

**Air Transport 1975** *an anniversary approaches*



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President and Chief Executive Officer  
Air Transport Association of America

## 50th anniversary for air transportation

The scheduled airlines of America, which set new records of public service in 1974, will join in the nation's historic birthday celebrations in 1975 and 1976 by celebrating some important birthdays of their own.

For five decades, the airlines have contributed much to the growth of America, to our country's strength and safety, and to an improving quality of life for all our citizens. In the decades ahead, the airlines will continue this service to the nation.

This annual report of airline *Facts and Figures* highlights the fact that our national and international air transportation system traces its history to the 1926 Air Commerce Act, also known as the Kelly Act. Thus, scheduled air service celebrates its 50th birthday next year.

The Air Transport Association of America, which represents virtually all of the scheduled airlines of the United States, will mark its 40th birthday on January 1, 1976.

Accounting today for more than 75 per cent of all public transportation miles in inter-city travel, for more than 80 per cent of all first class inter-city mail, and for moving ever-increasing tons of high value cargo, the airlines will participate prominently in the forthcoming Bicentennial celebration.

Capable of rapid expansion of services with currently available resources in a privately-owned system of more than 2,000 modern aircraft and, most importantly, of some 300,000 dedicated and highly skilled employees, backed by the world's best airport and airway network, the airlines look to the future with bright hopes.

Birthday celebrations, to be sure, provide an appropriate setting for a review of past accomplishments. These accomplishments of the airline industry are reflected throughout this report.

But birthdays also demand an evaluation of present and future challenges and opportunities.

The airlines, always in the forefront of responsiveness and technological achievement, in 1974 carried five million more passengers than the year before, while using a billion gallons less fuel. But notwithstanding this fuel conservation, costs for each gallon of fuel doubled in domestic and tripled in international operations, and

in total were up a staggering \$1 billion for the industry over the previous year.

During the early months of 1975, jet fuel costs continued to soar at a rate of almost \$2 million a day, compared to 1974 prices.

These mounting fuel costs, coupled with rising labor costs and a continuing recession in 1975 were placing severe economic strains on an industry that requires large capital outlays.

Airline traffic in 1974 was the beneficiary of a diversion from private automobile travel which, together with management actions, made it possible for airline earnings to reach their fourth highest level in air transportation history, but still fall short of earnings standards deemed necessary by the Civil Aeronautics Board. The early months of 1975 brought sharply different results as the full impact of inflation and recession resulted in substantial losses for many airlines.

Clearly, the airlines in 1975, 1976 and beyond face formidable challenges in maintaining and strengthening an air transportation system that has in its first 50 years become the envy of the world.

There will be a need for maintaining a resolute dedication to safety, sustained technological advances, innovations, increased productivity, environmental sensitivity, conservation of resources, and a continued dedication to excellence.

The airline industry, which has demonstrated a capability in its first half century to meet and overcome great challenges, looks forward confidently to a second half century of expanded service to the consumer—both passengers and shippers.

We are confident that the public, given the facts and figures of the airline industry, will continue to support actions to help assure the strength and growth of the world's best airline system and thereby help meet the needs of an America on the move.



# 1974 at a glance

	1974	1973	Per Cent Change
<b>Traffic</b>			
Passengers Enplaned (000) .....	207,449	202,208	+ 2.6
Revenue Passenger Miles (000) .....	162,917,241	161,957,307	+ 0.6
Available Seat Miles (000) .....	297,004,332	310,597,107	- 4.4
Passenger Load Factor .....	54.9%	52.1%	
Freight Ton Miles (000) .....	4,890,074	4,736,729	+ 3.2
U.S. Mail Ton Miles (000) .....	1,150,832	1,197,974	- 3.9
Express Ton Miles (000) .....	80,845	100,497	- 19.6
Cargo Ton Miles (000) .....	6,121,751	6,035,200	+ 1.4
Total Revenue Ton Miles (000) .....	23,900,042	23,927,657	- 0.1
Total Available Ton Miles (000) .....	48,941,512	51,443,758	- 4.9
Ton Mile Load Factor .....	48.8%	46.5%	
<b>Financial</b>			
Passenger Revenues (\$000) .....	11,879,177	10,274,310	+ 15.6
Freight Revenues (\$000) .....	1,216,332	1,038,459	+ 17.1
Total Operating Revenues (\$000) .....	14,699,125	12,418,777	+ 18.4
Total Operating Expenses (\$000) .....	13,973,385	11,833,511	+ 18.1
Net Operating Income (\$000) .....	725,740	585,266	+ 24.0
Net Profit (\$000) .....	321,641	226,693	+ 41.9
Rate of Return on Investment .....	6.4%	5.1%	
Passenger Yield .....	7.29¢	6.34¢	+ 15.0
Freight Yield .....	24.87¢	21.92¢	+ 13.5

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Linda Kloster  
Editor

ABOUT THE COVER—Nearly fifty years of air transportation progress are symbolized with the venerable Ford Trimotor, introduced into airline service during the late Twenties, and a typical scene at a large airline terminal today, photographed by ATA's Bill Osmun. Early airline passengers often had to lend a helping hand with the Trimotor. Today's passengers relax in comfort awaiting flights at lower cost and with better performance than on any other air transport system in the world.



air transport association of america

### Member Airlines

**Alaska Airlines**  
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**Aloha Airlines**  
**American Airlines**  
**Braniff Airways**  
**Continental Airlines**  
**Delta Air Lines**  
**Eastern Air Lines**  
**The Flying Tiger Line**  
**Frontier Airlines**  
**Hawaiian Air**  
**Hughes Airwest**  
**National Airlines**  
**North Central Airlines**  
**Northwest Orient Airlines**  
**Ozark Air Lines**  
**Pan American World Airways**  
**Piedmont Airlines**  
**Southern Airways**  
**Texas International Airlines**  
**Trans World Airlines**  
**United Airlines**  
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*Assistant Secretary*

# airline system began with Kelly Act

The 50th Anniversary of permanent scheduled airline service will be observed in 1976.

While there had been valiant efforts as early as 1914 to establish regular air passenger service, it took passage of the Air Commerce Act of 1926 to provide the impetus which propelled the nation's scheduled airlines into the skies to stay.

By the Air Commerce Act, also known as the Kelly Act, the Congress gave the Department of Commerce full jurisdiction to regulate and foster the development of commercial aviation in the United States. Until then, operators saw no profit in carrying people and those that did fly passengers often gave them seats on top of mail sacks.

With the introduction of vastly improved passenger planes, beginning with the Ford and Fokker trimotors, and progressing through the first really "modern" airliners, the Boeing 247 and the Douglas DC-3, passenger traffic surged. From 6,000 passengers in 1926, airline passenger traffic zoomed to 1.5 million in 1938 when the Civil Aeronautics Act was passed creating the forerunner of the CAB. By 1950, traffic grew to nearly 20 million, and to 10 times that figure in 1974.

Meanwhile, other advances marked the years of transition before the jet age. Stewardesses arrived in 1930, relieving co-pilots of meal-serving duties. Hot meals prepared aloft replaced cold meals in 1936, and pressurized cabins, though not widespread until later, afforded comfortable flying at altitudes up to 20,000 feet in 1940.

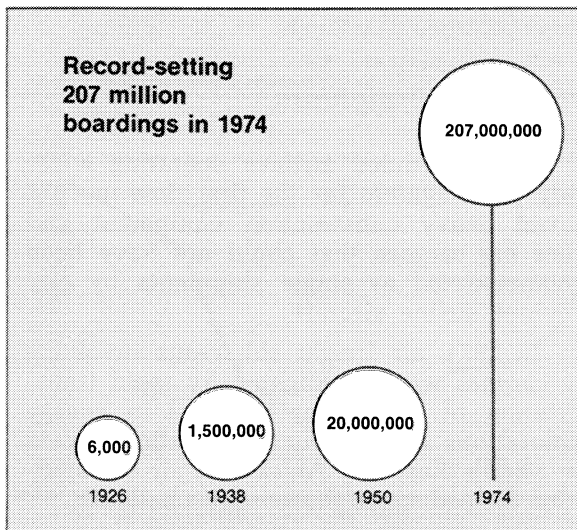
The most significant advance, however, arrived in 1958, when American-built turbojets began carrying passengers and cargo, dominating the world market and revolutionizing scheduled air service.

## Complex and Vast Network

Scheduled airline service today has grown into a nationally and globally integrated system. Local service airlines connect smaller cities with major cities. Domestic trunk airlines carry passengers and cargo between major cities of the nation, and the international flag airlines fly between major U.S. and foreign airports. Taken together they comprise a complex and vast network of 58,000 city pairs, connecting all parts of America to each other, and to the world.

The nation's airlines, competing for passenger and cargo revenue in the private enterprise tradition, have steadily improved their equipment and their management techniques. They have brought the public safe, fast, efficient and comfortable travel. Also, they have provided an important capability to provide airlift for the Department of Defense, thereby strengthening national defense.

This progress in building an airline system that is flexible and responsive to the nation's public transportation needs has been the result of teamwork with the government, competition among air carriers, and, importantly, cooperation among these same competitors. It has brought this country an air system in which people fly or ship at lower cost and with better performance than on any other air system in the world.



# 1974 airline traffic

## Passenger Travel

The nation's airlines in 1974 again reached milestones in service to the traveling public, while strengthening their position as the dominant form of public transportation between our cities, and between this country and the rest of the world.

Despite problems caused by the energy crisis which necessitated changes in the pattern of airline operations throughout the year, scheduled airlines in 1974 set the following records:

- Enplaned more than 207 million passengers; up from 202 million the year before.
- Served 163 billion revenue passenger miles; up from 162 billion the year before.

Although the fuel shortage caused elimination of hundreds of daily flights, airlines carried more than five million more passengers than in 1973 while using a billion gallons less fuel.

Revenue passenger miles flown by all U.S. scheduled airlines, while reaching a new high, increased just 0.6 per cent in 1974. Airlines experienced significant traffic increases in the first half of the year, largely due to passenger diversion from automobiles, but these gains declined in the last six months. This late year downward trend in airline passenger traffic continued through the early months of 1975, further reflecting the state of the national economy.

## Travel Agency Growth

In 1974 increasing numbers of air travelers took advantage of the specialized train-

ing and experience of travel agents in making their transportation arrangements. A study by ATA's Air Traffic Conference showed that sales by travel agents in 1974 exceeded \$4 billion and produced 43.3 per cent of airline revenue, up from less than \$2 billion and 31.3 per cent in 1969.

At year's end there were 10,206 U.S. locations on the ATC list of accredited travel agencies, more than double the number in 1969.

## Air Freight

Air freight in 1974 continued to expand its role as a mode for all sizes—from a three-pound package of architect's drawings delivered to an airline ticket counter to go out on the next scheduled flight, to 52,000 pounds of printing presses moving as a single shipment on the main deck of a wide-body jet freighter.

Freight revenues for the U.S. scheduled airlines in 1974 were a record-breaking \$1.2

billion, up more than 17 per cent from the first \$1 billion airline freight revenue year in 1973.

Freight revenue ton miles of service reached 4.9 billion and finished the year up 3.2 per cent, despite a decline in the national economy.

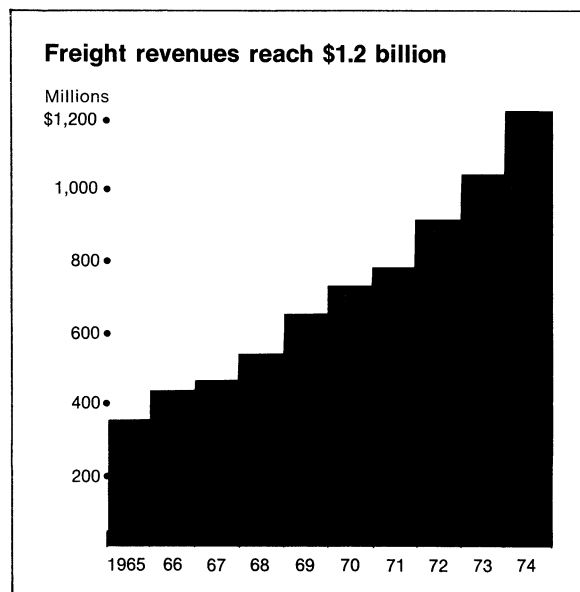
A quick shipping service for small packages—usually up to 50 pounds and 90 inches in total outside dimensions—has become the fastest growing part of the air freight business. A shipper can bring a package to the airline's airport ticket counter up to 30 minutes before a flight's departure and the receiver can pick up the package at destination 30 minutes after the flight arrives. In 1974, about one million packages moved in this service and produced more than \$25 million in revenue—up from \$6 million in revenue when the service started in 1972.

In 1974, more shippers than ever before tendered air freight by the containerload. About 25 per cent of air freight's volume moved in containers packed by shippers at their own facilities. Air freight forwarders, industrial shippers and the government expanded their use of LD (for lower deck) containers designed for the underbellies of wide-body passenger airliners.

## Wide-body Freighters

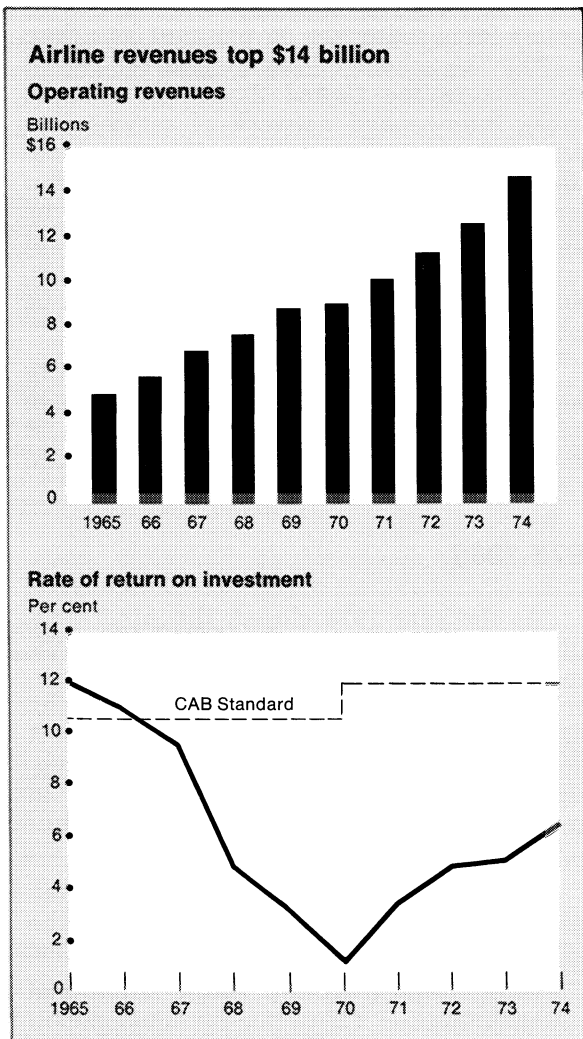
U.S. scheduled airlines operating wide-body jet freighters for the first time in 1974 moved heavy construction equipment and other big cargoes that could not have been accommodated as single shipments by any previous airline aircraft.

In 1974, air freight shipments involving big cargoes were highlighted by rapid transportation of equipment involved in energy explorations and production, particularly in the Middle East and Alaska, as air transportation helped meet the energy challenge.



# airline economics

Despite early apprehension regarding the airline industry's financial prospects for 1974, occasioned by an impending recession and the sharpening rise in jet fuel costs, the industry showed earnings of \$322 million in 1974, up from \$227 million the year before.



This performance was, in part, due to the curtailed availability of automotive gasoline, particularly in the early part of the year, which diverted a significant amount of auto travel to air. This phenomenon, together with energy-conserving cost control, capacity reductions and fare increases enabled the industry to reach its fourth highest profit year in history.

During the first four months of 1974, revenue passenger miles increased by five per cent over 1973. With the reduced availability of jet fuel during the same time period, airline capacity dropped seven per cent and load factors rose to 56 per cent.

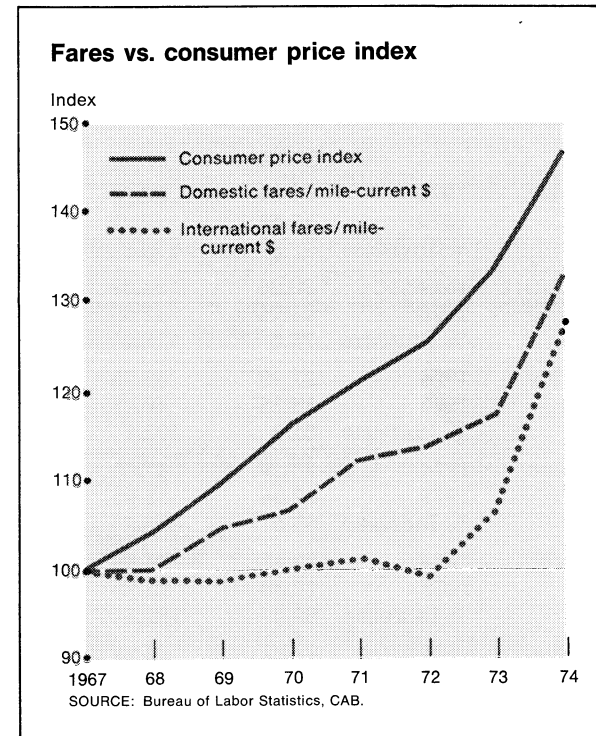
With the lifting of the oil embargo in the spring of 1974, airline traffic began to recede. Revenue passenger miles in the last eight months of the year declined one per cent compared to 1973. Traffic in the last three months of the year was severely affected by the deepening recession. During this period, revenue passenger miles decreased 2.3 per cent from the same period a year earlier.

## Inflation and Recession

Throughout 1974 and in the early months of 1975, the impacts of inflation and the deepening recession in the U.S. economy had a severe impact on airline finances.

The economic recession, which began in 1974, seriously affected major industries such as construction and automobiles, and by the fourth quarter of 1974 had brought about a real GNP drop of nine per cent. While inflation tended to have an adverse effect on the airline personal/pleasure market, the recession had a similar effect on the business travel market.

A highly inflationary U.S. economy developed in the first half of the year and continued throughout 1974, with the Consumer Price Index showing an 11 per cent increase



for the year. This overall inflation seriously affected airline costs. The Airline Cost Index for 1974 showed an estimated increase of 18 per cent over the year earlier.

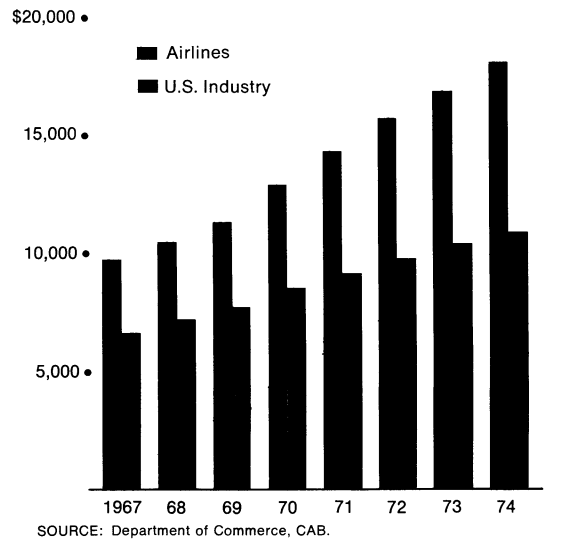
## Rising Fuel Costs

The principal cost problem area for the airlines in 1974 was fuel. The average price per gallon of fuel for domestic operations in 1973 was about 12 cents. The average price per gallon in 1974 rose to 22 cents. For the same period, costs of fuel for international operations rose from about 13 cents a gallon to 34 cents. In 1974, the increase in the price of fuel cost the airline industry more than \$1 billion in added costs.

### Fuel Cost Increases – Trunk Airlines

		Domestic Cost Per Gallon (¢)	International Cost Per Gallon (¢)
Mar.	1974	20.06	33.04
	1973	11.62	12.20
	% Increase	72.6	170.8
April	1974	20.98	34.39
	1973	11.75	12.30
	% Increase	78.6	179.6
May	1974	21.99	33.29
	1973	12.13	12.21
	% Increase	81.3	172.7
June	1974	23.19	31.85
	1973	12.34	12.91
	% Increase	87.9	146.7
July	1974	23.47	34.80
	1973	12.38	13.75
	% Increase	89.6	153.1
Aug.	1974	23.77	36.23
	1973	12.37	13.91
	% Increase	92.2	160.5
Sept.	1974	23.85	36.79
	1973	13.01	14.19
	% Increase	83.3	159.3
Oct.	1974	23.86	37.28
	1973	13.38	15.56
	% Increase	78.3	139.6
Nov.	1974	23.21	36.68
	1973	13.84	16.54
	% Increase	67.7	121.8
Dec.	1974	23.98	36.94
	1973	14.39	19.18
	% Increase	66.6	92.6
Jan.	1975	25.85	36.15
	1974	17.16	25.15
	% Increase	50.6	43.7
Feb.	1975	26.43	36.46
	1974	18.86	31.09
	% Increase	40.1	17.3
Mar.	1975	26.91	35.70
	1974	20.06	33.04
	% Increase	34.1	8.1

### Average employee compensation airlines vs. U.S. Industry



### Labor Costs Up

Labor costs account for about 40 per cent of total airline operating costs—the largest cost item. In 1974 these costs continued to mount. For years airline employee wages in general have been among the highest of any U.S. industry, and they have increased faster than those in other major industries. Average compensation per airline employee in 1974 amounted to over \$18,000. This compared with an average compensation per employee in U.S. industry of about \$11,000.

### Government Regulation

With the significant buildup of inflationary pressures, government interest has heightened in ways to reduce inflation. One area

of growing interest is in the regulatory agencies where it is felt by some that deregulation could bring about improved cost patterns and increased productivity.

The Civil Aeronautics Board has become one of several government regulatory agencies subject to examination.

The airline industry believes its record on pricing, quality and safety of service, and technological innovation is an outstanding one. For example, in constant dollars average air fares today are 63 per cent less than in 1938. The scheduled industry serves 58,000 city-pairs in the United States providing a stable, inter-related network of service into large and small communities. Should wholesale deregulation occur, it is estimated that perhaps 25 per cent of this system would be eliminated and the remaining portion would have less service than currently available. Moreover, a deregulated system would be subject to a high degree of instability.

The airlines have stated that regulatory changes may be desirable to further improve the scheduled airline system, but care must be taken to fine tune the system, and not tune it out.

### 1975-1980

As the year 1974 closed, the Air Transport Association completed a five-year outlook to assess the industry's paths of opportunity through the rest of the decade, and the barriers that need to be overcome. The report shows that demographic factors favor long-term passenger traffic growth, especially in the case of the highly mobile, young adult population.

Further, inflation, fuel, environmental, and regulatory pressures will increase the emphasis on lower cost, mass travel options.

With respect to air cargo, continued growth is forecast. Cargo market development



will be aided as containerization and inter-modal transport potentials are more effectively exploited, and as cooperative efforts grow between airlines and their air cargo partners, the air freight forwarders.

Relatively few major advances likely will occur in airframe and engine technology in the next five years, with fleet improvements provided mainly through derivations of current aircraft. This fact, combined with continuance of CAB efficiency standards and financial, environmental, and energy pressures will reduce overall demand for new airline equipment investment below previously forecast levels.

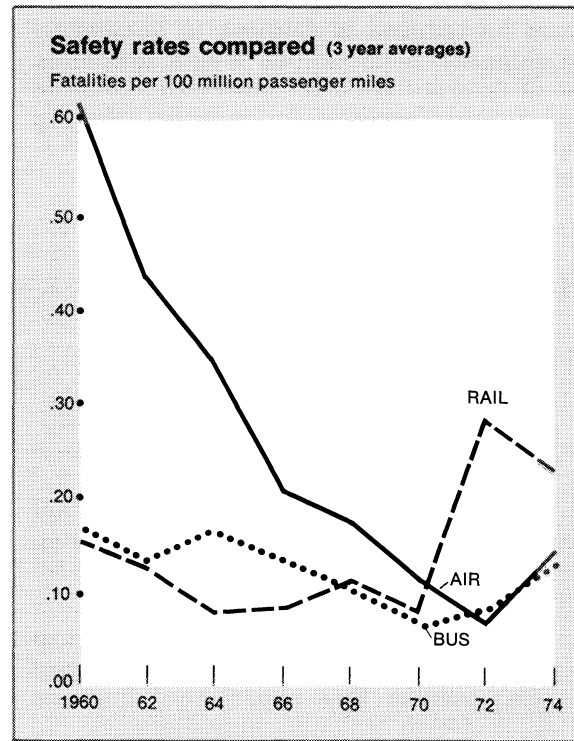
However, important new research programs will be required for development of short- and medium-range aircraft, high-speed technology, and all-freighter and special cargo aircraft, to meet the needs of the 1980's.

One prominent opportunity for technological payoff for the airlines will be in the area of increased use of computerized systems to improve productivity and efficiency in such areas as passenger and baggage handling and maintenance.

## air safety

While the number of passenger fatalities in scheduled air transportation during 1974 was higher than previous years, the number of fatal accidents remained the same as in 1973 and very close to the average for the 10 years 1965 through 1974.

In 1974, as in 1973, there were six fatal accidents in scheduled domestic and international U.S. air transportation. The 10-year average is 5.4 per year. There were 420 passenger fatalities in 1974.



Air transportation continues to be one of the safest forms of travel. In the 50 years since scheduled airline service began, progress in the safety, efficiency and convenience of air travel have transformed it from a daring adventure to the principal mode for inter-city public transportation. The design, manufacture, and government certification of U.S. air transports have served as the model for industry and governments the world over. Similarly, the training, maintenance and operations standards employed by the U.S. airlines are the highest of any form of transportation, public or private.

Congress has charged the Federal Aviation Administration (FAA) with setting and

enforcing safety standards. These take the form of operating rules, certification of airmen, aircraft and airports. FAA also operates and maintains the nation's airways system, which is responsible for providing the safe separation between aircraft and the efficient flow of air traffic.

Standards set by the FAA are minimum standards. Airlines can, and do, add standards of their own to produce the safest possible air transport system.

## airports and airways

The communities of this nation are linked together by a comprehensive network of scheduled air transportation. Fundamental to this vital system is the national airport and airway program.

In 1974, plans were developed for extending the five-year airport and airway legislation enacted in 1970.

The 1970 legislation was of historic importance to aviation, providing for a capital improvement program with minimum annual funding of \$250 million for air carrier airports and an equal amount for airway facilities. To assure availability of the funds, a special trust fund was established, similar to the Highway Trust Fund, supported by new or increased taxes on airline passengers and shippers, general aviation, and the airlines.

Accomplishments during the first five years have been impressive. More than \$1.2 billion in Airport Development Aid Program (ADAP) grants have been made for runways and taxiways, lighting, approach aids, emergency vehicles, and many other safety-related

improvements. An additional \$1.32 billion has been appropriated for air traffic control system improvements, and more than \$400 million for research, engineering and development.

### **\$700 Million Surplus**

While much has been accomplished under the airport and airway program during its first five years, a substantial imbalance in trust fund income and appropriations has resulted. In Fiscal Year 1975 trust fund income is expected to be approximately \$940 million, of which 90 per cent comes from user taxes paid by airline passengers and shippers, with appropriations amounting to about \$625 million.

Together with balances from prior years, the surplus has reached about \$700 million. If the present level of taxation continues, the surplus is expected to be close to \$4 billion by 1980.

### **Taxes Should be Reduced**

The airlines have recommended a program that will meet the essential needs for increasing airport and airway capacity. This program would provide annual funding of \$870 million, compared to the present appropriation level of \$625 million. The enlarged program can be carried out with a significant reduction in the present user taxes, and the airlines have proposed these actions:

- Reduce the 8 per cent domestic passenger ticket tax to 5 per cent.
- Reduce the 5 per cent freight waybill tax to 3 per cent.
- Reduce the \$3 international departure tax to \$2.

Since the present user taxes are higher than they need to be to support an adequate

airport and airway program, airlines feel they should be reduced in fairness to passengers and shippers. Such actions would lower the cost of transportation for individuals and the cost of doing business for industry, thereby helping the fight against inflation and recession.

## **international aviation**

A period of heightened economic difficulties confronted international air transportation in 1974. The tripling of fuel costs and double digit inflation in the cost of other goods and services necessitated substantial air fare increases in most major international markets.

Passenger demand was lower, particularly on the North Atlantic. The two largest U.S. flag carriers thus experienced financial losses in North Atlantic operations as did almost all foreign airlines operating this route.

The government turned its attention to the problems facing U.S. flag carriers and took a number of significant actions designed to deal with them. Following months of Congressional action, the International Air Transportation Fair Competitive Practices Act was enacted and signed into law by President Ford on January 3, 1975. Its purpose is to provide U.S. flag airlines with an equal opportunity to compete in worldwide markets with large foreign airlines, many of which are government owned or controlled.

The legislation also seeks to strengthen the ability of the government to eliminate illegal discounting and rebating that has been plaguing international passenger and cargo markets; bring more equity to U.S. carriers for the transportation of U.S. air mail; and

prevent the continuing imposition of discriminatory or excessive user charges on U.S. carriers by foreign governments.

### **Government Action Plan**

The Administration set in motion an Action Plan designed to correct some of the unfair competitive problems encountered by U.S. air carriers and to assure government interest in maintaining a viable international system under the U.S. flag.

The Action Plan was designed to restore a healthy economic climate in North Atlantic operations through several major activities. The first, and most significant, was government encouragement for, and approval of, necessary fare increases. The second most important activity was an effort to reduce excess capacity to correspond to lower traffic demand. This was to be achieved either by inter-carrier agreement or governmental action under bilateral treaties where foreign carriers were unwilling to make adjustments.

Also through a series of route exchange agreements, U.S. international carriers sought to improve the economic viability of their route operations. Significant adjustments in the South Pacific, the Caribbean, North Atlantic, Africa and the Pacific were negotiated, with others awaiting CAB approval at year's end.

One effect of the decline in North Atlantic travel was the shift in destinations by U.S. travelers. The Caribbean, South America and Mexico experienced more favorable traffic trends and financial results last year than did the North Atlantic.

Efforts by both the government and the U.S. international airlines to strengthen the system continued into 1975 as challenges caused by inflation, recession and fuel costs continue to dominate the attention of decision makers for both the industry and the government.

# airline service in 1974

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

## Enplanements

1. United	30,588
2. Eastern	27,451
3. Delta	26,378
4. American	20,556
5. Trans World	15,614
6. Allegheny	10,900
7. Northwest	8,948
8. Pan American	8,495
9. Braniff	8,298
10. Western	7,915
11. Continental	6,663
12. National	4,812
13. North Central	4,491
14. Hughes Airwest	3,966
15. Piedmont	3,821
16. Frontier	3,614
17. Ozark	3,215
18. Southern	2,940
19. Hawaiian	2,733
20. Texas International	2,253
21. Aloha	1,942
22. Alaska	618
23. New York Helicopter	345
24. San Francisco & Oakland Helicopter	238
25. Aspen	95
26. Wright	62
27. Reeve Aleutian	46
28. Kodiak-Western Alaska	25
29. Chicago Helicopter	9

## Revenue Passenger Miles

1. United	27,333,136
2. Trans World	21,219,799
3. American	20,487,915
4. Eastern	17,668,171
5. Pan American	16,297,612
6. Delta	16,127,706
7. Northwest	9,173,878
8. Western	6,625,516
9. Braniff	6,071,525
10. Continental	5,653,520
11. National	4,143,682
12. Allegheny	3,404,639
13. Hughes Airwest	1,443,427
14. Frontier	1,389,241
15. Piedmont	1,097,082
16. North Central	1,016,103
17. Ozark	866,377
18. Southern	832,372
19. Texas International	758,900
20. Alaska	455,101
21. Hawaiian	373,989
22. Aloha	270,696
23. Reeve Aleutian	37,934
24. Aspen	10,715
25. New York Helicopter	6,334
26. Wright	5,720
27. San Francisco & Oakland Helicopter	3,809
28. Kodiak-Western Alaska	1,217
29. Chicago Helicopter	155

## Available Seat Miles

1. United	46,429,857
2. Trans World	40,477,202
3. American	35,271,609
4. Pan American	32,320,399
5. Eastern	29,461,881
6. Delta	28,442,570
7. Northwest	20,016,105
8. Braniff	12,158,229
9. Western	10,987,056
10. Continental	10,487,902
11. National	8,070,256
12. Allegheny	6,432,927
13. Hughes Airwest	2,600,653
14. Frontier	2,490,556
15. Piedmont	2,074,011
16. North Central	2,070,378
17. Ozark	1,720,397
18. Southern	1,618,776
19. Texas International	1,506,102
20. Alaska	865,969
21. Hawaiian	564,631
22. Aloha	421,661
23. Reeve Aleutian	75,484
24. Aspen	19,541
25. New York Helicopter	14,457
26. Wright	12,443
27. San Francisco & Oakland Helicopter	9,463
28. Kodiak-Western Alaska	2,565
29. Chicago Helicopter	261

# airline service in 1974

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

## Freight Ton Miles

1. Pan American	898,202
2. Flying Tiger	681,725
3. United	623,791
4. Trans World	512,878
5. American	496,900
6. Seaboard	407,978
7. Northwest	311,770
8. Eastern	185,570
9. Delta	178,305
10. Continental	168,972
11. Airlift	118,301
12. Braniff	86,599
13. Western	71,323
14. National	49,151
15. Allegheny	21,395
16. Alaska	11,769
17. Frontier	9,338
18. North Central	8,963
19. Ozark	6,839
20. Piedmont	6,740
21. Hughes Airwest	5,762
22. Southern	5,162
23. Hawaiian	5,078
24. Texas International	4,400
25. Reeve Aleutian	1,117
26. Aloha	609
27. Wright	96
28. Kodiak-Western Alaska	52
29. Aspen	12
30. New York Helicopter	2

## Mail Ton Miles

1. Pan American	200,391
2. Trans World	181,351
3. United	161,284
4. Flying Tiger	112,605
5. American	105,549
6. Northwest	93,847
7. Delta	65,788
8. Eastern	55,560
9. Braniff	36,117
10. Seaboard	34,293
11. Continental	23,573
12. Western	22,006
13. Allegheny	14,062
14. National	11,942
15. Alaska	4,376
16. Frontier	4,239
17. Piedmont	3,068
18. North Central	3,030
19. Ozark	3,007
20. Hughes Airwest	2,321
21. Southern	2,206
22. Reeve Aleutian	1,966
23. Texas International	1,499
24. Hawaiian	698
25. Aloha	484
26. Airlift	261
27. Kodiak-Western Alaska	50
28. New York Helicopter	4

## Overall Revenue Ton Miles

1. United	3,533,318
2. Trans World	2,829,147
3. Pan American	2,735,072
4. American	2,666,058
5. Eastern	2,017,761
6. Delta	1,861,938
7. Northwest	1,330,802
8. Flying Tiger	795,778
9. Continental	760,989
10. Western	757,791
11. Braniff	734,243
12. National	477,366
13. Seaboard	442,491
14. Allegheny	379,039
15. Frontier	153,216
16. Hughes Airwest	152,675
17. Piedmont	120,212
18. Airlift	118,777
19. North Central	114,193
20. Ozark	97,386
21. Southern	90,799
22. Texas International	82,291
23. Alaska	61,862
24. Hawaiian	43,174
25. Aloha	28,163
26. Reeve Aleutian	6,876
27. Aspen	1,088
28. Wright	659
29. New York Helicopter	656
30. San Francisco & Oakland Helicopter	384
31. Kodiak-Western Alaska	224
32. Chicago Helicopter	15

### Passenger Revenues

1. United	\$1,888,054
2. Trans World	1,439,855
3. American	1,435,462
4. Eastern	1,348,786
5. Delta	1,234,711
6. Pan American	1,058,469
7. Northwest	624,344
8. Braniff	464,623
9. Western	437,346
10. Continental	396,601
11. Allegheny	335,860
12. National	303,618
13. Hughes Airwest	137,634
14. Frontier	127,350
15. North Central	121,675
16. Piedmont	112,819
17. Ozark	96,603
18. Southern	84,768
19. Texas International	74,431
20. Hawaiian	46,055
21. Alaska	39,466
22. Aloha	32,641
23. Wien Air Alaska	19,782
24. New York Helicopter	6,802
25. Reeve Aleutian	4,517
26. San Francisco & Oakland Helicopter	2,726
27. Aspen	2,244
28. Wright	1,366
29. Kodiak-Western Alaska	479
30. Chicago Helicopter	91

### Freight Revenues

1. Pan American	\$226,426
2. United	148,602
3. Flying Tiger	136,411
4. Trans World	125,970
5. American	120,256
6. Seaboard	77,629
7. Northwest	72,847
8. Delta	66,296
9. Eastern	53,827
10. Continental	34,118
11. Braniff	27,670
12. Airlift	24,302
13. Western	20,152
14. Allegheny	14,916
15. National	14,496
16. North Central	7,620
17. Wien Air Alaska	7,340
18. Ozark	5,461
19. Piedmont	5,411
20. Frontier	5,382
21. Alaska	4,878
22. Hughes Airwest	4,057
23. Southern	3,973
24. Hawaiian	3,488
25. Texas International	2,866
26. Reeve Aleutian	808
27. Aloha	612
28. Wright	266
29. Kodiak-Western Alaska	136
30. New York Helicopter	80
31. Aspen	25
32. San Francisco & Oakland Helicopter	10

### Total Operating Revenues

1. United	\$2,252,559
2. Trans World	1,755,584
3. American	1,717,677
4. Pan American	1,588,032
5. Eastern	1,530,287
6. Delta	1,368,586
7. Northwest	766,844
8. Braniff	549,966
9. Western	488,398
10. Continental	465,927
11. National	376,913
12. Allegheny	372,995
13. Flying Tiger	186,958
14. Hughes Airwest	164,696
15. Frontier	156,738
16. North Central	151,491
17. Piedmont	133,952
18. Ozark	118,565
19. Southern	108,560
20. Seaboard	98,193
21. Texas International	92,705
22. Hawaiian	52,435
23. Alaska	52,104
24. Airlift	48,173
25. Wien Air Alaska	38,807
26. Aloha	35,061
27. Reeve Aleutian	7,891
28. New York Helicopter	7,063
29. San Francisco & Oakland Helicopter	3,530
30. Aspen	2,733
31. Wright	2,085
32. Kodiak-Western Alaska	1,883
33. Chicago Helicopter	1,731

# traffic and service

<b>Total U.S. Scheduled Airlines</b>	<b>1974</b>	<b>1973</b>	<b>1972</b>	<b>1971</b>	<b>1970</b>	<b>1969</b>	<b>1968</b>	<b>1967</b>	<b>1966</b>	<b>1965</b>
<b>Passenger Traffic</b>										
Revenue passengers enplaned (000) . . . . .	207,449	202,208	191,349	173,669	169,922	171,898	162,181	142,499	118,061	102,920
Revenue passenger miles (000) . . . . .	162,917,241	161,957,307	152,406,276	135,657,702	131,710,018	125,420,120	113,958,321	98,746,641	79,889,246	68,676,459
Available seat miles (000) . . . . .	297,004,332	310,597,107	287,411,214	279,823,351	265,119,871	250,845,929	216,445,750	174,818,524	137,844,486	124,319,945
Revenue passenger load factor (%) . . . . .	54.9	52.1	53.0	48.5	49.7	50.0	52.6	56.5	58.0	55.2
Average length of haul (miles) . . . . .	785	801	796	781	775	730	703	693	677	667
<b>Cargo Traffic (Ton Miles)—Total (000) . . . . .</b>										
Freight (000) . . . . .	4,890,074	4,736,729	4,217,452	3,712,288	3,407,552	3,240,965	2,804,878	2,351,108	2,050,735	1,730,295
Express (000) . . . . .	80,845	100,497	87,422	82,995	106,514	109,467	105,153	98,883	99,690	89,859
U.S. Mail (000) . . . . .	1,150,832	1,197,974	1,190,198	1,313,376	1,470,131	1,339,923	1,257,051	976,126	750,516	482,977
<b>Overall Traffic and Service</b>										
Nonscheduled traffic—total ton miles (000)	1,474,969	1,685,782	2,059,180	2,220,658	2,019,832	3,091,193	2,865,022	2,648,005	1,754,930	909,401
Total revenue ton miles—all services (000)	23,900,042	23,927,657	22,805,371	20,905,968	20,185,500	19,989,409	18,114,334	15,684,289	12,440,854	9,894,985
Total available ton miles—all services (000)	48,941,512	51,443,758	48,680,473	47,255,550	44,298,170	42,779,192	37,223,333	30,785,135	23,505,292	19,660,993
Ton mile load factor (%) . . . . .	48.8	46.5	46.8	44.2	45.6	46.7	48.7	46.4	52.9	50.3
Scheduled revenue aircraft departures . . . . .	4,725,783	5,134,577	5,046,438	4,998,934	5,119,556	5,378,343	5,348,110	4,945,947	4,373,318	4,197,584
Scheduled revenue aircraft miles (000) . . . . .	2,258,136	2,448,114	2,375,875	2,377,858	2,418,169	2,384,866	2,145,972	1,833,563	1,482,486	1,353,503
Scheduled revenue aircraft hours . . . . .	5,474,495	5,899,388	5,728,496	5,725,925	5,846,195	5,895,772	5,521,311	4,924,613	4,233,467	4,071,943

For notes to statistical tables see page 31.

<b>Domestic Trunk Airlines</b>	<b>1974</b>	<b>1973</b>	<b>1972</b>	<b>1971</b>	<b>1970</b>	<b>1969</b>	<b>1968</b>	<b>1967</b>	<b>1966</b>	<b>1965</b>
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**Passenger Traffic**

Revenue passengers enplaned (000) . . .	147,993	144,753	136,590	124,351	122,866	129,883	118,810	105,854	86,423	76,677
Revenue passenger miles (000) . . . . .	117,616,261	115,352,180	108,189,968	97,756,113	95,899,744	95,657,705	81,611,832	70,990,141	56,802,788	48,986,972
Available seat miles (000) . . . . .	210,997,105	222,446,581	206,617,921	202,509,471	194,461,930	190,064,198	153,864,640	124,141,624	97,174,719	88,731,152
Revenue passenger load factor (%) . . . .	55.7	51.9	52.4	48.3	49.3	50.3	53.0	57.2	58.5	55.2
Average length of haul (miles) . . . . .	795	797	792	786	781	736	687	671	657	639

<b>Cargo Traffic (Ton Miles)—Total (000) . .</b>	<b>2,936,571</b>	<b>2,961,808</b>	<b>2,779,389</b>	<b>2,593,965</b>	<b>2,555,646</b>	<b>2,622,526</b>	<b>2,072,466</b>	<b>1,666,721</b>	<b>1,353,051</b>	<b>1,131,081</b>
Freight (000) . . . . .	2,245,262	2,260,935	2,067,242	1,861,767	1,789,701	1,753,602	1,439,161	1,190,067	988,485	835,118
Express (000) . . . . .	70,961	89,178	76,927	73,552	95,445	99,331	94,874	89,343	87,128	80,424
U.S. Mail (000) . . . . .	620,348	611,695	635,220	658,646	670,500	769,593	538,431	387,311	277,438	215,539

**Overall Traffic and Service**

Nonscheduled traffic—total ton miles (000)	377,847	401,864	447,622	432,442	443,083	806,533	425,942	498,919	287,753	165,401
Total revenue ton miles—all services (000)	15,076,887	14,899,642	14,046,278	12,801,877	12,589,056	12,647,138	10,321,322	8,969,988	7,083,014	5,983,537
Total available ton miles—all services (000)	31,794,899	33,695,886	31,703,285	30,977,903	29,623,686	29,165,115	23,097,750	18,769,379	14,403,764	12,850,594
Ton mile load factor (%) . . . . .	47.4	44.2	44.3	41.3	42.5	43.4	44.7	47.8	49.2	46.6
Scheduled revenue aircraft departures . .	2,729,241	3,019,558	2,954,879	2,920,958	2,979,044	3,184,595	3,005,352	2,749,451	2,290,949	2,252,205
Scheduled revenue aircraft miles (000) . .	1,589,077	1,743,427	1,711,465	1,727,414	1,748,728	1,747,185	1,486,460	1,258,265	995,729	926,369
Scheduled revenue aircraft hours . . . . .	3,695,515	4,013,888	3,922,530	3,954,387	4,008,837	4,073,520	3,597,467	3,134,676	2,589,592	2,541,328

**Local Service Airlines**

**Passenger Traffic**

Revenue passengers enplaned (000) . . .	35,200	32,450	30,501	27,432	26,726	24,547	23,389	19,032	16,295	12,911
Revenue passenger miles (000) . . . . .	10,808,141	9,829,603	8,899,388	7,851,515	7,430,666	6,312,630	5,489,224	4,114,304	3,467,510	2,621,201
Available seat miles (000) . . . . .	20,513,800	20,178,505	18,074,128	17,335,816	17,024,403	14,722,390	12,153,585	8,862,400	6,908,077	5,545,691
Revenue passenger load factor (%) . . . .	52.7	48.7	49.2	45.3	43.6	42.9	45.2	46.4	50.2	47.3
Average length of haul (miles) . . . . .	307	303	292	286	278	257	235	216	213	203

<b>Cargo Traffic (Ton Miles)—Total (000) . .</b>	<b>108,960</b>	<b>114,432</b>	<b>101,456</b>	<b>86,206</b>	<b>86,264</b>	<b>70,440</b>	<b>59,036</b>	<b>41,277</b>	<b>35,701</b>	<b>27,801</b>
Freight (000) . . . . .	68,599	72,400	65,297	52,897	53,549	40,052	31,415	22,054	19,782	15,485
Express (000) . . . . .	6,929	8,302	7,491	6,907	8,706	7,999	7,482	6,417	7,099	5,983
U.S. Mail (000) . . . . .	33,432	33,730	28,668	26,402	24,009	22,389	20,139	12,806	8,820	6,333

**Overall Traffic and Service**

Nonscheduled traffic—total ton miles (000)	21,944	24,339	21,305	23,561	21,077	15,315	11,062	8,622	4,443	2,872
Total revenue ton miles—all services (000)	1,211,754	1,121,742	1,012,667	894,930	850,480	694,550	593,665	442,406	371,072	280,986
Total available ton miles—all services (000)	2,578,271	2,534,221	2,263,189	2,194,802	2,146,702	1,859,433	1,469,783	1,024,078	761,028	585,229
Ton mile load factor (%) . . . . .	47.0	44.3	44.7	40.8	39.6	37.4	40.4	43.2	48.8	48.0
Scheduled revenue aircraft departures . .	1,443,942	1,527,398	1,516,473	1,515,651	1,554,585	1,585,363	1,620,940	1,561,417	1,479,063	1,376,203
Scheduled revenue aircraft miles (000) . .	262,216	268,336	249,561	241,911	242,471	227,603	211,203	185,041	165,281	145,175
Scheduled revenue aircraft hours . . . . .	886,338	935,211	894,394	875,781	895,306	895,966	908,525	888,417	863,581	808,244

# traffic and service

Intra-Hawaiian Airlines	1974	1973	1972	1971	1970	1969	1968	1967	1966	1965
<b>Passenger Traffic</b>										
Revenue passengers enplaned (000) . . . . .	4,675	4,373	3,676	3,000	2,643	2,442	2,243	2,024	1,692	1,453
Revenue passenger miles (000) . . . . .	644,685	610,799	504,670	400,393	355,034	327,017	301,429	274,143	226,674	195,186
Available seat miles (000) . . . . .	986,292	965,576	853,475	725,799	768,693	772,192	580,391	463,719	387,127	319,733
Revenue passenger load factor (%) . . . . .	65.4	63.3	59.1	55.2	46.2	42.3	51.9	59.1	58.6	61.0
Average length of haul (miles) . . . . .	138	140	137	133	134	134	134	135	134	134
<b>Cargo Traffic (Ton Miles)—Total (000) . . . . .</b>										
Freight (000) . . . . .	6,857	6,357	5,501	4,683	4,352	3,665	3,167	3,749	3,318	2,766
Express (000) . . . . .	5,687	5,176	4,441	3,658	3,314	2,745	2,272	2,823	2,454	2,431
U.S. Mail (000) . . . . .	—	—	—	—	—	—	—	—	—	—
U.S. Mail (000) . . . . .	1,182	1,181	1,060	1,025	1,038	920	895	926	864	335
<b>Overall Traffic and Service</b>										
Nonscheduled traffic—total ton miles (000)	9	2	9	7	5	18	8	35	12	285
Total revenue ton miles—all services (000)	71,346	67,439	55,976	44,730	39,866	32,361	29,630	27,827	23,224	20,189
Total available ton miles—all services (000)	112,446	109,044	96,083	81,198	85,535	83,662	60,634	49,169	40,373	34,151
Ton mile load factor (%) . . . . .	63.5	61.8	58.3	55.1	46.6	38.7	48.9	56.6	57.5	59.1
Scheduled revenue aircraft departures . . . . .	74,453	73,841	68,571	64,767	72,380	76,003	69,359	64,631	62,034	58,439
Scheduled revenue aircraft miles (000) . . . . .	9,192	8,965	8,115	7,276	8,147	8,697	8,131	7,665	7,221	6,661
Scheduled revenue aircraft hours . . . . .	28,152	27,789	26,225	24,561	28,414	30,916	31,595	32,396	33,733	34,417
<b>Intra-Alaskan Airlines *</b>										
<b>Passenger Traffic</b>										
Revenue passengers enplaned (000) . . . . .	1,107	933	991	393	351	315	253	336	304	298
Revenue passenger miles (000) . . . . .	635,222	498,102	522,524	123,406	112,532	101,333	76,790	78,147	68,434	65,245
Available seat miles (000) . . . . .	1,325,009	1,050,072	1,019,933	315,359	258,622	253,389	204,431	168,052	146,924	149,124
Revenue passenger load factor (%) . . . . .	47.9	47.4	51.2	39.1	43.5	40.0	37.6	46.5	46.6	43.8
Average length of haul (miles) . . . . .	574	534	527	314	321	322	304	233	225	219
<b>Cargo Traffic (Ton Miles)—Total (000) . . . . .</b>										
Freight (000) . . . . .	36,066	28,183	29,139	13,777	12,468	11,247	8,477	7,876	7,759	7,318
Express (000) . . . . .	24,213	17,194	18,394	7,369	6,385	5,972	3,825	3,630	3,664	3,617
U.S. Mail (000) . . . . .	206	169	174	—	—	—	—	—	—	—
U.S. Mail (000) . . . . .	11,647	10,820	10,571	6,408	6,083	5,275	4,652	4,246	4,095	3,701
<b>Overall Traffic and Service</b>										
Nonscheduled traffic—total ton miles (000)	2,929	2,892	7,020	1,747	2,220	2,679	3,432	3,662	4,252	4,271
Total revenue ton miles—all services (000)	102,518	80,890	88,410	28,004	26,013	24,457	19,920	19,675	19,166	18,457
Total available ton miles—all services (000)	197,261	151,725	163,588	52,710	49,285	47,051	35,688	33,204	31,417	31,465
Ton mile load factor (%) . . . . .	52.0	53.3	54.0	53.1	52.8	52.0	55.8	59.3	61.0	58.7
Scheduled revenue aircraft departures . . . . .	100,290	95,940	102,139	67,623	65,223	61,885	66,389	96,529	99,357	103,086
Scheduled revenue aircraft miles (000) . . . . .	18,660	15,487	15,980	7,823	7,603	7,438	7,155	8,542	7,985	7,923
Scheduled revenue aircraft hours . . . . .	68,912	59,583	61,607	38,784	38,485	38,371	40,831	55,332	54,498	55,604

\* See notes to statistical tables on page 31.



<b>Helicopter Airlines</b>	<b>1974</b>	<b>1973</b>	<b>1972</b>	<b>1971</b>	<b>1970</b>	<b>1969</b>	<b>1968</b>	<b>1967</b>	<b>1966</b>	<b>1965</b>
<b>Passenger Traffic</b>										
Revenue passengers enplaned (000) . . .	592	613	587	551	573	744	1,048	1,225	1,075	732
Revenue passenger miles (000) . . . . .	10,298	10,936	10,009	8,973	11,341	17,083	24,856	29,670	25,420	18,811
Available seat miles (000) . . . . .	24,181	25,113	23,495	24,364	31,780	43,102	59,923	62,041	51,992	41,413
Revenue passenger load factor (%) . . . .	42.6	43.5	42.6	36.8	35.7	39.6	41.5	47.8	48.9	45.4
Average length of haul (miles) . . . . .	17	18	17	16	20	23	24	24	24	26
<b>Cargo Traffic (Ton Miles)—Total (000) . .</b>										
Freight (000) . . . . .	8	14	20	20	34	77	113	134	140	154
Express (000) . . . . .	2	3	3	3	4	6	8	9	10	10
U.S. Mail (000) . . . . .	2	8	12	13	25	37	48	64	70	60
	4	3	5	4	5	34	57	61	60	84
<b>Overall Traffic and Service</b>										
Nonscheduled traffic—total ton miles (000)	1	13	28	6	4	5	10	9	13	20
Total revenue ton miles—all services (000)	1,058	1,120	1,048	923	1,171	1,707	2,492	2,970	2,574	1,968
Total available ton miles—all services (000)	2,440	2,537	2,384	2,414	3,240	4,400	6,146	6,345	5,157	4,338
Ton mile load factor (%) . . . . .	43.4	44.1	44.0	38.2	36.1	38.8	40.5	46.8	49.9	45.4
Scheduled revenue aircraft departures . .	78,409	80,974	78,150	78,503	84,519	111,124	191,631	151,421	139,568	126,683
Scheduled revenue aircraft miles (000) . .	1,029	1,085	1,022	1,048	1,427	1,910	2,547	2,660	2,241	1,984
Scheduled revenue aircraft hours . . . . .	10,310	10,239	9,628	9,630	12,707	17,957	23,346	25,066	22,652	20,286
<b>All-Cargo Airlines (Domestic)</b>										
<b>Cargo Traffic (Ton Miles)—Total (000) . .</b>										
Freight (000) . . . . .	490,639	496,416	336,248	275,705	258,726	215,123	198,768	186,116	195,486	171,097
Express (000) . . . . .	464,584	466,053	324,666	263,075	247,877	208,058	194,005	181,876	189,714	166,362
U.S. Mail (000) . . . . .	1,650	2,023	2,056	1,838	1,713	1,530	1,576	1,943	3,071	2,475
	24,405	28,340	9,526	10,792	9,136	5,535	3,187	2,297	2,701	2,260
<b>Overall Traffic and Service</b>										
Nonscheduled traffic—total ton miles (000)	42,538	37,656	42,472	35,173	42,727	259,539	295,406	333,365	359,331	298,111
Total revenue ton miles—all services (000)	533,176	534,072	378,718	310,878	301,453	474,662	494,181	519,480	554,817	469,208
Total available ton miles—all services (000)	874,944	872,994	645,273	565,295	543,375	726,584	704,824	729,323	705,242	618,309
Ton mile load factor (%) . . . . .	60.9	61.2	58.7	55.0	55.5	65.3	70.1	71.2	78.7	75.9
Scheduled revenue aircraft departures . .	15,928	15,268	11,296	10,257	11,724	13,400	15,016	15,633	16,009	17,439
Scheduled revenue aircraft miles (000) . .	17,319	17,338	12,771	11,071	11,219	10,456	11,552	11,174	11,021	10,804
Scheduled revenue aircraft hours . . . . .	37,477	36,759	26,918	23,463	24,606	27,064	34,433	37,052	38,833	40,236

# traffic and service

<b>International and Territorial Airlines</b>	<b>1974</b>	<b>1973</b>	<b>1972</b>	<b>1971</b>	<b>1970</b>	<b>1969</b>	<b>1968</b>	<b>1967</b>	<b>1966</b>	<b>1965</b>
<b>Passenger Traffic</b>										
Revenue passengers enplaned (000) . . . . .	17,725	18,936	18,897	17,474	16,260	13,493	16,407	14,020	12,272	10,847
Revenue passenger miles (000) . . . . .	33,186,199	35,639,973	34,268,298	29,219,294	27,563,211	22,702,695	26,450,644	23,259,314	19,298,420	16,789,044
Available seat miles (000) . . . . .	63,125,961	65,897,988	60,797,069	58,320,186	51,959,992	44,411,659	49,575,001	41,118,729	33,175,647	29,532,832
Revenue passenger load factor (%) . . . . .	52.6	54.1	56.4	50.1	53.0	51.1	53.4	56.6	58.2	56.8
Average length of haul (miles) . . . . .	1,872	1,882	1,813	1,672	1,695	1,683	1,612	1,659	1,573	1,548
<b>Cargo Traffic (Ton Miles)—Total (000) . . . . .</b>										
Freight (000) . . . . .	1,338,199	1,237,861	1,113,373	1,009,254	941,563	936,110	926,091	795,858	720,627	596,416
Express (000) . . . . .	857	723	731	531	445	444	1,159	1,106	982	908
U.S. Mail (000) . . . . .	337,060	351,272	361,611	445,992	539,132	453,157	668,779	550,799	442,405	243,737
<b>Overall Traffic and Service</b>										
Nonscheduled traffic—total ton miles (000)	783,040	917,647	975,475	1,111,847	938,464	1,253,832	1,684,105	1,387,435	737,520	296,471
Total revenue ton miles—all services (000)	5,788,488	6,081,669	5,888,259	5,500,407	5,185,823	4,953,257	5,978,604	5,113,306	3,883,836	2,856,655
Total available ton miles—all services (000)	11,773,334	12,430,469	11,877,471	11,545,793	10,203,702	9,220,759	10,779,326	9,030,981	6,653,990	5,139,006
Ton mile load factor (%) . . . . .	49.2	48.9	49.6	47.6	50.8	53.7	55.5	56.6	58.4	55.6
Scheduled revenue aircraft departures . . . . .	260,932	297,153	292,995	292,515	299,529	295,489	367,960	298,573	280,481	257,377
Scheduled revenue aircraft miles (000) . . . . .	330,248	361,481	350,163	350,744	369,870	359,476	408,136	350,719	285,711	247,766
Scheduled revenue aircraft hours . . . . .	686,704	751,773	729,613	728,331	767,440	753,347	858,123	727,445	610,954	549,964
<b>All-Cargo Airlines (International)</b>										
<b>Cargo Traffic (Ton Miles)—Total (000) . . . . .</b>										
Freight (000) . . . . .	743,420	676,959	623,981	507,716	356,502	287,810	208,097	154,790	126,000	110,856
Express (000) . . . . .	235	90	28	51	62	8	12	9	1,340	10
U.S. Mail (000) . . . . .	122,754	160,933	143,537	160,261	216,622	80,417	20,912	17,679	14,135	10,987
<b>Overall Traffic and Service</b>										
Nonscheduled traffic—total ton miles (000)	246,111	300,991	564,988	595,730	549,624	724,940	445,016	415,957	361,606	141,969
Total revenue ton miles—all services (000)	1,112,518	1,138,973	1,332,554	1,263,775	1,122,874	1,093,261	674,127	588,545	503,149	263,986
Total available ton miles—all services (000)	1,602,412	1,641,731	1,925,448	1,715,339	1,513,626	1,538,391	1,068,341	1,142,444	904,322	397,901
Ton mile load factor (%) . . . . .	69.4	69.4	69.2	73.7	74.2	71.1	63.1	51.5	55.6	66.3
Scheduled revenue aircraft departures . . . . .	15,536	17,015	16,100	15,550	13,625	11,083	8,393	7,704	5,857	6,152
Scheduled revenue aircraft miles (000) . . . . .	27,356	28,888	26,183	23,236	20,760	14,665	10,428	9,429	7,297	6,821
Scheduled revenue aircraft hours . . . . .	57,086	59,698	53,968	48,136	43,573	32,806	24,595	23,769	19,624	21,864

# operating revenues and expenses

(In Thousands of Dollars)

Total U.S. Scheduled Airlines	1974	1973	1972	1971	1970	1969	1968	1967	1966	1965
<b>Operating Revenues—Total</b> . . . . .	14,699,125	12,418,777	11,163,271	10,045,577	9,289,658	8,790,951	7,753,211	6,864,726	5,745,038	4,957,851
Passenger . . . . .	11,879,177	10,274,310	9,271,353	8,220,323	7,626,813	7,119,795	6,221,852	5,425,862	4,529,520	4,029,383
Freight . . . . .	1,216,332	1,038,459	906,494	795,272	713,423	648,030	547,094	465,281	412,039	356,113
U.S. Mail . . . . .	300,155	295,047	263,619	279,664	298,559	288,373	267,229	260,314	232,733	163,472
Express . . . . .	31,388	36,175	31,679	30,522	36,337	38,089	38,174	35,471	36,800	34,118
Charter . . . . .	444,815	421,007	448,537	467,258	413,913	525,759	517,074	520,612	381,890	214,145
Public Service Revenue . . . . .	72,853	68,929	68,881	63,392	45,857	40,003	46,745	59,912	65,619	80,622
Other* . . . . .	969,981	285,037	172,707	189,147	154,752	130,903	115,044	97,273	86,439	79,997
<b>Operating Expenses—Total</b> . . . . .	13,973,385	11,833,511	10,578,800	9,717,102	9,246,634	8,403,497	7,248,323	6,156,532	4,969,541	4,285,923
Flying Operations . . . . .	4,480,619	3,389,643	3,021,942	2,901,373	2,705,106	2,468,714	2,080,537	1,733,888	1,368,532	1,157,945
Maintenance . . . . .	1,894,876	1,745,708	1,571,081	1,417,547	1,402,009	1,302,001	1,193,639	1,087,177	900,306	815,958
General Services and Administration										
Passenger Service . . . . .	1,321,940	1,269,402	1,125,545	989,709	939,681	830,681	716,056	578,639	458,887	381,860
Aircraft and Traffic Servicing . . . . .	2,563,641	2,335,695	2,011,837	1,788,872	1,676,164	1,489,885	1,262,945	1,070,670	863,279	735,447
Promotion and Sales . . . . .	1,564,536	1,424,741	1,294,161	1,151,562	1,112,409	1,035,401	900,940	776,304	645,574	551,134
Administrative . . . . .	672,753	603,881	551,308	508,716	459,222	408,428	351,965	297,560	241,386	212,351
Total . . . . .	6,126,017	5,633,719	4,982,851	4,438,859	4,187,476	3,764,394	3,231,906	2,723,173	2,209,126	1,880,793
Depreciation and Amortization . . . . .	1,101,358	1,064,441	1,002,924	959,323	952,036	868,384	742,240	612,294	491,578	431,228
<b>Net Operating Income</b> . . . . .	725,740	585,266	584,471	328,475	43,031	387,454	504,888	708,194	775,497	671,928

\* Includes excess baggage, foreign mail, incidental revenues and other transport. For notes to statistical tables see page 31.

# operating revenues and expenses (In Thousands of Dollars)

	1974	1973	1972	1971	1970	1969	1968	1967	1966	1965
<b>Domestic Trunk Airlines</b>										
<b>Operating Revenues—Total</b>	9,939,165	8,382,391	7,510,461	6,750,448	6,272,775	6,134,700	5,039,441	4,419,436	3,660,900	3,263,556
Passenger	8,510,217	7,363,558	6,664,950	5,959,062	5,536,144	5,350,986	4,451,341	3,901,528	3,233,095	2,908,045
Freight	575,263	524,589	462,076	414,972	387,120	365,015	284,707	235,774	201,289	174,150
U.S. Mail	158,292	164,217	139,482	142,223	138,108	165,246	123,870	99,239	86,858	70,535
Express	26,094	31,111	26,822	26,332	31,257	33,317	33,146	30,752	31,601	29,703
Charter	133,396	125,036	119,656	107,933	100,294	147,482	87,475	104,962	70,429	44,375
Public Service Revenue	—	—	—	—	—	—	—	2,822	2,110	3,508
Other	440,397	173,879	97,475	99,926	79,851	72,655	58,902	44,360	35,518	33,240
<b>Operating Expenses—Total</b>	9,259,754	7,967,708	7,076,402	6,520,920	6,256,039	5,789,817	4,719,364	4,009,331	3,207,198	2,847,308
Flying Operations	2,874,949	2,273,665	2,025,229	1,953,216	1,830,972	1,690,242	1,341,342	1,101,480	869,925	767,902
Maintenance	1,275,128	1,197,030	1,058,338	963,835	974,254	908,489	802,853	735,445	596,269	566,413
General Services and Administration										
Passenger Service	937,613	890,389	789,761	684,211	653,762	600,072	488,635	396,449	311,564	266,279
Aircraft and Traffic Servicing	1,675,714	1,533,286	1,327,309	1,179,031	1,117,235	1,010,865	825,578	704,944	560,004	484,859
Promotion and Sales	1,031,850	935,224	839,904	747,115	728,402	701,427	579,244	501,987	410,282	348,223
Administrative	395,738	368,485	331,884	310,292	279,813	253,782	202,465	167,023	131,568	116,378
Total	4,040,915	3,727,384	3,288,857	2,920,650	2,779,212	2,566,147	2,095,921	1,770,403	1,413,418	1,215,739
Depreciation and Amortization	794,321	769,628	703,977	683,218	671,601	624,937	479,249	402,005	327,586	297,253
<b>Net Operating Income</b>	677,411	414,683	434,059	229,527	16,737	344,883	320,077	410,106	453,703	416,249
<b>Local Service Airlines</b>										
<b>Operating Revenues—Total</b>	1,299,702	1,061,333	935,187	827,861	736,831	611,080	501,308	399,716	348,332	291,374
Passenger	1,091,140	889,973	789,767	688,938	627,590	520,806	414,732	313,833	264,949	203,423
Freight	49,686	43,808	37,966	31,478	29,794	22,630	17,477	13,053	10,961	8,764
U.S. Mail	16,998	14,217	10,067	9,578	11,176	9,366	8,871	6,490	5,617	4,364
Express	4,088	3,931	3,876	3,602	4,281	3,957	3,967	3,545	3,729	3,196
Charter	14,295	14,376	12,912	12,930	12,099	9,252	6,837	5,565	3,516	2,115
Public Service Revenue	68,508	64,555	64,484	58,863	40,339	34,804	40,950	50,961	54,924	66,012
Other	69,869	30,417	16,114	22,472	11,552	10,266	8,476	6,266	4,637	3,499
<b>Operating Expenses—Total</b>	1,199,328	997,603	882,545	798,975	745,629	628,517	510,518	399,025	324,866	267,283
Flying Operations	364,474	287,885	256,549	242,577	226,809	189,916	146,193	109,656	88,985	74,233
Maintenance	196,332	173,970	156,463	137,585	128,332	108,272	91,971	79,323	69,475	59,837
General Services and Administration										
Passenger Service	81,924	71,100	59,070	52,711	47,970	38,751	30,613	21,995	17,307	13,426
Aircraft and Traffic Servicing	290,889	250,761	209,851	183,435	165,121	144,372	120,179	95,933	80,353	66,346
Promotion and Sales	121,675	100,542	85,406	77,219	69,502	58,329	46,467	36,107	29,472	23,469
Administrative	65,271	54,716	51,407	47,269	42,653	34,344	28,136	22,813	18,472	14,874
Total	559,759	477,119	405,734	360,634	325,246	275,795	225,396	176,849	145,604	118,114
Depreciation and Amortization	62,992	58,629	63,798	58,179	65,242	54,533	46,958	33,196	20,802	15,098
<b>Net Operating Income</b>	100,374	63,530	52,641	28,886	(8,798)	(17,436)	(9,210)	691	23,467	24,091

<b>Intra-Hawaiian Airlines</b>	<b>1974</b>	<b>1973</b>	<b>1972</b>	<b>1971</b>	<b>1970</b>	<b>1969</b>	<b>1968</b>	<b>1967</b>	<b>1966</b>	<b>1965</b>
<b>Operating Revenues—Total</b> . . . . .	87,496	75,435	60,501	49,046	44,391	35,753	29,746	26,287	23,318	20,439
Passenger . . . . .	78,697	69,125	56,529	45,330	39,972	33,075	27,538	24,344	19,716	17,074
Freight . . . . .	4,101	3,006	2,596	2,410	2,321	1,943	1,577	1,540	1,375	1,378
U.S. Mail . . . . .	479	538	386	296	286	258	236	237	229	132
Express . . . . .	—	—	104	—	—	—	—	—	—	—
Charter . . . . .	15	5	4	9	7	23	13	—	12	228
Public Service Revenue . . . . .	—	—	—	—	789	—	—	—	1,124	1,124
Other . . . . .	4,206	2,761	883	1,001	1,016	454	382	166	860	503
<b>Operating Expenses—Total</b> . . . . .	80,529	68,580	56,148	47,813	43,923	37,408	30,453	26,528	22,145	18,527
Flying Operations . . . . .	24,698	19,221	16,694	13,975	13,258	13,097	8,674	8,548	6,478	4,514
Maintenance . . . . .	9,682	9,846	8,483	7,474	7,194	6,793	6,069	4,909	4,369	4,002
General Services and Administration										
Passenger Service . . . . .	3,612	3,379	2,798	2,255	1,858	1,604	1,047	859	712	646
Aircraft and Traffic Servicing . . . . .	17,787	15,692	11,632	9,774	8,338	6,397	5,474	4,404	3,778	3,301
Promotion and Sales . . . . .	15,041	12,756	9,774	7,116	6,065	4,805	4,205	3,761	2,925	2,722
Administrative . . . . .	6,830	5,482	4,440	3,925	3,679	1,553	2,515	2,214	2,051	1,812
Total . . . . .	43,271	37,309	28,645	23,070	19,941	14,360	13,241	11,239	9,465	8,482
Depreciation and Amortization . . . . .	2,391	2,204	2,327	3,294	3,531	3,158	2,470	1,831	1,832	1,528
<b>Net Operating Income</b> . . . . .	6,967	6,855	4,353	1,233	469	(1,654)	(707)	(241)	1,173	1,911
<b>Intra-Alaskan Airlines<sup>1</sup></b>										
<b>Operating Revenues—Total</b> . . . . .	100,685	71,344	31,700	30,360	28,812	25,704	21,967	24,407	22,357	22,002
Passenger . . . . .	64,244	44,673	15,613	14,717	13,241	11,869	8,867	9,707	7,972	7,860
Freight . . . . .	13,162	8,104	4,574	4,218	3,532	3,307	2,132	2,191	1,996	2,119
U.S. Mail . . . . .	10,775	9,823	6,671	6,670	6,864	5,267	4,717	4,392	3,926	3,650
Express . . . . .	60	32	17	—	—	—	—	—	—	—
Charter . . . . .	2,980	2,186	1,579	1,480	2,014	2,064	2,310	2,363	2,458	2,345
Public Service Revenue . . . . .	4,346	4,374	2,242	2,374	2,374	2,494	3,190	4,729	5,124	5,266
Other . . . . .	5,118	2,157	1,004	902	786	703	751	1,022	881	761
<b>Operating Expenses—Total</b> . . . . .	88,974	68,375	29,621	28,160	26,975	23,802	20,719	23,241	20,306	20,587
Flying Operations . . . . .	28,988	21,127	8,310	8,273	7,874	6,633	6,042	6,372	5,566	5,751
Maintenance . . . . .	14,530	12,219	6,894	6,273	6,514	5,977	5,142	6,449	5,297	5,919
General Services and Administration*										
Total . . . . .	39,014	31,397	12,084	11,330	10,269	8,928	7,775	8,686	7,756	7,534
Depreciation and Amortization . . . . .	4,926	3,633	2,334	2,284	2,318	2,263	1,759	1,733	1,687	1,383
<b>Net Operating Income</b> . . . . .	11,711	2,969	2,079	2,200	1,837	1,902	1,248	1,166	2,051	1,415

<sup>1</sup> For notes to statistical tables see page 31.

\* Breakdown waived in reporting required of these carriers.

# operating revenues and expenses (In Thousands of Dollars)

	1974	1973	1972	1971	1970	1969	1968	1967	1966	1965
<b>Helicopter Airlines</b>										
<b>Operating Revenues—Total</b>	12,324	10,099	9,306	8,414	8,380	9,175	12,870	16,506	14,232	11,135
Passenger	9,618	8,895	8,351	7,479	7,158	7,374	9,470	10,377	8,603	5,645
Freight	90	70	71	68	72	67	93	102	98	85
U.S. Mail	21	20	26	26	33	130	209	325	158	221
Express	32	52	66	60	103	243	259	289	295	216
Charter	911	369	501	401	435	419	513	481	509	525
Public Service Revenue	—	—	—	—	—	—	—	—	584	2,712
Other	1,654	686	292	379	578	942	2,326	4,932	3,985	1,732
<b>Operating Expenses—Total</b>	12,523	10,243	9,389	9,591	11,637	14,346	16,177	17,249	14,929	11,369
Flying Operations	3,085	2,955	2,798	2,801	3,094	2,928	2,885	3,375	3,195	2,250
Maintenance	3,061	2,842	2,643	2,645	3,016	4,169	5,278	5,521	5,002	3,770
General Services and Administration*	1,455									
Total	4,602	4,147	3,674	3,522	4,642	5,835	6,306	6,379	5,563	4,354
Depreciation and Amortization	283	300	273	622	885	1,413	1,707	1,972	1,169	995
<b>Net Operating Income</b>	(199)	(144)	(83)	(1,177)	(3,258)	(5,171)	(3,307)	(743)	(697)	(233)
<b>All-Cargo Airlines (Domestic)</b>										
<b>Operating Revenues—Total</b>	97,501	89,354	63,746	51,871	49,445	78,642	85,303	94,279	102,360	82,279
Passenger	—	—	—	—	—	—	—	—	—	—
Freight	85,352	77,705	53,756	41,283	37,073	29,469	27,564	25,960	27,635	22,817
U.S. Mail	4,196	4,881	1,967	2,311	1,547	936	581	534	832	654
Express	727	806	482	336	536	379	407	538	858	681
Charter	6,314	4,688	5,892	4,396	5,665	41,191	54,414	63,345	68,776	57,046
Public Service Revenue	—	—	—	—	—	—	—	—	—	—
Other	912	1,275	1,649	3,544	4,679	6,668	2,337	3,902	4,259	1,082
<b>Operating Expenses—Total</b>	111,573	84,038	61,754	52,945	53,283	80,211	98,712	83,973	80,414	73,706
Flying Operations	47,846	32,338	23,024	20,394	20,975	30,147	35,170	34,139	30,774	24,270
Maintenance	13,938	10,611	6,995	5,593	8,612	16,420	19,354	21,339	19,887	19,350
General Services and Administration										
Passenger Service	2	17	4	2	15	1,783	2,579	423	1,512	1,266
Aircraft and Traffic Servicing	30,553	26,473	20,557	15,752	13,374	16,097	13,908	12,650	12,845	12,178
Promotion and Sales	5,105	4,241	3,261	3,128	2,434	3,251	3,448	3,160	2,837	3,107
Administrative	7,488	5,746	3,943	3,389	2,833	3,901	4,374	4,308	4,338	3,826
Total	43,149	36,477	27,765	22,271	18,657	25,032	24,310	20,541	21,533	20,378
Depreciation and Amortization	6,249	4,611	3,970	4,686	5,040	8,611	19,878	7,955	8,220	9,709
<b>Net Operating Income</b>	(14,072)	5,316	1,992	(1,074)	(3,838)	(1,569)	(13,408)	10,305	21,946	8,573

\* Breakdown waived in reporting required of these carriers.

**International and Territorial Airlines**

	1974	1973	1972	1971	1970	1969	1968	1967	1966	1965
<b>Operating Revenues—Total</b>	2,921,609	2,526,878	2,284,300	2,080,262	1,913,592	1,689,387	1,949,766	1,769,682	1,474,480	1,210,875
Passenger	2,121,651	1,894,914	1,706,512	1,483,973	1,380,388	1,176,349	1,309,173	1,165,862	995,185	887,335
Freight	335,397	267,821	242,088	220,370	196,906	185,346	185,465	163,216	149,215	130,800
U.S. Mail	83,594	71,366	77,378	90,188	103,302	91,769	124,737	143,651	130,056	80,159
Express	297	234	266	183	125	156	391	342	314	319
Charter	233,086	220,370	208,171	230,327	184,525	199,930	287,202	259,918	163,350	75,737
Public Service Revenue	—	—	—	—	—	—	2,606	1,400	1,753	1,999
Other	183,665	72,174	49,887	55,219	48,344	35,838	40,193	35,293	34,606	34,526
<b>Operating Expenses—Total</b>	2,994,713	2,458,972	2,233,879	2,050,095	1,894,391	1,638,275	1,747,946	1,496,540	1,220,894	1,001,362
Flying Operations	1,037,441	680,521	595,859	573,008	515,182	456,431	495,025	424,135	329,427	262,597
Maintenance	356,185	316,597	300,476	269,031	241,077	219,053	244,316	211,874	181,475	146,043
General Services and Administration										
Passenger Service	291,706	298,063	265,758	239,845	222,704	178,003	187,756	156,837	126,367	98,205
Aircraft and Traffic Servicing	491,359	460,235	395,554	360,715	332,268	278,708	281,377	238,244	194,943	161,691
Promotion and Sales	367,383	352,675	335,673	301,594	292,624	258,418	263,692	228,135	197,265	171,559
Administrative	161,649	137,108	128,650	115,681	102,644	90,641	94,899	81,298	67,894	61,198
Total	1,312,097	1,248,081	1,125,635	1,017,834	950,241	805,770	827,723	704,514	586,470	492,653
Depreciation and Amortization	213,967	213,772	211,908	190,220	187,889	157,019	180,881	156,017	123,521	100,070
<b>Net Operating Income</b>	(73,104)	67,906	50,421	30,167	19,202	51,113	201,820	273,142	253,586	209,513

**All-Cargo Airlines (International)**

<b>Operating Revenues—Total</b>	235,824	197,892	227,228	212,042	195,905	165,958	111,998	114,193	99,059	56,191
Passenger	—	—	—	—	—	—	—	—	—	—
Freight	152,990	112,962	100,234	78,447	54,388	38,474	28,067	23,440	19,471	15,999
U.S. Mail	25,800	29,985	25,124	26,274	34,929	13,897	4,008	5,446	5,057	3,757
Express	4	9	1	(7)	20	2	4	3	3	3
Charter	53,243	53,343	97,375	102,237	99,216	111,260	78,273	83,957	72,839	31,777
Public Service Revenue	—	—	—	—	—	—	—	—	—	—
Other	3,786	1,594	4,495	5,092	7,353	2,323	1,645	1,347	1,690	4,654
<b>Operating Expenses—Total</b>	223,057	174,328	186,471	170,841	171,207	151,797	103,632	100,425	78,791	45,782
Flying Operations	98,446	71,061	78,499	72,966	70,699	64,544	44,968	46,136	34,182	16,428
Maintenance	25,163	21,492	24,154	18,396	25,159	25,031	18,441	22,250	18,532	10,623
General Services and Administration										
Passenger Service	3,193	3,547	4,760	8,083	10,208	8,131	5,425	2,076	1,424	2,038
Aircraft and Traffic Servicing	46,407	40,563	38,433	34,137	32,881	26,722	16,429	14,493	11,356	7,072
Promotion and Sales	18,667	15,230	15,759	11,148	8,417	5,582	3,885	3,154	2,792	2,055
Administrative	13,779	10,984	11,644	10,773	10,016	7,122	5,196	4,750	3,744	2,375
Total	82,046	70,324	70,596	64,140	61,522	47,558	30,935	24,473	19,316	13,540
Depreciation and Amortization	16,010	11,451	13,222	15,340	13,827	14,664	9,288	7,565	6,761	5,190
<b>Net Operating Income</b>	12,767	23,564	40,757	41,201	24,698	14,161	8,366	13,768	20,269	10,409

# income statement

Total U.S. Scheduled Airlines	1974	1973	1972	1971	1970	1969	1968	1967	1966	1965
Total Operating Revenues (\$000)	14,699,125	12,418,777	11,163,271	10,045,577	9,289,658	8,790,951	7,753,211	6,864,726	5,745,038	4,957,851
Total Operating Expenses (\$000)	13,973,385	11,833,511	10,578,800	9,717,102	9,246,634	8,403,497	7,248,323	6,156,532	4,969,541	4,285,923
Net Operating Income (\$000)	725,740	585,266	584,471	328,475	43,031	387,454	504,888	708,194	775,497	671,928
Interest on Long-Term Debt (\$000)	420,144	368,141	307,148	330,525	318,156	283,355	221,915	149,793	126,588	112,127
Income Taxes (\$000)	218,100	134,740	98,402	21,423	(48,291)	94,898	135,240	236,231	279,570	234,740
Net Profit or (Loss) (\$000)	321,641	226,693	214,850	28,006	(200,503)	52,723	209,952	415,388	427,633	367,119
Profit Margin on Sales (%)	2.2	1.8	1.9	0.3	—	0.6	2.8	6.1	7.4	7.4
Rate of Return on Investment (%)	6.4	5.1	4.9	3.5	1.2	3.3	4.9	7.6	11.0	12.0
<b>Domestic Trunk Airlines</b>										
Total Operating Revenues (\$000)	9,939,165	8,382,391	7,510,461	6,750,448	6,272,775	6,134,700	5,039,441	4,419,436	3,660,900	3,263,556
Total Operating Expenses (\$000)	9,259,754	7,967,708	7,076,402	6,520,920	6,256,039	5,789,817	4,719,364	4,009,331	3,207,198	2,847,308
Net Operating Income (\$000)	679,411	414,683	434,059	229,527	16,737	344,883	320,077	410,106	453,703	416,249
Interest on Long-Term Debt (\$000)	264,295	219,437	178,261	189,207	173,748	169,005	131,174	88,475	81,065	73,222
Income Taxes (\$000)	238,324	116,654	89,165	21,990	(41,131)	91,023	88,435	145,250	165,500	148,101
Net Profit or (Loss) (\$000)	323,625	140,037	177,154	48,182	(100,412)	110,427	126,521	244,475	238,636	221,889
Profit Margin on Sales (%)	3.3	1.7	2.4	0.7	—	1.8	2.5	5.5	6.5	6.8
Rate of Return on Investment (%)	7.8	4.7	5.1	3.3	1.4	4.3	4.9	6.9	9.7	11.2
<b>Local Service Airlines</b>										
Total Operating Revenues (\$000)	1,299,702	1,061,333	935,187	827,861	736,831	611,080	501,308	399,716	348,332	291,374
Total Operating Expenses (\$000)	1,199,328	997,603	882,545	798,975	745,629	628,517	510,518	399,025	324,866	267,283
Net Operating Income (\$000)	100,374	63,730	52,641	28,886	(8,798)	(17,436)	(9,210)	691	23,467	24,091
Interest on Long-Term Debt (\$000)	40,395	35,282	31,585	38,525	44,382	41,495	31,151	17,697	7,796	5,189
Income Taxes (\$000)	19,037	4,981	4,579	198	(1,585)	(5,707)	(9,091)	(3,289)	6,558	8,353
Net Profit or (Loss) (\$000)	51,243	29,138	15,669	(10,466)	(61,426)	(63,008)	(29,800)	(4,472)	10,376	12,722
Profit Margin on Sales (%)	3.9	2.7	1.7	—	—	—	—	—	3.0	4.4
Rate of Return on Investment (%)	10.9	8.9	5.5	3.7	(3.9)	(4.2)	(0.4)	2.4	7.2	10.4
<b>Intra-Hawaiian Airlines</b>										
Total Operating Revenues (\$000)	87,496	75,435	60,501	49,046	44,391	35,753	29,746	26,287	23,318	20,439
Total Operating Expenses (\$000)	80,529	68,580	56,148	47,813	43,923	37,408	30,453	26,528	22,145	18,527
Net Operating Income (\$000)	6,967	6,855	4,353	1,233	469	(1,654)	(707)	(241)	1,173	1,911
Interest on Long-Term Debt (\$000)	1,330	1,332	1,626	1,845	2,605	1,553	1,013	772	527	468
Income Taxes (\$000)	1,228	483	—	—	—	(4)	(482)	(385)	206	568
Net Profit or (Loss) (\$000)	4,526	5,035	3,528	(403)	(3,115)	(3,707)	(1,533)	(1,039)	479	980
Profit Margin on Sales (%)	5.2	6.7	5.8	—	—	—	—	—	2.1	4.8
Rate of Return on Investment (%)	18.1	24.4	17.5	4.3	(3.8)	(10.5)	(1.4)	2.8	6.4	11.1
<b>Intra-Alaskan Airlines*</b>										
Total Operating Revenues (\$000)	100,685	71,344	31,700	30,360	28,812	25,704	21,967	24,407	22,357	22,002
Total Operating Expenses (\$000)	88,974	68,375	29,621	28,160	26,975	23,802	20,719	23,241	20,306	20,587
Net Operating Income (\$000)	11,711	2,969	2,079	2,200	1,837	1,902	1,248	1,166	2,051	1,415
Interest on Long-Term Debt (\$000)	4,594	2,269	1,099	1,219	1,359	1,255	279	333	336	299
Income Taxes (\$000)	1,559	214	374	525	223	335	293	587	933	701
Net Profit or (Loss) (\$000)	7,935	1,567	823	674	347	488	1,429	160	1,032	470
Profit Margin on Sales (%)	7.9	2.2	2.6	2.2	1.2	1.9	6.5	0.7	4.6	2.1
Rate of Return on Investment (%)	21.0	9.2	7.1	5.9	4.7	6.0	8.2	2.9	12.5	6.5

\* See notes to statistical tables on page 31.



<b>Helicopter Airlines</b>	<b>1974</b>	<b>1973</b>	<b>1972</b>	<b>1971</b>	<b>1970</b>	<b>1969</b>	<b>1968</b>	<b>1967</b>	<b>1966</b>	<b>1965</b>
Total Operating Revenues (\$000) . . . . .	12,324	10,099	9,306	8,414	8,380	9,175	12,870	16,506	14,232	11,135
Total Operating Expenses (\$000) . . . . .	12,523	10,248	9,389	9,591	11,637	14,346	16,177	17,249	14,929	11,369
Net Operating Income (\$000) . . . . .	(199)	(149)	(83)	(1,177)	(3,258)	(5,171)	(3,307)	(743)	(697)	(233)
Interest on Long-Term Debt (\$000) . . . . .	123	143	225	223	580	654	404	512	375	388
Income Taxes (\$000) . . . . .	196	—	—	(1)	(2)	(34)	(11)	(56)	(256)	166
Net Profit or (Loss) (\$000) . . . . .	(469)	(356)	(356)	(1,457)	(4,057)	(6,948)	(3,100)	(888)	(561)	(438)
Profit Margin on Sales (%) . . . . .	—	—	—	—	—	—	—	—	—	—
Rate of Return on Investment (%) . . . . .	(13.6)	—*	—*	—*	—*	(85.5)	(24.8)	(2.7)	(2.7)	(1.5)

**All-Cargo Airlines (Domestic)**

Total Operating Revenues (\$000) . . . . .	97,501	89,354	63,746	51,871	49,445	78,642	85,303	94,279	102,360	82,279
Total Operating Expenses (\$000) . . . . .	111,573	84,038	61,754	52,945	53,283	80,211	98,712	83,973	80,414	73,706
Net Operating Income (\$000) . . . . .	(14,072)	5,316	1,992	(1,074)	(3,838)	(1,569)	(13,408)	10,305	21,946	8,573
Interest on Long-Term Debt (\$000) . . . . .	2,131	1,974	2,215	3,263	4,338	7,734	3,946	2,188	3,002	3,789
Income Taxes (\$000) . . . . .	5,123	4,781	1,962	406	320	264	(7,243)	3,205	8,467	3,280
Net Profit or (Loss) (\$000) . . . . .	(5,699)	3,305	107	(5,137)	(9,108)	(7,906)	(10,838)	4,851	12,245	2,720
Profit Margin on Sales (%) . . . . .	—	3.7	0.2	—	—	—	—	5.1	12.0	3.3
Rate of Return on Investment (%) . . . . .	(4.8)	7.9	4.2	(3.6)	(8.3)	(0.9)	(4.9)	5.3	17.1	7.2

**International and Territorial Airlines**

Total Operating Revenues (\$000) . . . . .	2,921,609	2,526,878	2,284,300	2,080,262	1,913,592	1,689,387	1,949,766	1,769,682	1,474,480	1,210,875
Total Operating Expenses (\$000) . . . . .	2,994,713	2,458,972	2,233,879	2,050,095	1,894,398	1,638,275	1,747,946	1,496,540	1,220,894	1,001,362
Net Operating Income (\$000) . . . . .	(73,104)	67,906	50,421	30,167	19,202	51,113	201,820	273,142	253,586	209,513
Interest on Long-Term Debt (\$000) . . . . .	99,218	99,104	81,646	83,389	74,930	49,928	50,366	36,941	30,641	25,896
Income Taxes (\$000) . . . . .	(42,409)	(3,275)	(10,657)	(11,792)	(11,735)	7,936	62,512	88,620	94,945	73,572
Net Profit or (Loss) (\$000) . . . . .	(72,788)	22,902	(3,749)	(18,161)	(18,035)	19,910	122,957	163,108	149,890	121,883
Profit Margin on Sales (%) . . . . .	—	0.9	—	—	—	1.2	6.3	9.2	10.2	10.1
Rate of Return on Investment (%) . . . . .	0.6	4.5	3.0	3.2	2.4	3.2	7.5	11.1	14.6	15.0

**All-Cargo Airlines (International)**

Total Operating Revenues (\$000) . . . . .	235,824	197,892	227,228	212,042	195,905	165,958	111,998	114,193	99,059	56,191
Total Operating Expenses (\$000) . . . . .	223,057	174,328	186,471	170,841	171,207	151,797	103,632	100,425	78,791	45,782
Net Operating Income (\$000) . . . . .	12,767	23,564	40,757	41,201	24,697	14,161	8,366	13,768	20,269	10,409
Interest on Long-Term Debt (\$000) . . . . .	7,893	8,454	9,359	12,077	15,414	10,684	3,526	2,846	2,801	2,876
Income Taxes (\$000) . . . . .	5,173	10,718	12,981	10,096	5,629	1,128	816	2,278	3,216	—
Net Profit or (Loss) (\$000) . . . . .	13,190	17,051	24,498	17,815	1,244	2,949	4,274	9,213	15,536	6,892
Profit Margin on Sales (%) . . . . .	5.6	8.6	10.8	8.4	0.6	1.8	3.8	8.1	15.6	12.3
Rate of Return on Investment (%) . . . . .	9.3	12.9	14.8	11.9	5.9	6.2	6.2	13.6	33.0	21.7

\* 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			
	1974	1973	1969	1965
<b>Assets</b>				
Current Assets . . . . .	3,736,145	3,158,005	2,403,876	1,529,441
Investments and Special Funds . . . . .	1,117,767	1,181,330	1,475,942	469,815
Flight Equipment . . . . .	13,540,980	12,908,475	9,943,369	5,024,466
Reserve for Depreciation and Airworthiness	(5,094,918)	(4,691,343)	(2,983,528)	(1,920,203)
Ground Property and Equipment . . . . .	2,352,016	2,185,522	1,227,124	620,525
Reserve for Depreciation . . . . .	(1,158,234)	(1,001,853)	(576,363)	(320,740)
Other Property . . . . .	364,909	332,433	348,209	101,094
Deferred Charges . . . . .	341,176	391,069	232,833	77,741
Total Assets . . . . .	15,199,840	14,463,639	12,071,464	5,582,139
<b>Liabilities</b>				
Current Liabilities . . . . .	3,418,529	2,923,021	2,161,368	1,125,263
Long-Term Debt . . . . .	5,598,052	5,752,652	5,430,788	2,148,831
Other Non-Current Liabilities . . . . .	283,245	285,459	246,105	21,407
Deferred Credit . . . . .	1,444,327	1,254,200	986,791	450,243
Stockholders' Equity—Net of Treasury Stock	4,455,687	4,210,548	3,240,595	1,835,864
Preferred Stock . . . . .	43,669	32,973	36,330	19,135
Common Stock . . . . .	290,096	295,507	264,607	264,199
Other Paid-In Capital . . . . .	2,144,394	2,076,427	1,318,310	623,975
Retained Earnings . . . . .	1,978,614	1,806,302	1,623,191	931,130
Less: Treasury Stock . . . . .	1,086	660	1,922	2,575
Total Liabilities and Equity . . . . .	15,199,840	14,463,639	12,071,464	5,582,139

## Domestic Trunk Airlines

<b>Assets</b>				
Current Assets . . . . .	3,279,905	2,759,100	1,762,759	1,156,126
Investments and Special Funds . . . . .	953,997	1,017,359	1,074,408	324,584
Flight Equipment . . . . .	12,424,270	11,923,593	7,679,955	3,864,966
Reserve for Depreciation and Airworthiness	(4,710,562)	(4,356,329)	(2,458,250)	(1,509,256)
Ground Property and Equipment . . . . .	2,182,443	2,050,249	962,063	479,091
Reserve for Depreciation . . . . .	(1,075,762)	(928,042)	(410,698)	(250,723)
Other Property . . . . .	329,513	302,727	231,076	65,734
Deferred Charges . . . . .	212,212	256,833	129,396	35,347
Total Assets . . . . .	13,596,016	13,025,490	8,970,709	4,165,869
<b>Liabilities</b>				
Current Liabilities . . . . .	3,013,210	2,558,177	1,514,186	789,602
Long-Term Debt . . . . .	4,987,386	5,186,402	3,755,808	1,596,918
Other Non-Current Liabilities . . . . .	239,025	270,146	242,617	15,454
Deferred Credit . . . . .	1,376,204	1,203,333	843,072	377,687
Stockholders' Equity—Net of Treasury Stock	3,980,190	3,798,378	2,611,418	1,386,207
Preferred Stock . . . . .	24,294	24,294	24,172	16,134
Common Stock . . . . .	232,916	229,778	195,352	191,742
Other Paid-In Capital . . . . .	1,814,172	1,751,748	985,496	470,160
Retained Earnings . . . . .	1,909,462	1,793,212	1,407,338	709,203
Less: Treasury Stock . . . . .	654	654	939	1,387,239
Total Liabilities and Equity . . . . .	13,596,016	13,025,490	8,970,709	4,165,869

Local Service Airlines	As of December 31			
	1974	1973	1969	1965
<b>Assets</b>				
Current Assets . . . . .	305,794	253,650	166,344	85,449
Investments and Special Funds . . . . .	46,625	24,293	20,984	19,553
Flight Equipment . . . . .	773,204	733,979	654,960	191,982
Reserve for Depreciation and Airworthiness	(272,497)	(249,066)	(114,246)	(59,423)
Ground Property and Equipment . . . . .	91,341	78,046	51,808	22,779
Reserve for Depreciation . . . . .	(49,499)	(44,470)	(25,121)	(12,385)
Other Property . . . . .	22,232	16,503	21,786	8,343
Deferred Charges . . . . .	118,010	121,497	46,819	6,233
Total Assets . . . . .	1,035,210	934,433	823,333	262,531
<b>Liabilities</b>				
Current Liabilities . . . . .	283,477	254,022	230,440	68,766
Long-Term Debt . . . . .	428,461	416,168	521,040	112,038
Other Non-Current Liabilities . . . . .	9,531	6,686	431	56
Deferred Credit . . . . .	9,091	5,678	2,052	4,297
Stockholders' Equity—Net of Treasury Stock	304,648	250,682	69,354	77,372
Preferred Stock . . . . .	18,429	7,690	11,832	952
Common Stock . . . . .	20,613	30,578	23,476	17,505
Other Paid-In Capital . . . . .	230,570	225,268	102,553	27,628
Retained Earnings . . . . .	35,460	(12,848)	(68,500)	31,322
Less: Treasury Stock . . . . .	424	7	7	35
Total Liabilities and Equity . . . . .	1,035,210	934,433	823,333	262,531

## Intra-Hawaiian Airlines

<b>Assets</b>				
Current Assets . . . . .	19,573	16,734	8,116	6,465
Investments and Special Funds . . . . .	8,908	3,336	1,527	1,963
Flight Equipment . . . . .	26,876	26,179	30,729	13,330
Reserve for Depreciation and Airworthiness	(9,485)	(7,677)	(8,246)	(6,174)
Ground Property and Equipment . . . . .	7,607	6,874	6,116	3,446
Reserve for Depreciation . . . . .	(4,136)	(3,743)	(2,760)	(1,616)
Other Property . . . . .	266	302	3,069	638
Deferred Charges . . . . .	3,344	2,318	2,643	760
Total Assets . . . . .	52,954	44,323	41,195	18,812
<b>Liabilities</b>				
Current Liabilities . . . . .	17,773	16,562	14,242	4,897
Long-Term Debt . . . . .	15,023	11,608	19,368	8,240
Other Non-Current Liabilities . . . . .	1,916	2,606	747	120
Deferred Credit . . . . .	1,016	701	13	335
Stockholders' Equity—Net of Treasury Stock	17,226	12,846	6,824	5,221
Preferred Stock . . . . .	66	66	83	573
Common Stock . . . . .	7,346	6,914	6,252	2,852
Other Paid-In Capital . . . . .	7,690	7,441	6,591	1,405
Retained Earnings . . . . .	2,123	(1,574)	(6,102)	391
Less: Treasury Stock . . . . .	—	—	—	—
Total Liabilities and Equity . . . . .	52,954	44,323	41,195	18,812

Intra-Alaskan Airlines*	As of December 31			
	1974	1973	1969	1965
<b>Assets</b>				
Current Assets . . . . .	22,341	18,029	9,150	6,623
Investments and Special Funds . . . . .	12,714	11,716	1,694	682
Flight Equipment . . . . .	59,089	36,423	27,083	12,203
Reserve for Depreciation and Airworthiness	(17,154)	(13,522)	(7,719)	(6,945)
Ground Property and Equipment . . . . .	15,735	14,384	7,887	5,842
Reserve for Depreciation . . . . .	(8,492)	(7,881)	(3,317)	(2,816)
Other Property . . . . .	3,371	1,794	211	1,059
Deferred Charges . . . . .	3,218	2,114	1,870	638
Total Assets . . . . .	90,822	63,057	36,859	17,285
<b>Liabilities</b>				
Current Liabilities . . . . .	27,541	22,119	5,464	5,437
Long-Term Debt . . . . .	35,478	20,011	17,588	3,079
Other Non-Current Liabilities . . . . .	317	1,070	56	1,154
Deferred Credit . . . . .	793	726	303	242
Stockholders' Equity—Net of Treasury Stock	26,694	19,127	13,435	7,348
Preferred Stock . . . . .	—	—	—	485
Common Stock . . . . .	7,733	7,788	3,381	2,552
Other Paid-In Capital . . . . .	19,876	20,050	3,131	487
Retained Earnings . . . . .	(915)	(8,710)	6,923	3,824
Less: Treasury Stock . . . . .	—	—	—	—
Total Liabilities and Equity . . . . .	90,822	63,057	36,859	17,285

### Helicopter Airlines

<b>Assets</b>				
Current Assets . . . . .	2,780	2,750	3,574	5,856
Investments and Special Funds . . . . .	1	1	372	736
Flight Equipment . . . . .	3,625	3,443	9,417	10,363
Reserve for Depreciation and Airworthiness	(1,790)	(1,677)	(4,328)	(3,995)
Ground Property and Equipment . . . . .	769	782	1,777	1,919
Reserve for Depreciation . . . . .	(507)	(598)	(1,078)	(1,160)
Other Property . . . . .	46	31	574	241
Deferred Charges . . . . .	202	195	525	1,205
Total Assets . . . . .	5,124	4,916	10,832	15,165
<b>Liabilities</b>				
Current Liabilities . . . . .	2,449	2,099	6,613	5,015
Long-Term Debt . . . . .	839	1,144	9,007	4,352
Other Non-Current Liabilities . . . . .	1,788	1,440	315	—
Deferred Credit . . . . .	91	86	70	403
Stockholders' Equity—Net of Treasury Stock	(43)	145	(5,173)	5,390
Preferred Stock . . . . .	20	21	—	—
Common Stock . . . . .	2,984	2,766	3,855	2,963
Other Paid-In Capital . . . . .	6,102	6,072	3,764	2,648
Retained Earnings . . . . .	(9,140)	(8,714)	(12,793)	(221)
Less: Treasury Stock . . . . .	9	—	—	—
Total Liabilities and Equity . . . . .	5,124	4,916	10,832	15,165

All-Cargo Airlines	As of December 31			
	1974	1973	1969	1965
<b>Assets</b>				
Current Assets . . . . .	105,057	107,141	91,734	38,903
Investments and Special Funds . . . . .	95,340	124,511	25,688	9,637
Flight Equipment . . . . .	252,100	183,512	312,916	192,603
Reserve for Depreciation and Airworthiness	(82,815)	(62,573)	(51,630)	(71,827)
Ground Property and Equipment . . . . .	53,693	34,816	24,996	7,547
Reserve for Depreciation . . . . .	(19,622)	(16,933)	(7,935)	(4,135)
Other Property . . . . .	9,457	10,141	21,490	4,548
Deferred Charges . . . . .	4,066	7,963	21,777	7,202
Total Assets . . . . .	417,275	388,577	439,035	184,477
<b>Liabilities</b>				
Current Liabilities . . . . .	73,100	68,668	64,232	41,718
Long-Term Debt . . . . .	129,235	115,568	261,161	85,707
Other Non-Current Liabilities . . . . .	30,668	31,015	1,325	2,481
Deferred Credit . . . . .	57,132	43,676	29,343	10,564
Stockholders' Equity—Net of Treasury Stock	127,141	129,650	82,975	43,933
Preferred Stock . . . . .	812	853	244	991
Common Stock . . . . .	18,384	17,564	20,436	26,522
Other Paid-In Capital . . . . .	61,944	61,847	34,994	15,128
Retained Earnings . . . . .	46,002	49,386	27,545	1,292
Less: Treasury Stock . . . . .	—	—	244	—
Total Liabilities and Equity . . . . .	417,275	388,577	439,035	184,477

### International and Territorial Airlines

<b>Assets</b>				
Current Assets . . . . .				
Investments and Special Funds . . . . .				
Flight Equipment . . . . .				
Reserve for Depreciation and Airworthiness				
Ground Property and Equipment . . . . .				
Reserve for Depreciation . . . . .				
Other Property . . . . .				
Deferred Charges . . . . .				
Total Assets . . . . .				
<b>Liabilities</b>				
Current Liabilities . . . . .				
Long-Term Debt . . . . .				
Other Non-Current Liabilities . . . . .				
Deferred Credit . . . . .				
Stockholders' Equity—Net of Treasury Stock				
Preferred Stock . . . . .				
Common Stock . . . . .				
Other Paid-In Capital . . . . .				
Retained Earnings . . . . .				
Less: Treasury Stock . . . . .				
Total Liabilities and Equity . . . . .				

Balance sheet data for this category reported in Domestic Trunk category.

\* See notes to statistical tables on page 31.

# passenger travel compared

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

(Thousands of Passengers)	1974	1973	1972	1971	1970	1969	1968	1967	1966	1965
Passengers via Air . . . . .	26,055	26,659	25,020	20,784	18,960	16,605	14,160	12,456	10,589	8,996
Passengers via Sea . . . . .	1,793	1,964	1,863	1,758	1,711	1,714	1,378	1,397	1,570	1,608
Total via Air and Sea . . . . .	27,848	28,624	26,883	22,542	20,671	18,319	15,538	13,853	12,159	10,604
Air Share (%) . . . . .	93.6	93.1	93.1	92.2	91.7	90.6	91.1	89.9	87.1	84.8
Passengers via Foreign-Flag Airlines . . .	12,201	12,038	11,380	9,033	8,490	7,481	6,259	5,792	5,109	4,509
Passengers via U.S.-Flag Airlines . . . .	13,854	14,621	13,640	11,751	10,470	9,124	7,901	6,664	5,480	4,487
U.S. Flag Airlines' Share (%) . . . . .	53.2	54.8	54.5	56.5	55.2	54.9	55.8	53.5	51.8	49.9

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

## Intercity Passenger Travel in the United States

(Passenger Miles in Millions)	1974	1973	1972	1971	1970	1969	1968	1967	1966	1965
<b>Common Carriers</b>										
Airlines . . . . .	129,731	126,317	118,138	106,438	104,146	102,717	87,508	75,487	60,591	51,888
Railroads . . . . .	10,334	9,298	8,561	9,908	6,179	7,622	8,737	10,920	12,903	13,260
Motor Buses . . . . .	27,600	26,400	25,600	25,500	25,300	24,900	24,500	24,900	24,600	23,800
Total . . . . .	167,665	162,016	152,299	141,846	135,335	135,239	120,693	111,306	98,094	88,948
Air Share (%) . . . . .	77.4	78.0	77.6	75.0	77.0	76.0	72.5	67.8	61.8	58.3
Private Automobile . . . . .	1,143,000	1,174,000	1,129,000	1,071,000	1,026,000	977,000	936,400	889,800	856,400	817,700
Total Common Carrier and Auto . . . . .	1,310,665	1,336,016	1,281,299	1,212,846	1,161,335	1,112,239	1,057,093	1,001,106	954,494	906,648
Common Carrier Share (%) . . . . .	12.8	12.1	11.9	11.7	11.7	12.2	11.4	11.1	10.3	9.8
Air Share (%) . . . . .	9.9	9.5	9.2	8.8	9.0	9.2	8.3	7.5	6.3	5.7

# revenues and costs compared

<b>Passenger Revenues</b>	<b>1974</b>	<b>1973</b>	<b>1972</b>	<b>1971</b>	<b>1970</b>	<b>1969</b>	<b>1968</b>	<b>1967</b>	<b>1966</b>	<b>1965</b>
<b>Average Revenue Per Revenue Passenger Mile—Intercity Common Carriers</b>										
<i>(In Cents Per Mile)</i>										
U.S. Scheduled Airlines										
Domestic—First Class . . . . .	9.89	8.93	8.70	8.58	8.31	7.78	7.32	7.24	7.24	7.33
Coach . . . . .	6.94	6.11	5.88	5.81	5.46	5.27	5.11	5.13	5.28	5.52
Total . . . . .	7.52	6.63	6.40	6.32	6.00	5.79	5.61	5.64	5.83	6.06
International—First Class . . . . .	10.63	9.31	8.42	8.26	7.96	8.09	7.42	7.59	7.60	7.62
Tourist . . . . .	6.02	4.98	4.66	4.79	4.68	4.82	4.65	4.71	4.85	5.00
Total . . . . .	6.39	5.32	4.98	5.10	5.01	5.18	4.95	5.01	5.16	5.29
Total . . . . .	7.29	6.34	6.08	6.05	5.79	5.68	5.46	5.49	5.67	5.87
Railroads, Class I										
First Class . . . . .	—	—	4.56	4.72	4.27	4.08	3.88	3.76	3.84	3.87
Coach . . . . .	5.85*	5.19*	4.64	4.85	3.98	3.56	3.24	3.02	2.99	3.00
Motor Buses, Class I . . . . .										
	4.41	4.05	3.98	3.83	3.60	3.39	3.18	2.98	2.89	2.88

\*Includes first class and coach.

## Freight Revenues

### Average Revenue Per Ton Mile—Intercity Common Carriers

*(In Cents Per Mile)*

#### U.S. Scheduled Airlines

Domestic . . . . .	25.92	23.31	22.75	22.58	21.91	21.03	19.97	19.89	20.21	20.46
International . . . . .	23.46	19.89	19.70	19.73	19.36	18.29	18.83	19.63	19.92	20.76
Total . . . . .	24.87	21.92	21.49	21.42	20.94	19.99	19.51	19.79	20.09	20.58

Railroads, Class I . . . . .	1.85	1.62	1.62	1.59	1.43	1.35	1.31	1.27	1.26	1.27
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Trucks, Class I . . . . .	8.66	7.87	8.20	8.00	7.30	7.10	6.90	6.60	6.30	6.50
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## Airline Revenue, Cost and Profit per Revenue Ton Mile

*(In Cents Per Mile)*

#### Domestic Service

Unit Revenue . . . . .	64.95	58.02	55.51	54.76	51.74	49.74	49.66	49.90	51.79	54.48
Unit Cost . . . . .	63.30	55.07	52.35	53.03	51.75	47.43	47.00	45.67	45.57	47.81
Operating Profit Margin . . . . .	4.62	2.95	3.17	1.73	(00.01)	2.31	2.66	4.23	6.22	6.67

#### International and Territorial Service

Unit Revenue . . . . .	44.29	37.74	34.78	34.01	33.44	30.68	31.12	33.04	35.87	40.60
Unit Cost . . . . .	46.63	36.47	33.52	32.73	32.74	29.60	27.82	28.01	29.63	33.56
Operating Profit Margin . . . . .	(00.87)	1.27	1.26	1.28	00.70	1.08	3.30	5.03	6.24	7.04

#### Total Industry

Unit Revenue . . . . .	61.52	51.90	48.95	48.05	46.02	43.98	42.86	43.77	46.18	50.10
Unit Cost . . . . .	58.48	49.46	46.39	46.47	45.81	42.04	39.96	39.26	39.95	43.31
Operating Profit Margin . . . . .	3.03	2.44	2.56	1.59	00.21	1.94	2.90	4.51	6.23	6.79

# safety and employment

## Comparative Transport Safety Record

<i>Passenger Fatalities per 100 Million Passenger Miles</i>	1974	1973	1972	1971	1970	1969	1968	1967	1966	1965
<b>U.S. Scheduled Airlines</b>										
<b>Domestic</b>										
Fatalities . . . . .	159	128	160	174	0	132	258	226	59	205
Rate . . . . .	0.13	0.10	0.13	0.16	0.00	0.14	0.30	0.30	0.09	0.38
<b>International and Territorial</b>										
Fatalities . . . . .	261	69	0	0	2	0	47	0	0	21
Rate . . . . .	0.75	0.19	0.00	0.00	0.007	0.00	0.18	0.00	0.00	0.12
<b>Total</b>										
Fatalities . . . . .	420	197	160	174	2	132	305	226	59	226
Rate . . . . .	0.25	0.12	0.10	0.12	0.001	0.11	0.27	0.22	0.07	0.31
<b>Motor Buses</b>										
Fatalities . . . . .	12	29	29	14	2	8	31	23	13	44
Rate . . . . .	0.06	0.17	0.17	0.08	0.02	0.05	0.16	0.11	0.06	0.23
<b>Railroads</b>										
Fatalities . . . . .	8	6	47	17	10	9	13	13	27	12
Rate . . . . .	0.08	0.07	0.56	-0.23	0.09	0.07	0.10	0.09	0.16	0.07
<b>Autos</b>										
Fatalities . . . . .	27,000 <sup>B</sup>	33,700	35,200	34,200	34,800	37,200	36,500	34,800	34,800	32,500
Rate . . . . .	n.a.	1.7	1.9	1.9	2.1	2.3	2.4	2.4	2.5	2.4

<sup>B</sup> Estimated

## Employment and Payroll

<b>U.S. Scheduled Airlines</b>	1974	1973	1972	1971	1970*	1969	1968	1967	1966	1965
Pilots and Copilots . . . . .	26,046	27,192	26,880	26,242	25,807	26,262	24,554	23,425	21,019	16,881
Other Flight Personnel . . . . .	7,420	7,567	6,820	6,658	7,029	8,387	7,953	7,531	6,788	5,091
Flight Attendants . . . . .	41,437	42,819	39,408	35,682	34,274	33,621	29,970	25,100	20,925	17,322
Communications Personnel . . . . .	1,777	1,948	2,080	2,275	2,777	3,264	3,403	3,316	3,174	3,123
Mechanics . . . . .	46,589	47,049	45,570	45,759	48,177	52,886	52,046	50,016	45,327	41,667
Aircraft and Traffic Servicing Personnel . . . . .	89,686	90,193	88,098	84,931	83,637	86,462	82,950	74,943	66,641	57,532
Office Employees . . . . .	60,192	59,891	58,974	58,114	59,992	63,743	63,158	59,257	50,961	44,162
All Others . . . . .	34,171	34,840	33,297	32,524	35,681	37,297	36,417	32,435	29,193	25,017
<b>Total Employment</b> . . . . .	<b>307,318</b>	<b>311,499</b>	<b>301,127</b>	<b>292,185</b>	<b>297,374</b>	<b>311,922</b>	<b>300,451</b>	<b>276,023</b>	<b>244,028</b>	<b>210,795</b>
<b>Total Payroll (\$000)</b> . . . . .	<b>4,954,254</b>	<b>4,640,370</b>	<b>4,192,081</b>	<b>3,843,872</b>	<b>3,659,716</b>	<b>3,322,719</b>	<b>2,921,120</b>	<b>2,491,330</b>	<b>2,097,588</b>	<b>1,755,401</b>

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

# aircraft in service

U.S. Scheduled Airlines

Manufacturer	Model	1974	1973	1969	1965	Manufacturer	Model	1974	1973	1969	1965	
<b>Boeing:</b>	B707 (Jet)	281	315	417	187	<b>McDonnell Douglas:</b>	DC-3	—	2	5	140	
	B720 (Jet)	30	44	127	121		DC-4	—	—	—	5	
	B727 (Jet)	724	710	605	168		DC-6	1	3	7	177	
	B737 (Jet)	136	134	132	—		DC-7	—	—	10	64	
	B747 (Jet)	103	109	1	—		DC-8 (Jet)	180	207	254	130	
<b>British Aircraft Corp.:</b>	BAC 111 (Jet)	36	31	60	17		DC-9 (Jet)	329	335	316	4	
							DC-10 (Jet)	103	86	—	—	
<b>Canadair:</b>	CL 44 (Turboprop)	—	—	9	24		<b>Nihon:</b>	YS-11 (Turboprop)	21	23	17	—
<b>Convair:</b>	240	—	—	1	55		<b>Sud Aviation:</b>	Caravelle (Jet)	—	—	20	20
	340/440	6	6	7	145		<b>Vickers:</b>	Viscount (Turboprop)	—	—	3	59
	580/600 (Turboprop)	105	129	143	20	<b>Other:</b>		34	38	46	75	
	880 (Jet)	—	37	41	47	<b>Totals:</b>						
	990 (Jet)	—	—	—	18	Jet	1,988	2,056	1,973	712		
<b>Curtiss:</b>	C-46	2	2	6	24	Turboprop	201	238	310	288		
						Piston	45	54	120	875		
<b>Fairchild Hiller:</b>	F-27 (Turboprop)	15	24	36	63	<b>Total Fixed Wing:</b>	2,234	2,348	2,403	1,875		
	FH-227 (Turboprop)	33	31	53	—	<b>Helicopters:</b>						
<b>Lockheed:</b>	Constellation	—	—	—	36	Bell:	206 (Turbine)	3	3	—	—	
	Super Constellation	—	—	1	70	Sikorsky:	S55	—	—	—	2	
	Electra (Turboprop)	17	19	40	117	S58	—	3	—	4		
	L-382B/100 (Turboprop)	—	1	9	—	S61 (Turbine)	7	7	8	7		
	L1011 (Jet)	66	48	—	—	S62 (Turbine)	—	—	—	1		
<b>Martin:</b>	202	—	—	—	13	Boeing Vertol:	V107 (Turbine)	—	—	4	7	
	404	12	14	37	71	<b>Total Helicopters:</b>	10	13	12	21		

## aircraft on order

U.S. Scheduled Airline Industry as of December 31, 1974

Manufacturer	Model	Aircraft on Order for Delivery			Total on Order
		1975	1976	1977 & Beyond	
<b>Boeing:</b>	B727	43	13	15	71
	B737	3	—	—	3
	B747	5	—	—	5
<b>Lockheed:</b>	L1011	12	9	—	21
<b>McDonnell Douglas:</b>	DC9	14	3	—	17
	DC10	16	—	—	16
<b>Total:</b>		93	25	15	133

# airports and airways

## Active Aircraft in the Civil Aviation Fleet

	1974	1973	1969	1965
<b>Air Carrier</b>				
Piston . . . . .	45	54	105	867
Turbine . . . . .	2,189	2,294	2,300	1,008
Rotorcraft . . . . .	10	13	18	21
Total . . . . .	2,244	2,361	2,423	1,896
% of Total . . . . .	1.3	1.5	1.8	1.9
<b>General Aviation</b>				
Piston . . . . .	154,936 <sup>B</sup>	144,875	124,586	92,556
Turbine . . . . .	3,595	3,271	2,229	574
Rotorcraft . . . . .	4,000	3,143	2,557	1,503
Other . . . . .	2,450	2,251	1,434	809
Total . . . . .	164,981	153,540	130,806	95,442
% of Total . . . . .	98.7	98.5	98.2	98.1
<b>Total</b> . . . . .	167,225	155,901	133,229	97,338

<sup>B</sup> Estimate

## Aircraft Operations at Airports With FAA Control Towers

Air Carrier . . . . .	9,202,726	9,922,044	10,929,013	7,819,114
% of Total . . . . .	16.0	17.5	19.4	20.6
Air Taxi . . . . .	2,582,218	2,227,945	n.a.	n.a.
% of Total . . . . .	4.0	3.9		
General Aviation . . . . .	43,123,407	41,363,042	41,956,677	26,572,650
% of Total . . . . .	75.0	73.1	74.6	70.2
Military . . . . .	2,779,165	3,040,922	3,346,131	3,478,771
% of Total . . . . .	5.0	5.4	6.0	9.2
<b>Total</b> . . . . .	57,687,516	56,553,953	56,231,821	37,870,535

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

Total Airports on Record with FAA . . . . .	13,062	12,700	11,050	9,566
Total FAA Control Towers . . . . .	399	386	327	292
Points Receiving Scheduled Airline Service . . . . .	663	772	524	515

## Scheduled Airline Traffic at Large Hub Airports—1974

	Passengers Enplaned	Freight Tons Enplaned (000)	Aircraft Departures
Atlanta . . . . .	12,626,640	115,702	193,553
Boston . . . . .	4,960,932	73,786	82,415
Chicago—O'Hare . . . . .	16,405,751	366,773	270,887
Cleveland . . . . .	2,792,038	48,182	56,193
Dallas-Ft. Worth . . . . .	6,880,387	69,372	133,071
Denver . . . . .	5,349,949	52,348	95,471
Detroit . . . . .	3,832,921	96,092	76,067
Honolulu . . . . .	4,250,770	68,043	37,363
Houston . . . . .	2,818,916	39,338	54,563
Kansas City . . . . .	2,132,945	20,167	50,444
John F. Kennedy . . . . .	6,925,105	361,114	98,443
LaGuardia . . . . .	6,938,242	32,365	116,034
Las Vegas . . . . .	2,704,680	2,905	39,990
Los Angeles . . . . .	9,007,266	311,642	133,173
Miami . . . . .	4,824,860	115,150	74,941
Minneapolis . . . . .	3,266,467	48,272	62,287
Newark . . . . .	3,246,390	57,561	64,037
New Orleans . . . . .	2,173,689	16,316	41,471
Philadelphia . . . . .	3,499,024	61,922	68,829
Phoenix . . . . .	2,008,662	12,989	41,535
Pittsburgh . . . . .	3,610,770	23,573	86,072
St. Louis . . . . .	3,536,947	29,936	82,261
San Francisco . . . . .	6,117,654	209,687	106,313
San Juan . . . . .	1,990,991	38,265	19,267
Seattle . . . . .	2,854,062	88,814	49,178
Tampa . . . . .	2,372,269	15,006	44,641
Washington National . . . . .	5,458,783	20,880	96,208



## airline categories

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

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

## 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:

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

Air Freight—The airlift of commodities of all kinds.

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, stop-over 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.** The rate of return on investment reflects net profit plus interest paid on the noncurrent portion of long-term debt as a percent of total investment. Total investment is a

five-quarter average of total net worth (stockholders' equity) plus long-term debt. Additionally, the rate of return reflects net profit before tax adjustments resulting from the investment tax credit. The figures shown for 1974 are preliminary.

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

## 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 1969-1974 are not strictly comparable to 1968 and previous years. Alaskan and Hawaiian financial data for Pan American and Northwest for 1969 and the first half of 1970 are CAB estimates.

**Total Industry Data.** Some carriers' figures appear only in total industry data and not in any carrier group, including: Alaska Airlines for the years 1969-1971, Aspen Airways for 1967-1973, Tag Airlines for 1969 and 1970 and Wright Air Lines for 1972 and 1973. In 1972, 1973 and 1974 Alaska Airlines is included in the Intra-Alaskan traffic figures and in 1973 and 1974 in the Intra-Alaskan financial figures.

## sources

Airline Industrial Relations Conference  
American Trucking Association  
Association of American Railroads  
Civil Aeronautics Board  
Federal Aviation Administration  
National Association of Motor Bus Owners  
National Safety Council  
Transportation Association of America  
U.S. Department of Justice (Immigration and Naturalization Service)

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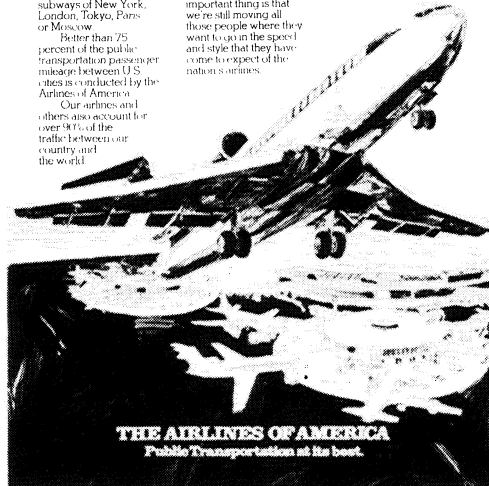
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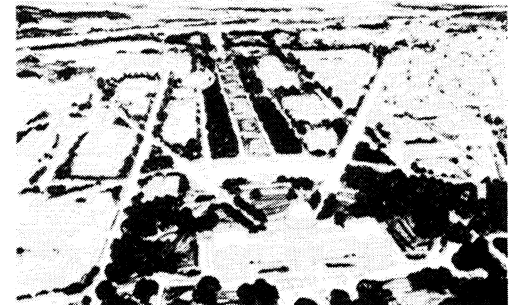
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The airlines now account for more than 75 percent of all the intercity passenger miles provided by public transportation in this country, carry most of the first class mail and thousands of tons of freight. All this while using only about four percent of petroleum consumed nationally.

Working closely with flight crews, ground personnel, and the government, airlines in 1974 adopted additional fuel conservation measures, always consistent with safety requirements. Flight schedules were carefully modified to cut fuel consumption, with a reduction of more than 400,000 flights during the year. This action alone saved some 700 million gallons of fuel. Few other industries can match this fuel conservation record.

Government reports show domestic airline jet fuel use was down 13% in the first 9 months of 1974. This compares with a 3.4% decrease in gasoline use.

Examples of airline fuel saving measures include:

- Greater use of flight simulators for pilot training eliminates thousands of landings and takeoffs annually, and saves millions of gallons of fuel.

- Expanded use of computers in flight planning selects altitudes that will get the flight from here to there with reduced fuel consumption.

- Shutting down one or more engines as the aircraft tapers to the arrival gate, or when there is likely to be a delay on takeoff.

- Reduction of cruise speeds to the most efficient levels, with the loss of only minutes per flight. Two examples:

- Cutting the speed of a daily DC-8 flight from 544 miles per hour to 530 gets the aircraft from Chicago to Los Angeles only four minutes later, but saves 60,000 gallons of fuel annually.

- For a 737 on a 500 mile flight, reducing cruising speed from 520 to 500 miles per hour adds only three minutes but reduces fuel consumption by seven percent.

- Modified flight schedules and conservation measures in the operation of aircraft are saving about three million gallons of jet fuel a day.

- The U.S. scheduled airline system, flexible and responsive to the nation's public transportation needs, will continue its efforts to help meet the nation's energy challenge.

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