

Intra-Alaskan Airlines¹

Operating Revenues—Total	143,957	134,088	100,685	71,344	31,700	30,360	28,812	25,704	21,967	24,407
Passenger	100,694	89,546	64,244	44,673	15,613	14,717	13,241	11,869	8,867	9,707
Freight	16,674	16,741	13,162	8,104	4,574	4,218	3,532	3,307	2,132	2,191
U.S. Mail	13,220	12,078	10,775	9,823	6,671	6,670	6,864	5,267	4,717	4,392
Express	—	56	60	32	17	—	—	—	—	—
Charter	1,372	3,894	2,980	2,186	1,579	1,480	2,014	2,064	2,310	2,363
Public Service Revenue	4,159	4,294	4,346	4,374	2,242	2,374	2,374	2,494	3,190	4,729
Other	7,838	7,479	5,118	2,157	1,004	902	786	703	751	1,022
Operating Expenses—Total	132,117	120,845	88,974	68,375	29,621	28,160	26,975	23,802	20,719	23,241
Flying Operations	41,301	41,831	28,988	21,127	8,310	8,273	7,874	6,633	6,042	6,372
Maintenance	21,309	18,637	14,530	12,219	6,894	6,273	6,514	5,977	5,142	6,449
General Services and Administration *										
Total	59,550	51,959	39,014	31,397	12,084	11,330	10,269	8,928	7,775	8,686
Depreciation and Amortization	7,419	6,095	4,926	3,633	2,334	2,284	2,318	2,263	1,759	1,733
Net Operating Income	11,840	13,243	11,711	2,969	2,079	2,200	1,837	1,902	1,248	1,166

¹ For notes to statistical tables see page 33.

* Breakdown waived in reporting required of these carriers.

Operating Revenues and Expenses (In Thousands of Dollars)

Helicopter Airlines	1976	1975	1974	1973	1972	1971	1970	1969	1968	1967
Operating Revenues—Total	9,470	11,486	12,324	10,099	9,306	8,414	8,380	9,175	12,870	16,506
Passenger	8,421	8,870	9,618	8,895	8,351	7,479	7,158	7,374	9,470	10,377
Freight	64	72	90	70	71	68	72	67	93	102
U.S. Mail	14	24	21	20	26	26	33	130	209	325
Express	—	3	32	52	66	60	103	243	259	289
Charter	292	773	911	369	501	401	435	419	513	481
Public Service Revenue	—	—	—	—	—	—	—	—	513	481
Other	680	1,744	1,654	686	292	379	578	942	2,326	4,932
Operating Expenses—Total	10,334	11,959	12,523	10,243	9,389	9,591	11,637	14,346	16,177	17,249
Flying Operations	2,428	2,707	3,085	2,955	2,798	2,801	3,094	2,928	2,885	3,375
Maintenance	2,758	3,092	3,061	2,842	2,643	2,645	3,016	4,169	5,278	5,521
General Services and Administration *			1,455							
Total	4,348	4,447	4,602	4,147	3,674	3,522	4,642	5,835	6,306	6,379
Depreciation and Amortization	294	336	283	300	273	622	885	1,413	1,707	1,972
Net Operating Income	(864)	(473)	(199)	(144)	(83)	(1,177)	(3,258)	(5,171)	(3,307)	(743)
All-Cargo Airlines (Domestic)										
Operating Revenues—Total	109,323	94,587	97,501	89,354	63,746	51,871	49,445	78,642	85,303	94,279
Passenger	—	—	—	—	—	—	—	—	—	—
Freight	102,902	84,745	85,352	77,705	53,756	41,283	37,073	29,469	27,564	25,960
U.S. Mail	2,075	3,220	4,196	4,881	1,967	2,311	1,547	936	581	534
Express	5	468	727	806	482	336	536	379	407	538
Charter	3,411	5,348	6,314	4,688	5,892	4,396	5,665	41,191	54,414	63,345
Public Service Revenue	—	—	—	—	—	—	—	—	—	—
Other	930	805	912	1,275	1,649	3,544	4,679	6,668	2,337	3,902
Operating Expenses—Total	110,513	106,081	111,573	84,038	61,754	52,945	53,283	80,211	98,712	83,973
Flying Operations	46,836	45,382	47,846	32,338	23,024	20,394	20,975	30,147	35,170	34,139
Maintenance	13,584	11,706	13,938	10,611	6,995	5,593	8,612	16,420	19,354	21,339
General Services and Administration										
Passenger Service	—	2	2	17	4	2	15	1,783	2,579	423
Aircraft and Traffic Servicing	31,314	29,973	30,553	26,473	20,557	15,752	13,374	16,097	13,908	12,650
Promotion and Sales	4,686	4,526	5,105	4,241	3,261	3,128	2,434	3,251	3,448	3,160
Administrative	6,962	6,759	7,488	5,746	3,943	3,389	2,833	3,901	4,374	4,308
Total	42,963	41,261	43,149	36,477	27,765	22,271	18,657	25,032	24,310	20,541
Depreciation and Amortization	6,886	7,420	6,249	4,611	3,970	4,686	5,040	8,611	19,878	7,955
Net Operating Income	(1,190)	(11,494)	(14,072)	5,316	1,992	(1,074)	(3,838)	(1,569)	(13,408)	10,305

* Breakdown waived in reporting required of these carriers.

International and Territorial Airlines	1976	1975	1974	1973	1972	1971	1970	1969	1968	1967
Operating Revenues—Total	3,316,138	3,063,379	2,921,607	2,526,878	2,284,300	2,080,262	1,913,592	1,689,387	1,949,766	1,769,682
Passenger	2,410,987	2,230,081	2,121,651	1,894,914	1,706,512	1,483,973	1,380,388	1,176,349	1,309,173	1,165,862
Freight	381,780	355,657	335,407	267,821	242,088	220,370	196,906	185,346	185,465	163,216
U.S. Mail	77,621	89,793	83,595	71,366	77,378	90,188	103,302	91,769	124,737	143,651
Express	254	148	297	234	266	183	125	156	391	342
Charter	248,112	230,286	233,085	220,370	208,171	230,327	184,525	199,930	287,202	259,918
Public Service Revenue	—	—	—	—	—	—	—	—	2,606	1,400
Other	197,384	157,434	147,573	72,174	49,887	55,219	48,344	35,838	40,193	35,293
Operating Expenses—Total	3,182,238	3,059,348	2,994,712	2,458,972	2,233,879	2,050,095	1,894,391	1,638,275	1,747,946	1,496,540
Flying Operations	1,089,387	1,050,250	1,037,441	680,521	595,859	573,008	515,182	456,431	495,025	424,135
Maintenance	368,192	363,869	356,187	316,597	300,476	269,031	241,077	219,053	244,316	211,874
General Services and Administration										
Passenger Service	295,899	286,626	291,705	298,063	265,758	239,845	222,704	178,003	187,756	156,837
Aircraft and Traffic Servicing	536,153	509,545	491,359	460,235	395,554	360,715	332,268	278,708	281,377	238,244
Promotion and Sales	451,370	399,039	367,383	352,675	335,673	301,594	292,624	258,418	263,692	228,135
Administrative	147,774	149,264	161,650	137,108	128,650	115,681	102,644	90,641	94,899	81,298
Total	1,431,196	1,344,474	1,312,097	1,248,081	1,125,635	1,017,834	950,241	805,770	827,723	704,514
Depreciation and Amortization	192,879	212,456	213,967	213,772	211,908	190,220	187,889	157,019	180,881	156,017
Net Operating Income	133,900	4,051	(73,105)	67,906	50,421	30,167	19,202	51,113	201,820	273,142
All-Cargo Airlines (International)										
Operating Revenues—Total	288,550	272,868	235,824	197,892	227,228	212,042	195,905	165,958	111,998	114,193
Passenger	—	—	—	—	—	—	—	—	—	—
Freight	182,204	172,363	152,990	112,962	100,234	78,447	54,388	38,474	28,067	23,440
U.S. Mail	26,360	24,657	25,800	29,985	25,124	26,274	34,929	13,897	4,008	5,446
Express	—	—	4	9	1	(7)	20	2	4	3
Charter	67,500	71,369	53,244	53,343	97,375	102,237	99,216	111,260	78,273	83,957
Public Service Revenue	—	—	—	—	—	—	—	—	—	—
Other	12,486	4,479	3,786	1,594	4,495	5,092	7,353	2,323	1,645	1,347
Operating Expenses—Total	275,166	266,319	223,057	174,328	186,471	170,841	171,207	151,797	103,632	100,425
Flying Operations	125,886	124,995	98,446	71,061	78,499	72,966	70,699	64,544	44,968	46,136
Maintenance	30,723	28,465	25,163	21,492	24,154	18,396	25,159	25,031	18,441	22,250
General Services and Administration										
Passenger Service	3,969	4,954	3,193	3,547	4,760	8,083	10,208	8,131	5,425	2,076
Aircraft and Traffic Servicing	60,489	55,213	46,407	40,563	38,433	34,137	32,881	26,772	16,529	14,493
Promotion and Sales	21,734	23,084	18,667	15,230	15,759	11,148	8,417	5,582	3,885	3,154
Administrative	16,572	14,987	13,779	10,984	11,644	10,773	10,016	7,122	5,196	4,750
Total	102,764	98,238	82,046	70,324	70,596	64,140	61,522	47,558	30,935	24,473
Depreciation and Amortization	12,289	12,980	16,010	11,451	13,222	15,340	13,827	14,664	9,288	7,565
Net Operating Income	13,384	6,549	12,767	23,564	40,757	41,201	24,698	14,161	8,366	13,768

Income Statement

Total U.S. Scheduled Airlines	1976	1975	1974	1973	1972	1971	1970	1969	1968	1967
Total Operating Revenues (\$000)	17,501,215	15,355,921	14,699,125	12,418,777	11,163,271	10,045,577	9,289,658	8,790,951	7,753,211	6,864,726
Total Operating Expenses (\$000)	16,779,282	15,228,042	13,973,385	11,833,511	10,578,800	9,717,102	9,246,634	8,403,497	7,248,323	6,156,532
Operating Income (\$000)	721,933	127,879	725,740	585,266	584,471	328,475	43,031	387,454	504,888	708,194
Interest on Long-Term Debt (\$000)	373,897	402,041	420,144	368,141	307,148	330,525	318,156	283,355	221,915	149,793
Income Taxes (\$000)	182,188	(19,236)	218,100	134,740	98,402	21,423	(48,291)	94,898	135,240	236,231
Net Profit or (Loss) (\$000)	563,354**	(84,204)	321,641	226,693	214,850	28,006	(200,503)	52,723	209,952	415,388
Profit Margin on Sales (%)	2.6	—	2.2	1.8	1.9	0.3	—	0.6	2.8	6.1
Rate of Return on Investment (%)	8.0	2.5	6.4	5.1	4.9	3.5	1.2	3.3	4.9	7.6
Domestic Trunk Airlines										
Total Operating Revenues (\$000)	11,871,954	10,311,411	9,939,165	8,382,391	7,510,461	6,750,448	6,272,775	6,134,700	5,039,441	4,419,436
Total Operating Expenses (\$000)	11,400,991	10,227,615	9,259,754	7,967,708	7,076,402	6,520,920	6,256,039	5,789,817	4,719,364	4,009,331
Operating Income (\$000)	470,963	83,796	679,411	414,683	434,059	229,527	16,737	344,883	320,077	410,106
Interest on Long-Term Debt (\$000)	234,456	256,720	264,295	219,437	178,261	189,207	173,748	169,005	131,174	88,475
Income Taxes (\$000)	123,207	(21,771)	238,324	116,654	89,165	21,990	(41,131)	91,023	88,435	145,250
Net Profit or (Loss) (\$000)	275,779**	(60,981)	323,625	140,037	177,154	48,182	(100,412)	110,427	126,521	244,475
Profit Margin on Sales (%)	2.3	—	3.3	1.7	2.4	0.7	—	1.8	2.5	5.5
Rate of Return on Investment (%)	7.4	2.2	7.8	4.7	5.1	3.3	1.4	4.3	4.9	6.9
Local Service Airlines										
Total Operating Revenues (\$000)	1,626,099	1,368,337	1,299,702	1,061,333	935,187	827,861	736,831	611,080	501,308	399,716
Total Operating Expenses (\$000)	1,535,628	1,338,043	1,199,328	997,603	882,545	798,975	745,629	628,517	510,518	399,025
Operating Income (\$000)	90,471	30,294	100,374	63,730	52,641	28,886	(8,798)	(17,436)	(9,210)	691
Interest on Long-Term Debt (\$000)	36,224	35,497	40,395	35,282	31,585	38,525	44,382	41,495	31,151	17,697
Income Taxes (\$000)	18,069	5,281	19,037	4,981	4,579	198	(1,585)	(5,707)	(9,091)	(3,289)
Net Profit or (Loss) (\$000)	51,046**	316	51,243	29,138	15,669	(10,466)	(61,426)	(63,008)	(29,800)	(4,472)
Profit Margin on Sales (%)	2.7	—	3.9	2.7	1.7	—	—	—	—	—
Rate of Return on Investment (%)	9.8	3.5	10.9	8.9	5.5	3.7	(3.9)	(4.2)	(0.4)	2.4
Intra-Hawaiian Airlines										
Total Operating Revenues (\$000)	112,665	93,888	87,496	75,435	60,501	49,046	44,391	35,753	29,746	26,287
Total Operating Expenses (\$000)	108,991	92,382	80,529	68,580	56,148	47,813	43,923	37,408	30,453	26,528
Operating Income (\$000)	3,674	1,506	6,967	6,855	4,353	1,233	469	(1,654)	(707)	(241)
Interest on Long-Term Debt (\$000)	2,506	823	1,330	1,332	1,626	1,845	2,605	1,553	1,013	772
Income Taxes (\$000)	1,528	21	1,228	483	—	—	—	(4)	(482)	(385)
Net Profit or (Loss) (\$000)	2,318**	461	4,526	5,035	3,528	(403)	(3,115)	(3,707)	(1,533)	(1,039)
Profit Margin on Sales (%)	2.4	0.5	5.2	6.7	5.8	—	—	—	—	—
Rate of Return on Investment (%)	11.3	3.3	18.1	24.4	17.5	4.3	(3.8)	(10.5)	(1.4)	2.8
Intra-Alaska Airlines*										
Total Operating Revenues (\$000)	143,957	134,088	100,685	71,344	31,700	30,360	28,812	25,704	21,967	24,407
Total Operating Expenses (\$000)	132,117	120,845	88,974	68,375	29,621	28,160	26,975	23,802	20,719	23,241
Operating Income (\$000)	11,840	13,243	11,711	2,969	2,079	2,220	1,837	1,902	1,248	1,166
Interest on Long-Term Debt (\$000)	4,974	5,012	4,594	2,269	1,099	1,219	1,359	1,255	279	333
Income Taxes (\$000)	1,450	1,137	1,559	214	374	525	223	335	293	587
Net Profit or (Loss) (\$000)	10,498	9,135	7,935	1,567	823	674	347	488	1,429	160
Profit Margin on Sales (%)	7.3	7.3	7.9	2.2	2.6	2.2	1.2	1.9	6.5	0.7
Rate of Return on Investment (%)	15.2	17.7	21.0	9.2	7.1	5.9	4.7	6.0	8.2	2.9

** Includes \$112 million of gain on debenture exchanges and other extraordinary items—see inside of back cover for amounts by carrier group.

* See notes to statistical tables on page 33.

Helicopter Airlines	1976	1975	1974	1973	1972	1971	1970	1969	1968	1967
Total Operating Revenues (\$000)	9,470	11,486	12,324	10,099	9,306	8,414	8,380	9,175	12,780	16,506
Total Operating Expenses (\$000)	10,334	11,959	12,523	10,248	9,389	9,591	11,637	14,346	16,177	17,249
Operating Income (\$000)	(864)	(473)	(199)	(149)	(83)	(1,177)	(3,258)	(5,171)	(3,307)	(743)
Interest on Long-Term Debt (\$000)	146	104	123	143	225	223	580	654	440	512
Income Taxes (\$000)	3	—	196	—	—	(1)	(2)	(34)	(11)	(56)
Net Profit or (Loss) (\$000)	(989)**	(547)	(469)	(356)	(356)	(1,457)	(4,057)	(6,948)	(3,100)	(888)
Profit Margin on Sales (%)	(10.3)	—	—	—	—	—	—	—	—	—
Rate of Return on Investment (%)	(55.7)	(22.9)	(13.6)	—	—*	—*	—*	(85.5)	(24.8)	(2.7)

All-Cargo Airlines (Domestic)

Total Operating Revenues (\$000)	109,323	94,587	97,501	89,354	63,746	51,871	49,445	78,642	85,303	94,279
Total Operating Expenses (\$000)	110,513	106,081	111,573	84,038	61,754	52,945	53,283	80,211	98,712	83,973
Operating Income (\$000)	(1,190)	(11,494)	(14,072)	5,316	1,992	(1,074)	(3,838)	(1,569)	(13,408)	10,305
Interest on Long-Term Debt (\$000)	2,651	3,404	2,131	1,974	2,215	3,263	4,338	7,734	3,946	2,188
Income Taxes (\$000)	1,589	(3,108)	5,123	4,781	1,962	406	320	264	7,243	3,205
Net Profit or (Loss) (\$000)	8,264	(4,105)	(5,699)	3,305	107	(5,137)	(9,108)	(7,906)	(10,838)	4,851
Profit Margin on Sales (%)	7.6	—	—	3.7	0.2	—	—	—	—	5.1
Rate of Return on Investment (%)	15.0	(2.7)	(4.8)	7.9	4.2	(3.6)	(8.3)	(0.9)	(4.9)	5.3

International and Territorial Airlines

Total Operating Revenues (\$000)	3,316,138	3,063,399	2,921,609	2,526,878	2,284,300	2,080,262	1,913,592	1,689,387	1,949,766	1,769,682
Total Operating Expenses (\$000)	3,182,238	3,059,348	2,994,713	2,458,972	2,233,879	2,050,095	1,894,398	1,638,275	1,747,946	1,496,540
Operating Income (\$000)	133,900	4,051	(73,104)	67,906	50,421	30,167	19,202	51,113	201,820	273,142
Interest on Long-Term Debt (\$000)	84,577	93,849	99,218	99,104	81,646	83,389	74,930	49,928	50,366	36,941
Income Taxes (\$000)	31,036	(7,063)	(42,409)	(3,275)	(10,657)	(11,792)	(11,735)	7,936	62,512	88,620
Net Profit or (Loss) (\$000)	170,159	(36,345)	(72,788)	22,902	(3,749)	(18,161)	(18,035)	19,910	122,957	163,108
Profit Margin on Sales (%)	2.2	—	—	0.9	—	—	—	1.2	6.3	9.2
Rate of Return on Investment (%)	7.2	2.2	0.6	4.5	3.0	3.2	2.4	3.2	7.5	11.1

All-Cargo Airlines (International)

Total Operating Revenues (\$000)	288,550	272,868	235,824	197,892	227,228	212,042	195,905	165,958	111,998	114,193
Total Operating Expenses (\$000)	275,166	266,319	223,057	174,328	186,471	170,841	171,207	151,797	103,632	100,425
Operating Income (\$000)	13,384	6,549	12,767	23,564	40,757	41,201	24,697	14,161	8,366	13,768
Interest on Long-Term Debt (\$000)	7,553	6,510	7,893	8,454	9,359	12,077	15,414	10,684	3,526	2,846
Income Taxes (\$000)	5,013	5,993	5,173	10,718	12,981	10,096	5,629	1,128	816	2,278
Net Profit or (Loss) (\$000)	47,402	13,122	13,190	17,051	24,498	17,815	1,244	2,949	4,274	9,213
Profit Margin on Sales (%)	16.4	4.8	5.6	8.6	10.8	8.4	0.6	1.8	3.8	8.1
Rate of Return on Investment (%)	24.3	7.8	9.3	12.9	14.8	11.9	5.9	6.2	6.2	13.6

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

Balance Sheet (In Thousands of Dollars)

Total U.S. Scheduled Airlines	As of December 31				Local Service Airlines	As of December 31			
	1976	1975	1971	1967		1976	1975	1971	1967
Assets					Assets				
Current Assets	4,550,169	3,941,817	2,679,358	2,267,759	Current Assets	348,048	302,504	207,726	141,021
Investments and Special Funds	938,389	893,576	1,209,677	1,068,162	Investments and Special Funds	34,298	43,837	21,694	46,451
Flight Equipment	14,402,060	14,035,050	11,220,873	7,566,748	Flight Equipment	933,735	817,778	664,507	456,107
Reserve for Depreciation and Airworthiness	(6,189,154)	(5,556,343)	(3,910,831)	(2,372,073)	Reserve for Depreciation and Airworthiness	(341,817)	(295,451)	(189,826)	(68,189)
Ground Property and Equipment	2,594,014	2,466,385	1,744,382	862,004	Ground Property and Equipment	118,056	107,007	62,080	36,940
Reserve for Depreciation	(1,398,209)	(1,266,645)	(738,820)	(400,237)	Reserve for Depreciation	(64,799)	(56,612)	(33,733)	(16,965)
Other Property	252,291	239,356	445,339	212,612	Other Property	53,368	42,720	20,050	16,659
Deferred Charges	305,595	312,489	347,430	139,131	Deferred Charges	108,746	112,688	112,246	24,980
Total Assets	15,455,155	15,065,686	12,997,369	9,344,104	Total Assets	1,189,636	1,074,473	864,702	637,003
Liabilities					Liabilities				
Current Liabilities	3,854,069	3,521,329	2,331,906	1,519,074	Current Liabilities	329,218	304,714	228,679	134,650
Long-Term Debt	5,041,533	5,535,777	5,575,840	4,188,973	Long-Term Debt	485,519	447,035	467,147	392,753
Other Non-Current Liabilities	246,565	238,923	393,784	22,948	Other Non-Current Liabilities	10,633	10,312	8,208	550
Deferred Credit	1,495,181	1,421,714	1,110,290	671,428	Deferred Credit	11,327	7,073	5,860	6,620
Stockholders' Equity—Net of Treasury Stock	4,817,808	4,339,653	3,585,549	2,941,645	Stockholders' Equity—Net of Treasury Stock	352,937	305,339	154,807	102,430
Preferred Stock	21,674	43,583	36,385	38,283	Preferred Stock	18,244	18,393	11,780	660
Common Stock	299,053	296,562	285,916	343,550	Common Stock	20,781	21,751	22,879	20,813
Other Paid-in Capital	2,204,832	2,183,673	1,862,073	999,654	Other Paid-in Capital	231,273	233,749	209,887	52,591
Retained Earnings	2,293,726	1,817,506	1,403,023	1,562,797	Retained Earnings	83,448	32,455	(89,732)	28,401
Less: Treasury Stock	1,476	1,672	1,843	2,640	Less: Treasury Stock	810	1,009	7	35
Total Liabilities and Equity	15,455,155	15,065,686	12,997,369	9,344,104	Total Liabilities and Equity	1,189,636	1,074,473	864,702	637,003
Domestic Trunk Airlines					Intra-Hawaiian Airlines				
Assets					Assets				
Current Assets	3,997,759	3,473,219	1,952,220	1,769,067	Current Assets	30,421	19,935	11,147	7,142
Investments and Special Funds	774,450	719,927	954,357	697,504	Investments and Special Funds	2,795	15,478	90	1,801
Flight Equipment	13,068,370	12,894,571	8,747,474	5,749,847	Flight Equipment	51,700	25,274	29,100	22,446
Reserve for Depreciation and Airworthiness	(5,721,308)	(5,156,073)	(3,183,046)	(1,882,877)	Reserve for Depreciation and Airworthiness	(5,157)	(8,628)	(11,081)	(4,934)
Ground Property and Equipment	2,364,791	2,260,508	1,399,994	651,653	Ground Property and Equipment	9,228	8,443	6,575	5,163
Reserve for Depreciation	(1,287,449)	(1,170,994)	(572,551)	(310,973)	Reserve for Depreciation	(5,197)	(4,700)	(3,600)	(2,132)
Other Property	178,843	189,532	285,081	168,116	Other Property	241	696	2,648	569
Deferred Charges	186,255	190,692	184,581	69,615	Deferred Charges	2,774	2,828	2,381	1,837
Total Assets	13,561,710	13,401,381	9,768,047	6,911,951	Total Assets	86,806	59,326	37,261	31,891
Liabilities					Liabilities				
Current Liabilities	3,383,351	3,093,516	1,651,892	1,080,742	Current Liabilities	24,647	19,086	15,486	7,770
Long-Term Debt	4,282,220	4,907,971	3,885,104	2,988,632	Long-Term Debt	35,777	18,890	16,294	14,279
Other Non-Current Liabilities	223,310	227,278	348,054	18,600	Other Non-Current Liabilities	1,980	1,459	1,573	106
Deferred Credit	1,457,215	1,349,772	970,384	568,615	Deferred Credit	4,608	2,361	599	2
Stockholders' Equity—Net of Treasury Stock	4,215,613	3,822,844	2,912,612	2,255,362	Stockholders' Equity—Net of Treasury Stock	19,794	17,529	3,309	9,733
Preferred Stock	2,620	24,294	24,294	37,069	Preferred Stock	66	66	68	310
Common Stock	237,901	237,375	219,830	278,970	Common Stock	7,347	7,346	6,268	5,746
Other Paid-in Capital	1,844,003	1,825,383	1,357,565	749,971	Other Paid-in Capital	7,690	7,691	6,593	4,543
Retained Earnings	2,131,743	1,736,446	1,311,863	1,190,930	Retained Earnings	4,690	2,426	(9,620)	(866)
Less: Treasury Stock	654	654	939	1,579	Less: Treasury Stock	—	—	—	—
Total Liabilities and Equity	13,561,710	13,401,381	9,768,047	6,911,951	Total Liabilities and Equity	86,806	59,326	37,261	31,891

Intra-Alaskan Airlines ¹	As of December 31			
	1976	1975	1971	1967
Assets				
Current Assets	31,969	31,916	12,525	7,661
Investments and Special Funds	13,732	14,147	1,261	2,571
Flight Equipment	81,017	82,366	27,992	14,360
Reserve for Depreciation and Airworthiness ..	(19,383)	(16,427)	(10,126)	(7,645)
Ground Property and Equipment	27,114	20,548	8,776	7,369
Reserve for Depreciation	(9,926)	(8,669)	(4,370)	(3,611)
Other Property	4,487	2,318	298	614
Deferred Charges	1,341	1,734	1,500	743
Total Assets	130,352	127,934	37,856	22,064
Liabilities				
Current Liabilities	30,875	32,683	6,074	5,896
Long-Term Debt	52,524	57,695	15,374	4,770
Other Non-Current Liabilities	463	12	25	123
Deferred Credit	1,012	1,540	257	190
Stockholders' Equity—Net of Treasury Stock ...	45,478	36,004	16,127	11,079
Preferred Stock	—	—	—	—
Common Stock	7,940	7,633	3,777	3,735
Other Paid-In Capital	20,958	19,808	4,441	2,728
Retained Earnings	16,580	8,563	7,908	4,616
Less: Treasury Stock	—	—	—	—
Total Liabilities and Equity	130,352	127,934	37,856	22,064

Helicopter Airlines

Assets				
Current Assets	2,795	3,046	2,793	6,262
Investments and Special Funds	1	1	234	826
Flight Equipment	3,861	3,664	4,091	14,292
Reserve for Depreciation and Airworthiness ..	(2,079)	(1,946)	(1,651)	(5,157)
Ground Property and Equipment	1,152	797	892	2,157
Reserve for Depreciation	(971)	(578)	(586)	(1,306)
Other Property	342	297	26	358
Deferred Charges	192	154	250	1,040
Total Assets	5,293	5,435	6,046	18,472
Liabilities				
Current Liabilities	3,429	2,964	6,760	5,217
Long-Term Debt	581	715	3,131	8,619
Other Non-Current Liabilities	2,693	2,253	933	61
Deferred Credit	152	86	90	149
Stockholders' Equity—Net of Treasury Stock ...	(1,563)	(582)	(5,868)	4,426
Preferred Stock	20	20	—	—
Common Stock	2,986	2,984	3,543	3,157
Other Paid-In Capital	6,117	6,110	3,587	2,939
Retained Earnings	(10,678)	(9,688)	(11,999)	(1,670)
Less: Treasury Stock	9	9	—	—
Total Liabilities and Equity	5,293	5,435	6,046	18,472

All-Cargo Airlines	As of December 31			
	1976	1975	1971	1967
Assets				
Current Assets	133,735	109,732	98,661	64,116
Investments and Special Funds	112,976	99,995	39,401	90,117
Flight Equipment	251,050	207,167	248,464	213,048
Reserve for Depreciation and Airworthiness ..	(95,597)	(76,267)	(52,496)	(86,862)
Ground Property and Equipment	71,026	68,051	31,304	16,534
Reserve for Depreciation	(29,299)	(24,583)	(12,096)	(5,434)
Other Property	14,549	3,757	33,116	2,384
Deferred Charges	5,373	4,118	11,697	17,235
Total Assets	463,812	391,971	398,049	311,138
Liabilities				
Current Liabilities	75,236	63,979	59,050	44,640
Long-Term Debt	175,622	102,289	187,376	149,465
Other Non-Current Liabilities	7,468	5,865	29,522	2,628
Deferred Credit	20,866	60,861	39,085	18,418
Stockholders' Equity—Net of Treasury Stock ...	184,619	158,976	83,016	95,986
Preferred Stock	675	746	244	244
Common Stock	20,195	19,266	15,894	20,317
Other Paid-In Capital	87,642	86,842	39,864	32,969
Retained Earnings	76,106	52,123	27,258	42,700
Less: Treasury Stock	—	—	244	244
Total Liabilities and Equity	463,812	391,971	398,049	311,138

International and Territorial Airlines

Assets				
Current Assets		388,911	272,353	
Investments and Special Funds		188,866	228,892	
Flight Equipment		1,492,451	1,096,492	
Reserve for Depreciation and Airworthiness ..		(459,807)	(316,309)	
Ground Property and Equipment		229,308	142,028	
Reserve for Depreciation		(109,047)	(59,078)	
Other Property		102,706	23,058	
Deferred Charges		32,820	23,665	
Total Assets		1,866,209	1,410,381	
Liabilities				
Current Liabilities		350,451	239,820	
Long-Term Debt		993,858	629,706	
Other Non-Current Liabilities		5,185	478	
Deferred Credit		93,928	77,401	
Stockholders' Equity—Net of Treasury Stock ...		422,786	462,543	
Preferred Stock		—	—	
Common Stock		10,955	10,797	
Other Paid-In Capital		228,903	153,850	
Retained Earnings		183,582	298,679	
Less: Treasury Stock		654	783	
Total Liabilities and Equity		1,866,209	1,410,381	

¹ See notes to statistical table p. 33.

Airline Service in 1976

Enplanements

1. United	32,753
2. Eastern	29,614
3. Delta	28,146
4. American	22,784
5. Trans World	16,766
6. Allegheny	11,031
7. Northwest	9,818
8. Braniff	9,180
9. Western	8,683
10. Pan American	7,194
11. Continental	7,038
12. National	5,514
13. North Central	4,895
14. Hughes Airwest	4,314
15. Frontier	4,252
16. Piedmont	3,860
17. Ozark	3,737
18. Southern	3,245
19. Hawaiian	2,948
20. Texas International	2,613
21. Aloha	2,314
22. Alaska	782
23. Wien Air Alaska	708
24. Air New England	411
25. New York Airways	287
26. San Francisco & Oakland Helicopter	157
27. Aspen	136
28. Wright	57
29. Reeve Aleutian	48
30. Kodiak-Western Alaska	24
31. Air Midwest	4

Revenue Passenger Miles

1. United	29,788,770
2. American	23,072,325
3. Trans World	22,295,340
4. Eastern	19,481,844
5. Delta	17,623,433
6. Pan American	16,012,871
7. Northwest	10,758,682
8. Western	7,719,533
9. Braniff	6,911,943
10. Continental	6,209,119
11. National	5,267,394
12. Allegheny	3,496,906
13. Frontier	1,679,909
14. Hughes Airwest	1,653,915
15. Piedmont	1,157,178
16. North Central	1,108,809
17. Ozark	1,105,000
18. Southern	978,991
19. Texas International	946,756
20. Alaska	632,714
21. Hawaiian	396,180
22. Aloha	312,067
23. Wien Air Alaska	255,539
24. Air New England	51,960
25. Reeve Aleutian	39,997
26. Aspen	15,366
27. Wright	5,339
28. New York Airways	4,963
29. San Francisco & Oakland Helicopter	2,527
30. Kodiak-Western Alaska	1,361
31. Air Midwest	771
32. Munz Northern	41

Available Seat Miles

1. United	50,107,356
2. American	39,441,082
3. Trans World	39,329,858
4. Eastern	34,713,489
5. Delta	31,693,317
6. Pan American	30,482,426
7. Northwest	22,228,258
8. Braniff	13,526,671
9. Western	13,321,303
10. National	11,188,802
11. Continental	11,080,062
12. Allegheny	6,414,427
13. Hughes Airwest	3,108,909
14. Frontier	2,950,841
15. North Central	2,320,467
16. Piedmont	2,266,276
17. Ozark	2,152,622
18. Southern	1,926,166
19. Texas International	1,767,488
20. Alaska	992,340
21. Hawaiian	629,333
22. Aloha	476,376
23. Wien Air Alaska	466,343
24. Air New England	97,325
25. Reeve Aleutian	76,284
26. Aspen	27,688
27. Wright	13,358
28. New York Airways	11,548
29. San Francisco & Oakland Helicopter	6,048
30. Kodiak-Western Alaska	2,563
31. Air Midwest	1,360
32. Munz Northern	175

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

Freight Ton Miles

1. Pan American	874,549
2. Flying Tiger	791,105
3. United	567,189
4. American	516,022
5. Northwest	466,401
6. Trans World	450,090
7. Seaboard World	342,064
8. Continental	219,968
9. Eastern	189,324
10. Delta	189,162
11. Western	108,796
12. Airlift	107,434
13. Braniff	86,804
14. National	62,728
15. Allegheny	20,114
16. Wien Air Alaska	15,162
17. Frontier	11,555
18. North Central	9,179
19. Alaska	7,872
20. Ozark	7,090
21. Piedmont	6,313
22. Hughes Airwest	6,131
23. Southern	6,005
24. Hawaiian	5,840
25. Texas International	5,381
26. Reeve Aleutian	1,129
27. Aloha	530
28. Wright	87
29. Air New England	85
30. Kodiak-Western Alaska	37
31. Aspen	24
32. Air Midwest	2
33. New York Airways	2
34. Munz Northern	1

Mail Ton Miles

1. Pan American	191,002
2. United	155,153
3. Trans World	140,833
4. American	114,529
5. Northwest	104,051
6. Flying Tiger	82,514
7. Delta	76,209
8. Eastern	65,559
9. Seaboard World	44,008
10. Braniff	36,865
11. Western	26,046
12. Continental	22,019
13. National	15,879
14. Allegheny	14,404
15. Wien Air Alaska	7,612
16. Frontier	5,365
17. North Central	3,826
18. Ozark	3,337
19. Alaska	3,322
20. Piedmont	2,817
21. Hughes Airwest	2,729
22. Southern	2,427
23. Reeve Aleutian	2,011
24. Texas International	1,862
25. Hawaiian	801
26. Aloha	594
27. Airlift	61
28. Kodiak-Western Alaska	55
29. Air New England	32
30. New York Airways	3

Overall Revenue Ton Miles

1. United	3,709,849
2. American	2,939,309
3. Trans World	2,821,224
4. Pan American	2,666,840
5. Eastern	2,206,387
6. Delta	2,032,940
7. Northwest	1,647,317
8. Western	906,909
9. Flying Tiger	873,685
10. Continental	862,905
11. Braniff	815,195
12. National	605,746
13. Seaboard World	386,072
14. Allegheny	384,565
15. Frontier	184,970
16. Hughes Airwest	174,253
17. Piedmont	124,859
18. North Central	123,923
19. Ozark	120,958
20. Airlift	107,495
21. Southern	106,383
22. Texas International	101,935
23. Alaska	74,465
24. Wien Air Alaska	48,393
25. Hawaiian	46,259
26. Aloha	32,330
27. Reeve Aleutian	7,139
28. Air New England	5,314
29. Aspen	1,560
30. Wright	621
31. New York Airways	502
32. San Francisco & Oakland Helicopter	253
33. Kodiak-Western Alaska	229
34. Air Midwest	79
35. Munz Northern	5

Airline Service in 1976

Passenger Revenues

1. United	2,200,355
2. American	1,750,102
3. Trans World	1,663,002
4. Eastern	1,642,000
5. Delta	1,478,288
6. Pan American	1,140,009
7. Northwest	785,762
8. Braniff	582,715
9. Western	544,188
10. Continental	462,749
11. National	403,089
12. Allegheny	393,241
13. Hughes Airwest	178,513
14. Frontier	173,126
15. North Central	157,159
16. Ozark	136,334
17. Piedmont	132,181
18. Southern	114,600
19. Texas International	102,051
20. Hawaiian	57,243
21. Alaska	57,045
22. Aloha	44,158
23. Wien Air Alaska	37,593
24. Air New England	10,795
25. New York Airways	6,393
26. Reeve Aleutian	5,715
27. Aspen	3,567
28. San Francisco & Oakland Helicopter	2,028
29. Wright	1,474
30. Munz Northern	340
31. Air Midwest	131

Freight Revenues

1. Pan American	248,386
2. Flying Tiger	189,647
3. United	167,267
4. American	157,063
5. Trans World	137,212
6. Northwest	117,524
7. Delta	82,454
8. Seaboard World	71,049
9. Eastern	65,185
10. Continental	41,451
11. Braniff	37,184
12. Western	29,435
13. Airlift	24,409
14. Allegheny	21,476
15. National	19,777
16. Wien Air Alaska	11,406
17. North Central	10,960
18. Frontier	8,867
19. Ozark	7,581
20. Piedmont	6,889
21. Southern	5,489
22. Hughes Airwest	5,501
23. Hawaiian	4,915
24. Texas International	4,680
25. Alaska	4,330
26. Reeve Aleutian	894
27. Aloha	689
28. Wright	323
29. Air New England	299
30. New York Airways	60
31. Aspen	46
32. Munz Northern	44
33. Air Midwest	8
34. San Francisco & Oakland Helicopter	4

Total Operating Revenues

1. United	2,633,242
2. American	2,093,826
3. Trans World	2,039,145
4. Eastern	1,825,476
5. Pan American	1,731,385
6. Delta	1,629,101
7. Northwest	971,069
8. Braniff	674,584
9. Western	605,206
10. Continental	545,946
11. National	439,113
12. Allegheny	439,050
13. Flying Tiger	249,438
14. Hughes Airwest	210,986
15. Frontier	204,163
16. North Central	191,108
17. Ozark	164,400
18. Piedmont	154,680
19. Southern	140,167
20. Texas International	121,545
21. Seaboard World	110,735
22. Alaska	68,389
23. Hawaiian	66,917
24. Wien Air Alaska	64,705
25. Aloha	45,748
26. Airlift	37,700
27. Air New England	15,364
28. Reeve Aleutian	10,100
29. New York Airways	6,888
30. Aspen	5,103
31. Wright	2,453
32. San Francisco & Oakland Helicopter	2,436
33. Munz Northern	762
34. Chicago Helicopter	146
35. Air Midwest	139

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

Revenues and Costs Compared

Passenger Revenues	1976	1975	1974	1973	1972	1971	1970	1969	1968	1967
Average Revenue Per Revenue Passenger Mile—Intercity Common Carriers										
(In Cents Per Mile)										
U.S. Scheduled Airlines										
Domestic—First Class	11.50	10.56	9.89	8.93	8.70	8.58	8.31	7.78	7.32	7.24
Coach	7.49	7.05	6.94	6.11	5.88	5.81	5.46	5.27	5.11	5.13
Total	8.16	7.68	7.52	6.63	6.40	6.32	6.00	5.79	5.61	5.64
International—First Class	12.44	12.23	10.63	9.31	8.42	8.26	7.96	8.09	7.42	7.59
Tourist	6.75	6.76	6.02	4.98	4.66	4.79	4.68	4.82	4.65	4.71
Total	7.15	7.17	6.39	5.32	4.98	5.10	5.01	5.18	4.95	5.01
Total	7.97	7.59	7.29	6.34	6.08	6.05	5.79	5.68	5.46	5.49
Railroads, Class I										
First Class	—	—	—	—	4.56	4.72	4.27	4.08	3.88	3.76
Coach	6.20 ^P	6.14 [*]	5.85 [*]	5.19 [*]	4.64	4.85	3.98	3.56	3.24	3.02
Motor Buses, Class I	5.14 ^P	4.85	4.41	4.05	3.98	3.83	3.60	3.39	3.18	2.98
* Includes first class and coach.										
^P Preliminary										

Freight Revenues

Average Revenue Per Ton Mile—Intercity Common Carriers

(In Cents Per Mile)

U.S. Scheduled Airlines										
Domestic	31.81	29.61	25.62	23.31	22.75	22.58	21.91	21.03	19.97	19.89
International	17.46	17.36	16.11	19.89	19.70	19.73	19.36	18.29	18.83	19.63
Total	29.22	27.17	24.87	21.92	21.49	21.42	20.94	19.99	19.51	19.79
Railroads, Class I	2.19	2.04	1.85	1.62	1.62	1.59	1.43	1.35	1.31	1.27
Trucks*	12.0	11.6	10.7	7.87	8.20	8.00	7.30	7.10	6.90	6.60

* Due to a change in the system of accounting at the Interstate Commerce Commission, the numbers for 1974-76 have been revised to include Instruction 27 General Freight Carriers, which derive 75 per cent or more of their revenues from intercity general freight common carriage.

Airline Revenue, Cost and Profit per Revenue Ton Mile (In Cents Per Mile)

Domestic Service										
Unit Revenue	70.95	67.85	65.92	58.02	55.51	54.76	51.74	49.74	49.66	49.90
Unit Cost	68.13	67.30	61.41	55.07	52.35	53.03	51.75	47.43	47.00	45.67
Operating Profit Margin	2.82	0.55	4.50	2.95	3.17	1.73	(00.01)	2.31	2.66	4.23
International and Territorial Service										
Unit Revenue	57.93	47.39	42.33	37.74	34.78	34.01	33.44	30.68	31.12	33.04
Unit Cost	55.59	47.33	43.39	36.47	33.52	32.73	32.74	29.60	27.82	28.01
Operating Profit Margin	2.34	00.06	(01.05)	1.27	1.26	1.28	00.70	1.08	3.30	5.03
Total Industry										
Unit Revenue	68.08	65.25	61.50	51.90	48.95	48.05	46.02	43.98	42.86	43.77
Unit Cost	65.27	64.71	58.46	49.46	46.39	46.47	45.81	42.04	39.96	39.26
Operating Profit Margin	2.81	00.54	3.03	2.44	2.56	1.59	00.21	1.94	2.90	4.51

Safety

Comparative Transport Safety Record

	1976	1975	1974	1973	1972	1971	1970	1969	1968	1967
Passenger Fatalities per 100 Million Passenger Miles										
U.S. Scheduled Airlines										
Domestic										
Fatalities	4	113	159	128	160	174	0	132	258	226
Rate	0.003	0.08	0.13	0.10	0.13	0.16	0.00	0.14	0.30	0.30
International and Territorial										
Fatalities	35	0	261	69	0	0	2	0	47	0
Rate	0.096	0.00	0.75	0.19	0.00	0.00	0.007	0.00	0.18	0.00
Total										
Fatalities	39	113	420	197	160	174	2	132	305	226
Rate	0.020	0.07	0.25	0.12	0.10	0.12	0.001	0.11	0.27	0.22
Motor Buses										
Fatalities	2	3	12	29	29	14	2	8	31	23
Rate	0.01	0.02	0.06	0.17	0.17	0.08	0.02	0.05	0.16	0.11
Railroads										
Fatalities	5	8	8	6	47	17	10	9	13	13
Rate	0.05	0.08	0.08	0.07	0.56	0.23	0.09	0.07	0.10	0.09
Autos										
Fatalities	27,850 ^B	27,200	26,800	33,700	35,200	34,200	34,800	37,200	36,500	34,800
Rate	1.5	1.4	1.3	1.7	1.9	1.9	2.1	2.3	2.3	2.4

^B Estimated

Employment

U.S. Scheduled Airlines	1976	1975*	1974	1973	1972	1971	1970*	1969	1968	1967
Pilots and Copilots	26,178	25,155	26,046	27,192	26,880	26,242	25,807	26,262	24,554	23,425
Other Flight Personnel	7,004	6,837	7,420	7,567	6,820	6,658	7,029	8,387	7,953	7,531
Flight Attendants	42,488	39,435	41,437	42,819	39,408	35,682	34,274	33,621	29,970	25,100
Communications Personnel	1,381	1,450	1,777	1,948	2,080	2,275	2,777	3,264	3,403	3,316
Mechanics	45,714	45,104	46,589	47,049	45,570	45,759	48,177	52,886	52,046	50,016
Aircraft and Traffic Servicing Personnel	86,885	82,770	89,686	90,193	88,098	84,931	83,637	86,462	82,950	74,943
Office Employees	60,068	56,829	60,192	59,891	58,974	58,114	59,992	63,743	63,158	59,257
All Others	33,288	32,346	34,171	34,840	33,297	32,524	35,681	37,297	36,417	32,435
Total Employment	303,006	289,926	307,318	311,499	301,127	292,185	297,374	311,922	300,451	276,023
Total Payroll (\$000)	5,854,214	5,267,411	4,954,254	4,640,370	4,192,081	3,843,872	3,659,716	3,322,719	2,921,120	2,491,330

* Figures are understated in 1975 and 1970 due to the effects of strikes.

Aircraft in Service U.S. Scheduled Airlines

Manufacturer	Model	1976	1975	1971	1967	Manufacturer	Model	1976	1975	1971	1967	
Boeing:	B707 (Jet)	240	264	359	327	McDonnell Douglas:	DC-3	4	4	2	70	
	B720 (Jet)	18	23	106	135		DC-4	—	—	—	4	
	B727 (Jet)	793	765	638	394		DC-6	2	1	3	102	
	B737 (Jet)	138	133	133	—		DC-7	—	—	—	27	
	B747 (Jet)	104	97	104	—		DC-8 (Jet)	171	177	236	161	
British Aircraft Corp.:	BAC 111 (Jet)	31	30	58	57		DC-9 (Jet)	349	337	334	142	
							DC-10 (Jet)	122	121	13	—	
Canadair:	CL 44 (Turboprop)	—	—	1	19		Nihon:	YS-11 (Turboprop)	23	23	21	2
Convair:	240	—	—	—	11		Nord Aviation:	262 (Turboprop)	—	—	—	12
	340/440	5	7	4	78		Sud Aviation:	Caravelle (Jet)	—	—	—	20
	580/600 (Turboprop)	81	88	137	113	Vickers:	Viscount (Turboprop)	—	—	—	38	
	880 (Jet)	—	—	41	45	Other:		44	49	55	66	
	990 (Jet)	—	—	—	11	Totals:						
Curtiss:	C-46	2	2	3	12	Jet	2,04					
Fairchild Hiller:	F-27 (Turboprop)	7	10	34	48	Turboprop	18	—	—	—	—	
	FH-227 (Turboprop)	27	29	48	58	Piston	37	45	60	472		
Lockheed:	Constellation	—	—	—	6	Total Fixed Wing:	2,261	2,260	2,375	2,172		
	Super Constellation	—	—	—	39	Helicopters:						
	Electra (Turboprop)	21	16	24	109	Bell:	206 (Turbine)	—	—	3	—	
	L-382B/100 (Turboprop)	—	—	4	9	Hiller:	UH-12E	—	—	—	—	
	L1011 (Jet)	77	75	—	—	Sikosky:	S55	—	—	—	2	
Martin:	404	1	9	17	57	S58	—	—	3	3		
						S61 (Turbine)	4	7	8	9		
						S62 (Turbine)	—	—	—	1		
						Boeing Vertol:	V107 (Turbine)	—	—	—	7	
						Total Helicopters:	5	7	14	22		

Aircraft on Order

U.S. Scheduled Airline Industry as of June 1, 1977

Aircraft on Order for Delivery

Manufacturer	Model	1977	1978	1979 & Beyond	Total on Order
Boeing:	B-727	46	121	20	187
	B-747	4	2	2	8
McDonnell Douglas:	DC-9	14	5	—	19
	DC-10	—	5	—	5
Total Jet:		64	133	22	219
Total Turboprop:		10	2	—	12
Total Aircraft on Order:		74	135	22	231

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Airline Categories

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

Domestic Trunk	* Kodiak-Western Alaska
American	Munz Northern
Braniff International	Reeve Aleutian
Continental	Wien Air Alaska
Delta	Helicopter
Eastern	Chicago Helicopter
National	Airways
Northwest	New York Airways
Pan American	San Francisco and
Trans World	Oakland Helicopter
United	Airlines
Western	
Local Service	All-Cargo
Allegheny	Airlift International
Frontier	Flying Tiger Line
Hughes Airwest	Seaboard World
North Central	
Ozark	International and
Piedmont	Territorial
Southern	American
Texas International	Braniff International
	Continental
Intra-Hawaiian	Delta
Aloha	Eastern
Hawaiian	National
	Northwest
Intra-Alaskan	Pan American
Alaska	Trans World
	Western

* not included in 1975 and 1976 financial figures.

Definition 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 Reserved Freight/Air Express Freight—Shipments with priority, next to mail and small package service.

Air Freight—The airlift of commodities of all kinds. U.S. Mail

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, stopover or on-line connecting passengers.

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. For 1976 the rate of return on investment reflects earnings before extraordinary items plus interest expense (excluding capitalized interest). Total investment in a five-quarter average of total net worth (stockholders' equity) plus long-term-debt including current notes payable, ad-

vances from associated companies and nontransport divisions, and unamortized premium (less discount) on debt.

For prior years, the return was based upon net profit before tax adjustments resulting from the investment credit plus interest paid on noncurrent portion of long-term debt. Also, total investment was a five-quarter average of long-term debt and stockholders' equity.

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.

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, 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 1969-1976 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 1967-1976, Tag Airlines for 1969 and 1970, Wright Air Lines for 1972-1976, and Air New England and Air Midwest for 1976. From 1972 through 1976 Alaska Airlines is included in the intra-Alaskan traffic figures and in 1973-1976 in the intra-Alaskan financial figures.

Employment and Payroll. Data as of quarter ended December each year.

Extraordinary Items by Carrier Groups (\$000)

Trunks—Domestic	8,348
International	97,051
Local Service	7,173
Intra-Hawaiian	(433)
Helicopter	(14)
Total	112,125

