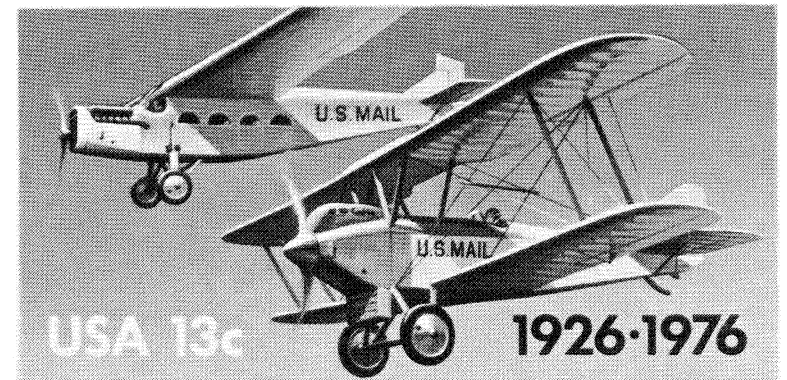


# Air Transport 1976

## Commercial Aviation



## A Stamp of Approval

The Bicentennial year, which also marks the 50th anniversary of scheduled airline service — a milestone which the U.S. Postal Service has honored with a commemorative stamp — is expected to see the nation's airlines set all-time records.

Based on trends of the first five months of the year, the 2,200 jet aircraft of the scheduled airlines, accounting again for almost 80 per cent of all intercity public passenger miles, in 1976 will carry millions more passengers than in any previous year.

Four out of every five first class intercity letters will continue to move by air to communities, large and small, throughout the United States and abroad. Freight billings will be in excess of \$1 billion.

And the defense readiness of the United States will continue to be enhanced by the availability of commercial passenger and all-freighter aircraft, which are ready for instant service to augment military airlift capabilities in event of emergency.

As 1976 began, the airline industry, historically a barometer of the country's economic vitality, was beginning to recover from a severe financial buffeting in 1975, occasioned by a general weakness in the economy and by soaring costs, particularly for jet fuel.

Between 1973, when fuel costs began to skyrocket, through the end of 1975, the shortfall between these increased outlays and parallel price adjustments was \$700 million, probably the largest such differential in any major industry.

The facts and figures of the airline industry in 1975 are told in detail in this annual report. But what of the future?

Looking ahead to its second half century of public service, the airlines are dedicated to meeting the challenge of insuring that the economic strength of the United States, its security, and the quality of life for all our citizens will continue to be enhanced by the availability, safety and reliability of the world's finest air transportation system.

To meet that challenge, it will be essential to maintain and improve a system of sensible regulation that assures strong competition of privately owned companies serving the needs of passengers and shippers in communities of all sizes.

To meet the needs of the future and to help assure U.S. aviation technological leadership, it will be necessary for the airlines in the next decade to spend billions of dollars for new aircraft, which will increase productivity, reduce noise, and conserve fuel.

A vital requirement in carrying out this modernization will be an improved level of earnings over that experienced in recent years, and the correction of tax inequities which have denied airlines millions of dollars in credits for capital investments.

As the airline industry looks to the future, the goal is to keep America on the move, and to do this in a manner which will continue to earn a first class stamp of approval.



*Paul R. Ignatius*

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

# 1975 At a Glance

<b>Traffic</b>	<b>1975</b>	<b>1974</b>	<b>Per Cent Change</b>
Passengers Enplaned (000) .....	205,062	207,458	— 1.2
Revenue Passenger Miles (000) .....	162,810,057	162,918,594	— 0.1
Available Seat Miles (000) .....	303,006,243	297,006,062	+ 2.0
Passenger Load Factor .....	53.7%	54.9%	
Freight Ton Miles (000) .....	4,766,118	4,890,026	— 2.5
U.S. Mail Ton Miles (000) .....	1,097,297	1,150,881	— 4.7
Express Ton Miles (000) .....	29,190	80,845	—63.9
Cargo Ton Miles (000) .....	5,892,605	6,121,752	— 3.8
Total Revenue Ton Miles (000) .....	23,532,302	23,900,208	— 1.5
Total Available Ton Miles (000) .....	49,286,148	48,941,526	+ 0.7
Ton Mile Load Factor .....	47.8%	48.8%	
<b>Financial</b>			
Passenger Revenues (\$000) .....	12,353,150	11,879,177	+ 4.0
Freight Revenues (\$000) .....	1,295,098	1,216,332	+ 6.5
Total Operating Revenues (\$000) .....	15,354,550	14,699,125	+ 4.5
Total Operating Expenses (\$000) .....	15,226,680	13,973,385	+ 9.0
Net Operating Income (\$000) .....	127,870	725,740	—82.4
Net Profit (\$000) .....	(84,141)	321,641	
Rate of Return on Investment .....	2.5%	6.4%	
Passenger Yield .....	7.58¢	7.29¢	+ 4.0
Freight Yield .....	27.17¢	24.87¢	+ 9.2

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Linda Kloster  
Editor  
Photos — Bill Osmun

**ABOUT THE COVERS** — Commercial air service began 50 years ago when the Postal Service contracted with private companies to fly the mail — a beginning commemorated by the new first class stamp on the front cover. The evolution of airline service is shown by the airline system maps on the back cover. What was a 30-hour transcontinental air mail service, with six pilot changes enroute, has become a 5-hour non-stop flight. Today's airline system is a pervasive network of 58,000 city pairs served by 13,000 daily flights carrying more than 500,000 people and four out of every five first class letters.



## Air Transport Association of America

### Member Airlines

**Alaska Airlines**  
**Allegheny Airlines**  
**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**  
**Western Air Lines**  
**Wien Air Alaska**

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**Air Canada**  
**CP Air**

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**Richard J. Ferris**  
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**Harding L. Lawrence**  
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**D. W. Nyrop**  
*Northwest Airlines*

**Robert W. Prescott**  
*The Flying Tiger Line*

**William T. Seawell**  
*Pan American World Airways*

**Irving T. Tague**  
*Hughes Airwest*

**Charles C. Tillinghast, Jr.**  
*Trans World Airlines*

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*Vice President—Travel Agency Administration*

**Donald C. Comlish**  
*Vice President—International Affairs*

**John G. Duba**  
*Vice President—Airport Affairs*

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*Vice President—Public Relations*

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*Treasurer*

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**James V. McGinn**  
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**Gabriel Phillips**  
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**Leo Seybold**  
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**Edwin L. Thomas**  
*Assistant Vice President—Engineering*

# 1975 Airline Traffic

## Passenger Travel

Fifty years ago, in 1926, when airline passenger travel first began, the airlines carried just 6,000 passengers between a handful of markets. In 1975, more than 205 million passengers were enplaned by the nation's scheduled air carriers, flying over a network of 58,000 city-pairs. These are the pairs of cities between which a person, a letter, or a freight shipment can move on dependable scheduled service on some 13,000 daily flights.

Although the airlines in 1975 further strengthened their dominance in providing public transportation between our cities, and between this country and the rest of the world, 1975 brought little or no airline traffic growth as the nation struggled with a declining economy.

- 205 million passengers were enplaned in 1975; down from 207 million the year before.
- 163 billion revenue passenger miles were flown; about the same as 1974.

The faltering economy and the continued rise in the cost of jet fuel combined to dampen air traffic growth through much of the year. However, a surge in traffic during the last quarter of 1975 brought year-end figures back to 1974 levels and mitigated somewhat the industry's financial losses for 1975.

Passenger traffic growth in the last quarter of 1975 continued at a brisk pace in the first quarter of 1976, brightening considerably the passenger traffic outlook for the Bicentennial year, and there were expectations that 1976 would set all-time records for air travel.

One area which continued in its unabated growth was the travel agency industry, a most important element of airline marketing and sales efforts.

In 1960, there were about 4,000 travel agents accredited to sell airline tickets under the airline-sponsored program administered by the Air Traffic Conference, a division of the Air Transport Association. Today, there are some 12,500 ATC-accredited travel agency locations, 11,200 in the U.S. and the balance in Canada. About 1,200 agency locations were added in 1975.

U.S. travel agents sold more than \$5 billion in domestic and international air transportation in 1975 and received \$544 million in commission payments from the airlines. A recent industry study has established that travel agents account for about 43 per cent of total domestic airline sales. That figure is much higher in the case of international carriers.

## Air Freight

The scheduled airlines produced more than 4.7 billion ton miles of freight service in 1975. Although this was a decline of 2.5 per cent for the year as a whole, improvement in the national economy sparked a return to air freight growth in the last half of the year. This growth continued in the first quarter of 1976, as air freight ton miles registered a gain of 6.2 per cent over the same period a year earlier.

The airlines' freight billings in 1975 exceeded \$1 billion for the third year in a row, with revenues of \$1.3 billion, 6.5 per cent higher than the year before.

Air freight moves on virtually all scheduled airline flights and the nation's airlines, in 1976, offer more airlift capability for freight than at any other time in their history.

The cargo compartments of a single wide-body passenger jet can accommodate two-thirds the payload of a conventional jet freighter, and there are now some 250 of these wide-body aircraft in airline fleets. Conventional jet freighters continue to provide important service, most of it during the prime night shipping hours. The wide-body freighters which some U.S. airlines now operate can carry large cargoes of a size that couldn't have been handled as single shipments previously.

The airlines in 1975 began introducing new priority freight services that accept larger shipments than ever before. The services were designed for the shipper requiring the highest priority and controlled handling. Space is reserved for these shipments on the flight designated by the shipper. Using the new priority service usually requires arrangements with an airline cargo office about six hours before flight time and delivery to the cargo terminal at least 90 minutes before the flight's departure.



# Regulation

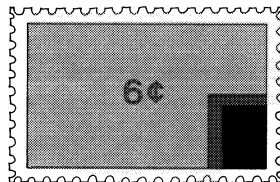
## Mail

In December, 1975, the Postal Service unveiled at an ATA Board of Directors meeting a commemorative stamp honoring 50 years of commercial aviation in the U.S. The stamp, shown on the cover, was placed on sale March 19, 1976.

Largely because of the scope and reliability of the scheduled air transport system, the Postal Service in October, 1975, was able to put into effect a new program designed to give first class letters a level of service equal to or exceeding that formerly given air mail.

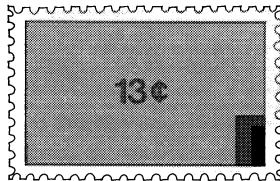
Airlines provide the Postal Service with one of the best bargains in transportation history. For a first class postage stamp which costs 13 cents, the airlines receive 4/10 of a cent each time a letter goes by air. This is less than the airlines received nearly two decades ago. In 1958, the airlines received 7/10 of a cent out of each six cent air mail stamp of that time.

**1958 (6¢ Stamp)**



■ Postal Service Share 5-3/10 cents  
■ Airline Share 7/10 of a cent

**1976 (13¢ Stamp)**



■ Postal Service Share 12-6/10 cents  
■ Airline Share 4/10 of a cent

# Airports

The growth of scheduled airline service during its first 50 years has required, and will continue to require, massive capital outlays in the billions of dollars by carriers and by airports throughout the nation.

During 1975 and early 1976, Congress has been considering legislation to extend the Airport and Airway Development Act, which provides funding for improvement and expansion of the nation's airports and airways.

The principal source of revenue is the Aviation Trust Fund, derived from taxes paid by airline passengers and shippers, amounting to about 90 per cent of Trust Fund income, or about \$1 billion per year.

During Congressional testimony, ATA has pointed out that Trust Fund receipts substantially exceed Trust Fund disbursements, and that the large surplus — about \$1 billion currently — will grow to about \$4 billion by 1980. The airlines said that the taxes should be reduced in order to bring Trust Fund receipts and disbursements into balance and to eliminate unwarranted charges upon airline passengers and shippers.

The domestic passenger ticket tax, it was urged, should be reduced from 8 per cent to 5 per cent, the international departure charge from \$3 to \$2, and the freight waybill tax from 5 per cent to 3 per cent.

At these lower tax levels, the program would still meet the essential needs for increasing airport and airway capacity, and the Trust Fund would continue to show a large surplus.

In December, the Administration proposed the Aviation Act of 1975. It was followed by similar "deregulation" proposals in early 1976 by Senator Edward M. Kennedy (D-Mass.) and the Civil Aeronautics Board. Each had the announced intention of lowering the cost of air travel and increasing the efficiency of the nation's air transport system.

It is the airline industry's position that if the Aviation Act of 1975 or similar proposals were to be put into effect (1) the price of jet fuel would not go down, (2) skilled airline employees would not work for less, (3) airport operators would not lower their landing fees, (4) nor would other suppliers of goods and services to the airlines lower their prices.

The only thing that surely would go down would be the efficiency and availability of airline service.

While airline managements agreed that regulatory reform is desirable, and that they should be permitted management latitude to adjust fares within a "zone of reasonableness" of 15 per cent up or down without government intervention, they could not agree with the proposed provisions on airline route entry and exit.

Under the entry and exit provisions advocated by deregulators, airlines would be virtually free to start up or abandon service in any new or existing market at will. This, it was felt, would degrade the concept of route certification, the foundation on which the network of scheduled air transportation is based. It would lead to a rush to compete on the heaviest traveled, most profitable air routes, and abandonment of air service or sharply reduced service in other markets.

The net result would be a shrinking of the present air system and less scheduled air service, thereby endangering the world's best air transportation system.

# Safety

U.S. air carriers had three fatal accidents in 1975 — “the fewest fatal accidents as far as our records go to 1949,” according to the National Transportation Safety Board. The number of fatalities — 124 — was the lowest since 1957.

Transportation safety statistics compiled by NTSB show that civil aviation accounts for about 2.7 per cent of all transportation accidents. The airlines account for only four tenths of one per cent.

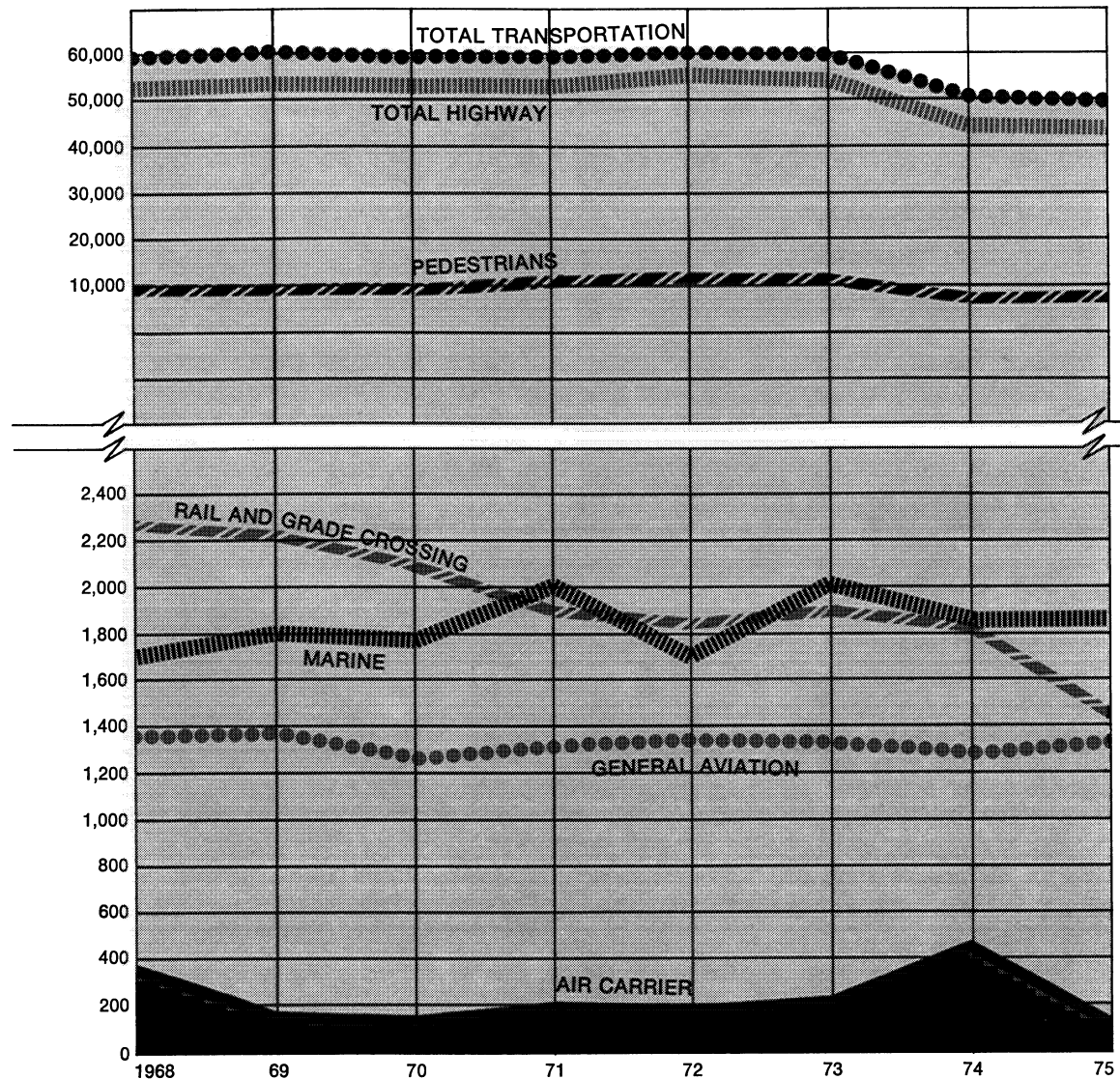
Travel by scheduled airlines today is 10 times safer than by private auto. This is an impressive gain since the early 1930's when aviation was considered eight times as dangerous as driving a private automobile.

Airline safety continues to improve on an absolute scale. Accidents per 100,000 departures have been reduced 61 per cent since the jet age began — from a three year average of 1.86 in 1961 to 0.724 in 1975. The much smaller number of fatal accidents has similarly gone down from 0.25 per 100,000 departures in 1961 to 0.108 in 1975 — a reduction of 58 per cent.

No single factor is responsible for this safety record. It is a combination of interrelated factors. Prominent among these has been the steady application of new technology at all levels of air transportation — from the replacement of piston engines by the more efficient and more reliable jet engines to the transfer of much pilot training from aircraft to simulators, permitting even more thorough training.

Airline initiative has speeded many safety developments, such as the transformation of World War II airborne radar into a weather avoidance radar, and government has later made such devices mandatory for all. In other cases, government has taken the initiative in requiring procedures or equipment changes. Either way, the result is an investment in, and dedication to, safety.

**Safety Rates Compared**  
(Number of fatalities per year)



# Financial Performance and Rising Costs

The airlines, which require earnings for future modernization of about 5½ cents on each dollar of revenue, or about \$800 million per year, last year lost \$84 million—the second largest industry loss in history.

This performance was due to the lack of growth in airline traffic during the recession year, and soaring inflation, especially in fuel costs. Passengers enplaned and revenue passenger miles flown were both down slightly (–0.1 per cent) from the year before. Increases in the cost of fuel during the year amounted to \$0.5 billion. Elimination of just a fraction of this cost alone would have resulted in a profitable year for the industry.

Throughout the past decade, the costs of providing airline services for travelers and shippers have climbed dramatically. Especially steep have been the rises in labor and fuel costs which together account for about 60 per cent of total airline operating expenses.

## Labor Costs

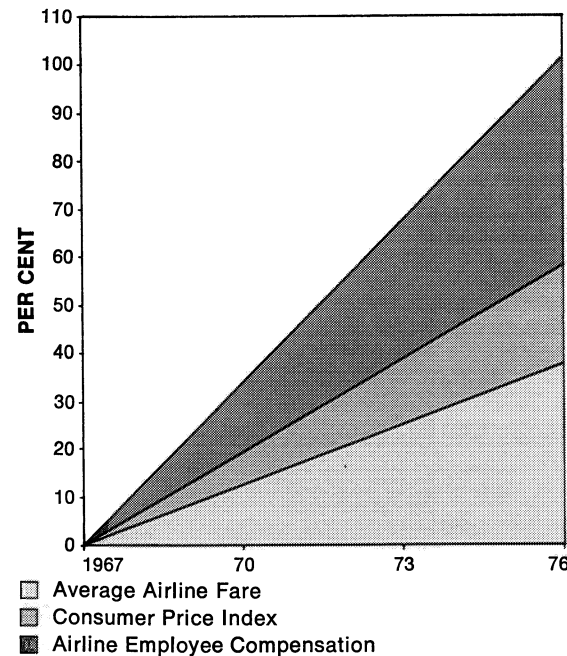
Labor costs represent the largest single element of total operating costs, about 40 per cent. The level of employee compensation in the airline industry is the highest of all major U.S. industries. The average annual wage in 1975 for all airline employees was about \$17,000, plus another \$3,000 in benefits, for a total compensation of \$20,000. The annual compensation for a typical 747 captain is now about \$97,000 per year, a 727 captain about \$53,000, a mechanic about \$21,000, and a flight attendant about \$14,000.

The increase in average payroll costs per employee in the airline industry over the years has exceeded payroll cost increases in the construction industry, government, other transportation modes, and other major U.S. industries. The increase in average compensation per air-

line employee has also far exceeded the increase in the Consumer Price Index and the increase in the average airline fare.

Since 1967, average airline employee compensation has increased 102 per cent, compared to an increase of 58 per cent in the Consumer Price Index and 38 per cent in the average airline fare, based on revenue per passenger mile.

**Employee Compensation**



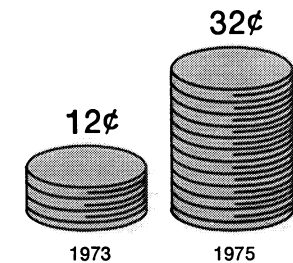
## Fuel Costs

Even more than labor, fuel costs have skyrocketed in recent years. After relatively modest increases in the late 60's and early 70's, the average price of jet fuel has increased more than 160 per cent, from 12¢ per gallon to the current 32¢ per gallon, since mid-1973. Fuel now accounts for about 20 per cent of total airline operating costs compared to 12 per cent three years ago.

Although the airlines are using less fuel than in 1973, their annual fuel bill is \$1.6 billion more. Though energy legislation enacted in December, 1975 is expected to stabilize fuel prices somewhat in the short term, normal price increases, an increase in crude imports relative to domestic production and the termination of long-term contracts are likely to push those costs up again.

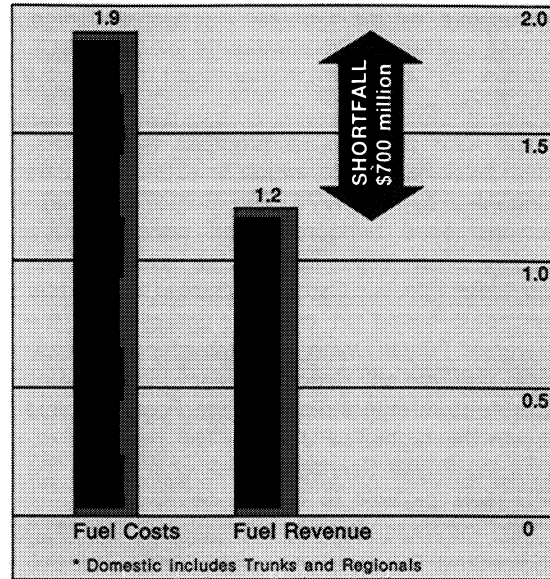
In addition to labor and fuel costs, the airlines in 1975 experienced continuing increases in the costs of most other goods and services. These include airport landing fees (up more than 140 per cent since 1967), rentals, food, spare parts, supplies, tools, travel agent commissions, construction, ground vehicles, and state and local taxes.

**Fuel Cost Per Gallon**



### Increased Domestic\* Fuel Costs vs. Increased Revenue from Fuel Fare Changes

2nd Quarter 1973 to December 31, 1975 \$ Billions



### Capital Formation

Capital formation is a major problem facing the U.S. scheduled airline industry, which presently has 2,200 aircraft and related equipment valued at \$18 billion. In the years 1976 through 1980, it is estimated that the airline industry will require at least \$6 billion in new flight equipment and related ground support equipment to continue to operate a modern fleet of aircraft to provide service for the projected increases in passengers and shippers. Other estimates have forecast total industry capital requirements of \$20 billion over the next decade, rising further in the latter half of the 1980's.

The acquisition of new equipment is necessary to handle the growing traffic. Also, this procurement would bring into the fleet quieter and more fuel efficient aircraft, and raise productivity.

The internally generated cash funds resulting from retained earnings and depreciation within the airline industry will not be sufficient to meet the needed capital. Therefore, external sources will have to be utilized to obtain the additional funds.

Airline financing has become more and more difficult over the years. Airline investors have become skeptical of investing in the industry, primarily because of its poor financial performance. In recent years the market prices of airline equities have declined significantly below book values, precluding equity financing. For example, at the end of 1966, the market value of trunk airline equities was \$6.7 billion and the book value was \$2.4 billion. By the third quarter 1975, the market value had fallen to \$2.5 billion and the book value had risen to \$4.1 billion. Under these conditions, new equity financing is not practicable.

Without immediate attention to the financial needs of the industry, the prospects for continuing a modern, well-equipped public transportation service will diminish rapidly. Legislation was introduced in 1975 that would provide some immediate relief in the form of refunds of unused and expiring investment tax credits. Enactment of this legislation would go far to assist the airline industry in the near term to meet some of its capital needs. The legislation would allow the airline industry to receive the benefits of the investment credit which are available to most other industries, and would help provide the necessary capital funds for the future growth of the airline industry, as well as the many derivative industries that depend upon it.

The Civil Aeronautics Board has determined that a healthy airline industry requires a return on investment standard of 12 per cent. In 1975 the industry's return on investment was under 3 per cent.



# International Aviation

Economic difficulties, which had heightened in 1974, continued to confront international air transportation in 1975. Although international fuel prices began to level off near the end of the year, the cost remained much higher than the domestic rate. Inflation in the cost of goods and services world wide remained a major problem for U.S. international carriers, and required fare increases in most international markets.

Passenger traffic on the North Atlantic was lower than 1974, contributing to the increase in overcapacity. The two largest U.S. flag carriers experienced financial losses as did almost all foreign airlines operating over this route.

## Government Action Plan

The Administration reformed its Action Plan, which was set in motion in 1974, to correct some of the unfair competitive practices encountered by U.S. carriers abroad. The Action Plan includes a series of seven steps involving: (1) restructuring rates that are too low or too com-

plicated; (2) reduction of capacity on international routes where service is in excess of country-to-country demand; (3) enforcement of tariffs and reduction of illegal rebating and discounting; (4) a "Fly U.S. Flag" policy to encourage use of U.S. carriers by U.S. travelers and shippers; (5) adjustment of postal rates to reflect higher costs of operation; (6) reduction of discrimination against U.S. air carriers overseas; and (7) identification of routes that are, as presently served, not economically viable which might be suspended or combined with other service.

Some progress was made in the areas of route restructuring, suspension of uneconomic services, capacity reduction, more compensatory rates for the carriage of mail and in the program to promote the use of U.S. flag carriers.

The "Fly U.S. Flag" program was initiated and the Departments of Commerce and Transportation took an active interest through the establishment of correspondence to U.S. businesses,

state and local governments and travel agents seeking to encourage the greater use of U.S. flag services. In addition, procedures were established by the General Accounting Office, making uniform the requirements for use of U.S. carriers for all transportation paid for by the United States.

The CAB still has in progress the International Mail Rate Case which is expected to be concluded by late 1976. The Board did establish increased temporary mail rates for U.S. carriers which essentially reflect increased fuel and other costs. Carrier petitions for further increases, based on elements included by the Universal Postal Union in establishing its maximum rate, are still pending. Meanwhile the rates payable to foreign airlines by the Postal Service remain the higher UPU rates. The new law directs the Postal Service to seek changes in the UPU rates payable to foreign carriers.

The International Air Transportation Fair Competitive Practices Act was signed into law by President Ford on January 3, 1975. Experience has indicated that deficiencies remain in three areas: discriminatory practices, discriminatory and excessive user charges, and international mail rates. Two of the most costly unfair practices encountered by U.S. carriers involve monopoly ground handling and currency conversion, and remittance procedures imposed in certain foreign countries.

Moreover, the government has not used the machinery provided in the new law to its full advantage in situations where discriminatory and excessive user charges exist. During the year the Secretary of Transportation made determinations of discrimination in three cases; however, negotiations with the three governments involved have not resolved the problems. Also, the question of what is an "unreasonably excessive charge" has produced differing views between lawyers and economists within the government and little progress has been made to deal with this issue.

DEPARTURES		
KANSAS CTY	2:50 P	9
ST MOSCOW	5:00 P	10
FRANKFURT	10:00 P	11
L. ANGELES	11:45 A	12
TOKYO	12:00 A	14
ROME	1:00 A	15

# Airline Service in 1975

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

## Enplanements

1. United .....	28,999
2. Eastern .....	27,587
3. Delta .....	26,502
4. American .....	20,681
5. Trans World .....	15,756
6. Allegheny .....	10,269
7. Northwest .....	8,865
8. Braniff .....	8,541
9. Western .....	8,041
10. Pan American .....	7,304
11. Continental .....	7,225
12. North Central .....	4,530
13. National .....	4,243
14. Hughes Airwest .....	3,975
15. Frontier .....	3,733
16. Piedmont .....	3,603
17. Ozark .....	3,346
18. Southern .....	2,935
19. Hawaiian .....	2,742
20. Aloha .....	2,025
21. Texas International .....	1,636
22. Alaska .....	760
23. Wien Air Alaska .....	617
24. Air New England .....	409
25. New York Airways .....	282
26. San Francisco & Oakland Helicopter .....	221
27. Aspen .....	114
28. Wright .....	54
29. Reeve Aleutian .....	43
30. Kodiak-Western Alaska .....	22
31. Chicago Helicopter .....	2

## Revenue Passenger Miles

1. United .....	26,225,950
2. Trans World .....	20,956,907
3. American .....	20,870,598
4. Eastern .....	18,169,434
5. Delta .....	16,460,463
6. Pan American .....	14,862,750
7. Northwest .....	9,471,280
8. Western .....	6,998,309
9. Continental .....	6,356,319
10. Braniff .....	6,290,420
11. National .....	3,865,194
12. Allegheny .....	3,272,212
13. Hughes Airwest .....	1,496,984
14. Frontier .....	1,455,299
15. Piedmont .....	1,061,021
16. North Central .....	1,029,154
17. Ozark .....	936,042
18. Southern .....	852,547
19. Alaska .....	610,779
20. Texas International .....	580,269
21. Hawaiian .....	372,081
22. Aloha .....	276,136
23. Wien Air Alaska .....	222,146
24. Air New England .....	54,726
25. Reeve Aleutian .....	35,625
26. Aspen .....	12,899
27. Wright .....	4,988
28. New York Airways .....	4,754
29. San Francisco & Oakland Helicopter .....	3,568
30. Kodiak-Western Alaska .....	1,155
31. Chicago Helicopter .....	48

## Available Seat Miles

1. United .....	45,923,198
2. Trans World .....	39,246,937
3. American .....	36,682,339
4. Eastern .....	32,323,538
5. Pan American .....	31,377,842
6. Delta .....	29,480,849
7. Northwest .....	20,910,963
8. Braniff .....	12,761,331
9. Continental .....	11,778,704
10. Western .....	11,572,063
11. National .....	7,521,799
12. Allegheny .....	6,161,394
13. Hughes Airwest .....	2,840,684
14. Frontier .....	2,616,727
15. North Central .....	2,155,961
16. Piedmont .....	2,140,613
17. Ozark .....	1,909,322
18. Southern .....	1,688,633
19. Texas International .....	1,167,349
20. Alaska .....	1,007,925
21. Hawaiian .....	567,551
22. Wien Air Alaska .....	491,590
23. Aloha .....	424,494
24. Air New England .....	119,942
25. Reeve Aleutian .....	74,196
26. Aspen .....	24,891
27. Wright .....	11,991
28. New York Airways .....	11,750
29. San Francisco & Oakland Helicopter .....	9,189
30. Kodiak-Western Alaska .....	2,368
31. Chicago Helicopter .....	110

# Airline Service in 1975

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

## Freight Ton Miles

1. Pan American .....	815,325
2. Flying Tigers .....	721,427
3. United .....	547,043
4. American .....	471,501
5. Trans World .....	443,479
6. Northwest .....	383,425
7. Seaboard World .....	379,551
8. Continental .....	222,248
9. Eastern .....	208,186
10. Delta .....	167,245
11. Airlift .....	102,687
12. Braniff .....	84,182
13. Western .....	84,053
14. National .....	37,980
15. Allegheny .....	18,513
16. Wien Air Alaska .....	15,704
17. Alaska .....	11,881
18. Frontier .....	9,973
19. North Central .....	8,084
20. Ozark .....	6,533
21. Piedmont .....	6,029
22. Hughes Airwest .....	5,667
23. Hawaiian .....	5,305
24. Southern .....	5,173
25. Texas International .....	3,171
26. Reeve Aleutian .....	1,008
27. Aloha .....	569
28. Air New England .....	65
29. Wright .....	54
30. Kodiak-Western Alaska .....	37
31. Aspen .....	18
32. New York Airways .....	2

## Mail Ton Miles

1. Pan American .....	210,392
2. United .....	147,940
3. Trans World .....	134,602
4. American .....	109,715
5. Northwest .....	90,626
6. Flying Tigers .....	88,620
7. Delta .....	68,345
8. Eastern .....	60,821
9. Seaboard World .....	41,380
10. Braniff .....	36,460
11. Continental .....	26,107
12. Western .....	23,439
13. Allegheny .....	12,883
14. National .....	10,256
15. Wien Air Alaska .....	7,343
16. Frontier .....	4,630
17. Alaska .....	3,793
18. North Central .....	3,295
19. Ozark .....	2,968
20. Piedmont .....	2,810
21. Hughes Airwest .....	2,585
22. Southern .....	2,153
23. Airlift .....	1,991
24. Reeve Aleutian .....	1,891
25. Texas International .....	918
26. Hawaiian .....	728
27. Aloha .....	506
28. Kodiak-Western Alaska .....	53
29. Air New England .....	42
30. New York Helicopter .....	5

## Overall Revenue Ton Miles

1. United .....	3,317,585
2. Trans World .....	2,680,330
3. American .....	2,675,699
4. Pan American .....	2,518,399
5. Eastern .....	2,090,804
6. Delta .....	1,881,643
7. Northwest .....	1,428,381
8. Continental .....	885,205
9. Flying Tigers .....	810,994
10. Western .....	808,451
11. Braniff .....	751,571
12. National .....	435,611
13. Seaboard World .....	421,001
14. Allegheny .....	360,009
15. Frontier .....	160,466
16. Hughes Airwest .....	158,149
17. Piedmont .....	114,941
18. North Central .....	114,618
19. Airlift .....	104,689
20. Ozark .....	103,106
21. Southern .....	92,599
22. Alaska .....	76,868
23. Texas International .....	62,257
24. Wien Air Alaska .....	45,262
25. Hawaiian .....	43,241
26. Aloha .....	28,688
27. Reeve Aleutian .....	6,461
28. Air New England .....	5,581
29. Aspen .....	1,309
30. Wright .....	553
31. New York Airways .....	506
32. San Francisco & Oakland Helicopter .....	357
33. Kodiak-Western Alaska .....	206
34. Chicago Helicopter .....	5

## Passenger Revenues

1. United .....	1,821,587
2. American .....	1,489,335
3. Trans World .....	1,482,712
4. Eastern .....	1,446,145
5. Delta .....	1,297,827
6. Pan American .....	1,102,635
7. Northwest .....	657,327
8. Braniff .....	507,285
9. Western .....	465,081
10. Continental .....	453,024
11. Allegheny .....	341,018
12. National .....	281,020
13. Hughes Airwest .....	152,171
14. Frontier .....	142,253
15. North Central .....	134,185
16. Piedmont .....	116,162
17. Ozark .....	111,165
18. Southern .....	94,154
19. Texas International .....	60,594
20. Alaska .....	53,569
21. Hawaiian .....	49,139
22. Aloha .....	35,730
23. Wien Air Alaska .....	30,934
24. Air New England .....	10,412
25. New York Airways .....	6,057
26. Reeve Aleutian .....	4,692
27. Aspen .....	2,884
28. San Francisco & Oakland Helicopter .....	2,778
29. Wright .....	1,243
30. Chicago Helicopter .....	35

## Freight Revenues

1. Pan American .....	245,003
2. Flying Tigers .....	158,976
3. United .....	141,899
4. American .....	131,071
5. Trans World .....	125,297
6. Northwest .....	85,493
7. Seaboard .....	76,685
8. Delta .....	69,308
9. Eastern .....	60,143
10. Continental .....	37,661
11. Braniff .....	30,595
12. Western .....	23,639
13. Airlift .....	21,448
14. Allegheny .....	15,373
15. National .....	11,822
16. Wien Air Alaska .....	11,118
17. North Central .....	8,076
18. Frontier .....	6,499
19. Ozark .....	6,280
20. Piedmont .....	5,948
21. Alaska .....	4,795
22. Hughes Airwest .....	4,719
23. Hawaiian .....	4,309
24. Southern .....	4,260
25. Texas International .....	2,592
26. Reeve Aleutian .....	773
27. Aloha .....	688
28. Air New England .....	290
29. Wright .....	231
30. New York Airways .....	65
31. Aspen .....	34
32. San Francisco & Oakland Helicopter .....	6

## Total Operating Revenues

1. United .....	2,229,685
2. Trans World .....	1,805,175
3. American .....	1,795,239
4. Pan American .....	1,673,660
5. Eastern .....	1,624,394
6. Delta .....	1,428,957
7. Northwest .....	814,860
8. Braniff .....	594,960
9. Continental .....	530,733
10. Western .....	518,973
11. Allegheny .....	377,147
12. National .....	358,173
13. Flying Tigers .....	216,743
14. Hughes Airwest .....	177,608
15. Frontier .....	167,794
16. North Central .....	163,584
17. Piedmont .....	135,663
18. Ozark .....	133,884
19. Southern .....	118,071
20. Seaboard .....	110,160
21. Texas International .....	80,007
22. Alaska .....	68,153
23. Wien Air Alaska .....	56,622
24. Hawaiian .....	55,991
25. Airlift .....	40,552
26. Aloha .....	37,897
27. Air New England .....	14,578
28. Reeve Aleutian .....	7,941
29. New York Airways .....	6,631
30. Aspen .....	3,901
31. San Francisco & Oakland Helicopter .....	3,389
32. Wright .....	1,956
33. Chicago Helicopter .....	1,465

# Traffic and Service



<b>Total U.S. Scheduled Airlines</b>	<b>1975</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>Passenger Traffic</b>										
Revenue passengers enplaned (000) .....	205,062	207,458	202,208	191,349	173,669	169,922	171,898	162,181	142,499	118,061
Revenue passenger miles (000) .....	162,810,057	162,918,594	161,957,307	152,406,276	135,657,702	131,710,018	125,420,120	113,958,321	98,746,641	79,889,246
Available seat miles (000) .....	303,006,243	297,006,062	310,597,107	287,411,214	279,823,351	265,119,871	250,845,929	216,445,750	174,818,524	137,844,486
Revenue passenger load factor (%) .....	53.7	54.9	52.1	53.0	48.5	49.7	50.0	52.6	56.5	58.0
Average length of haul (miles) .....	794	785	801	796	781	775	730	703	693	677
<b>Cargo Traffic (Ton Miles)—Total (000) .....</b>										
Freight (000) .....	4,766,118	4,890,026	4,736,729	4,217,452	3,712,288	3,407,552	3,240,965	2,804,878	2,351,108	2,050,735
Express (000) .....	29,190	80,845	100,497	87,422	82,995	106,514	109,467	105,153	98,883	99,690
U.S. Mail (000) .....	1,097,297	1,150,881	1,197,974	1,190,198	1,313,376	1,470,131	1,339,923	1,257,051	976,126	750,516
<b>Overall Traffic and Service</b>										
Nonscheduled traffic—total ton miles (000) ...	1,346,765	1,474,997	1,685,782	2,059,180	2,220,658	2,019,832	3,091,193	2,865,022	2,648,005	1,754,930
Total revenue ton miles—all services (000) ...	23,532,302	23,900,208	23,927,657	22,805,371	20,905,968	20,185,500	19,989,409	18,114,334	15,684,289	12,440,854
Total available ton miles—all services (000) ..	49,286,148	48,941,526	51,443,758	48,680,473	47,255,550	44,298,170	42,779,192	37,223,333	30,785,135	23,505,292
Ton mile load factor (%) .....	47.8	48.8	46.5	46.8	44.2	45.6	46.7	48.7	46.4	52.9
Scheduled revenue aircraft departures .....	4,704,052	4,726,101	5,134,577	5,046,438	4,998,934	5,119,556	5,378,343	5,348,110	4,945,947	4,373,318
Scheduled revenue aircraft miles (000) .....	2,240,505	2,258,188	2,448,114	2,375,875	2,377,858	2,418,169	2,384,866	2,145,972	1,833,563	1,482,486
Scheduled revenue aircraft hours .....	5,422,665	5,474,788	5,899,388	5,728,496	5,725,925	5,846,195	5,895,772	5,521,311	4,924,613	4,233,467

<b>Domestic Trunk Airlines</b>	<b>1975</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>Passenger Traffic</b>										
Revenue passengers enplaned (000) .....	147,428	147,999	144,753	136,590	124,351	122,866	129,883	118,810	105,854	86,423
Revenue passenger miles (000) .....	119,445,956	117,616,261	115,352,180	108,189,968	97,756,113	95,899,744	95,657,705	81,611,832	70,990,141	56,802,788
Available seat miles (000) .....	217,855,445	210,997,105	222,446,581	206,617,921	202,509,471	194,461,930	190,064,198	153,864,640	124,141,624	97,174,719
Revenue passenger load factor (%) .....	54.8	55.7	51.9	52.4	48.3	49.3	50.3	53.0	57.2	58.5
Average length of haul (miles) .....	810	795	797	792	786	781	736	687	671	657
<b>Cargo Traffic (Ton Miles)—Total (000) .....</b>										
Freight (000) .....	2,848,635	2,936,571	2,961,808	2,779,389	2,593,965	2,555,646	2,622,526	2,072,466	1,666,721	1,353,051
Express (000) .....	2,205,602	2,245,262	2,260,935	2,067,242	1,861,767	1,789,701	1,753,602	1,439,161	1,190,067	988,485
U.S. Mail (000) .....	25,262	70,961	89,178	76,927	73,552	95,445	99,331	94,874	89,343	87,128
U.S. Mail (000) .....	617,771	620,348	611,695	635,220	658,646	670,500	769,593	538,431	387,311	277,438
<b>Overall Traffic and Service</b>										
Nonscheduled traffic—total ton miles (000) ...	402,367	377,847	401,864	447,622	432,442	443,083	806,533	425,942	498,919	287,753
Total revenue ton miles—all services (000) ...	15,196,727	15,076,887	14,899,642	14,046,278	12,801,877	12,589,056	12,647,138	10,321,322	8,969,988	7,083,014
Total available ton miles—all services (000) ..	32,753,356	31,794,899	33,695,886	31,703,285	30,977,903	29,623,686	29,165,115	23,097,750	18,769,379	14,403,764
Ton mile load factor (%) .....	46.4	47.4	44.2	44.3	41.3	42.5	43.4	44.7	47.8	49.2
Scheduled revenue aircraft departures .....	2,744,387	2,729,241	3,019,558	2,954,879	2,920,958	2,979,044	3,184,595	3,005,352	2,749,451	2,290,949
Scheduled revenue aircraft miles (000) .....	1,599,008	1,589,077	1,743,427	1,711,465	1,727,414	1,748,728	1,747,185	1,486,460	1,258,265	995,729
Scheduled revenue aircraft hours .....	3,708,442	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
<b>Local Service Airlines</b>										
<b>Passenger Traffic</b>										
Revenue passengers enplaned (000) .....	34,436	35,200	32,450	30,501	27,432	26,726	24,547	23,389	19,032	16,295
Revenue passenger miles (000) .....	10,738,254	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
Available seat miles (000) .....	20,800,625	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
Revenue passenger load factor (%) .....	51.6	52.7	48.7	49.2	45.3	43.6	42.9	45.2	46.4	50.2
Average length of haul (miles) .....	312	307	303	292	286	278	257	235	216	213
<b>Cargo Traffic (Ton Miles)—Total (000) .....</b>										
Freight (000) .....	97,898	108,960	114,432	101,456	86,206	86,264	70,440	59,036	41,277	35,701
Express (000) .....	63,208	68,599	72,400	65,297	52,897	53,549	40,052	31,415	22,054	19,782
U.S. Mail (000) .....	2,406	6,929	8,302	7,491	6,907	8,706	7,999	7,482	6,417	7,099
U.S. Mail (000) .....	32,284	33,432	33,730	28,668	26,402	24,009	22,389	20,139	12,806	8,820
<b>Overall Traffic and Service</b>										
Nonscheduled traffic—total ton miles (000) ...	28,038	22,009	24,339	21,305	23,561	21,077	15,315	11,062	8,622	4,443
Total revenue ton miles—all services (000) ...	1,199,762	1,211,819	1,121,742	1,012,667	894,930	850,480	694,550	593,665	442,406	371,072
Total available ton miles—all services (000) ..	2,633,959	2,578,358	2,534,221	2,263,189	2,194,802	2,146,702	1,859,433	1,469,783	1,024,078	761,028
Ton mile load factor (%) .....	45.6	47.0	44.3	44.7	40.8	39.6	37.4	40.4	43.2	48.8
Scheduled revenue aircraft departures .....	1,436,029	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
Scheduled revenue aircraft miles (000) .....	262,807	264,522	268,336	249,561	241,911	242,471	227,603	211,203	185,041	165,281
Scheduled revenue aircraft hours .....	873,344	886,338	935,211	894,394	875,781	895,306	895,966	908,525	888,417	863,581

## Traffic and Service

<b>Intra-Hawaiian Airlines</b>	<b>1975</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>Passenger Traffic</b>										
Revenue passengers enplaned (000) .....	4,767	4,675	4,373	3,676	3,000	2,643	2,442	2,243	2,024	1,692
Revenue passenger miles (000) .....	648,217	644,685	610,799	504,670	400,393	355,034	327,017	301,429	274,143	226,674
Available seat miles (000) .....	992,045	986,292	965,576	853,475	725,799	768,693	772,192	580,391	463,719	387,127
Revenue passenger load factor (%) .....	65.3	65.4	63.3	59.1	55.2	46.2	42.3	51.9	59.1	58.6
Average length of haul (miles) .....	136	138	140	137	133	134	134	134	135	134
<b>Cargo Traffic (Ton Miles)—Total (000) .....</b>										
Freight (000) .....	7,108	6,869	6,357	5,501	4,683	4,352	3,665	3,167	3,749	3,318
Express (000) .....	5,874	5,687	5,176	4,441	3,658	3,314	2,745	2,272	2,823	2,454
U.S. Mail (000) .....	—	—	—	—	—	—	—	—	—	—
U.S. Mail (000) .....	1,234	1,182	1,181	1,060	1,025	1,038	920	895	926	864
<b>Overall Traffic and Service</b>										
Nonscheduled traffic—total ton miles (000) ...	7	9	2	9	7	5	18	8	35	12
Total revenue ton miles—all services (000) ...	71,937	71,346	67,439	55,976	44,730	39,866	32,361	29,630	27,827	23,224
Total available ton miles—all services (000) ..	117,266	112,446	109,044	96,083	81,198	85,535	83,662	60,634	49,169	40,373
Ton mile load factor (%) .....	61.4	63.5	61.8	58.3	55.1	46.6	38.7	48.9	56.6	57.5
Scheduled revenue aircraft departures .....	74,974	74,453	73,841	68,571	64,767	72,380	76,003	69,359	64,631	62,034
Scheduled revenue aircraft miles (000) .....	9,154	9,192	8,965	8,115	7,276	8,147	8,697	8,131	7,665	7,221
Scheduled revenue aircraft hours .....	28,145	28,152	27,789	26,225	24,561	28,414	30,916	31,595	32,396	33,733
<b>Intra-Alaskan Airlines*</b>										
<b>Passenger Traffic</b>										
Revenue passengers enplaned (000) .....	1,442	1,110	933	991	393	351	315	253	336	304
Revenue passenger miles (000) .....	869,705	636,575	498,102	522,524	123,406	112,532	101,333	76,790	78,147	68,434
Available seat miles (000) .....	1,576,079	1,326,739	1,050,072	1,019,933	315,359	258,622	253,389	204,431	168,052	146,924
Revenue passenger load factor (%) .....	55.2	48.0	47.4	51.2	39.1	43.5	40.0	37.6	46.5	46.6
Average length of haul (miles) .....	603	574	534	527	314	321	322	304	233	225
<b>Cargo Traffic (Ton Miles)—Total (000) .....</b>										
Freight (000) .....	41,827	36,067	28,183	29,139	13,777	12,468	11,247	8,477	7,876	7,759
Express (000) .....	28,630	24,165	17,194	18,394	7,369	6,385	5,972	3,825	3,630	3,664
U.S. Mail (000) .....	117	206	169	174	—	—	—	—	—	—
U.S. Mail (000) .....	13,080	11,696	10,820	10,571	6,408	6,083	5,275	4,652	4,246	4,095
<b>Overall Traffic and Service</b>										
Nonscheduled traffic—total ton miles (000) ...	4,514	2,892	2,892	7,020	1,747	2,220	2,679	3,432	3,662	4,252
Total revenue ton miles—all services (000) ...	133,311	102,619	80,890	88,410	28,004	26,013	24,457	19,920	19,675	19,166
Total available ton miles—all services (000) ..	241,942	197,316	151,725	163,588	52,710	49,285	47,051	35,688	33,204	31,417
Ton mile load factor (%) .....	55.1	52.0	53.3	54.0	53.1	52.8	52.0	55.8	59.3	61.0
Scheduled revenue aircraft departures .....	111,896	100,608	95,940	102,139	67,623	65,223	61,885	66,389	96,529	99,357
Scheduled revenue aircraft miles (000) .....	22,678	18,712	15,487	15,980	7,823	7,603	7,438	7,155	8,542	7,985
Scheduled revenue aircraft hours .....	82,421	69,205	59,583	61,607	38,784	38,485	38,371	40,831	55,332	54,498

\* See notes to statistical tables on page 31.

<b>Helicopter Airlines</b>	<b>1975</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>Passenger Traffic</b>										
Revenue passengers enplaned (000) .....	505	592	613	587	551	573	744	1,048	1,225	1,075
Revenue passenger miles (000) .....	8,370	10,298	10,936	10,009	8,973	11,341	17,083	24,856	29,670	25,420
Available seat miles (000) .....	21,049	24,181	25,113	23,495	24,364	31,780	43,102	59,923	62,041	51,992
Revenue passenger load factor (%) .....	39.8	42.6	43.5	42.6	36.8	35.7	39.6	41.5	47.8	48.9
Average length of haul (miles) .....	17	17	18	17	16	20	23	24	24	24
<b>Cargo Traffic (Ton Miles)—Total (000) .....</b>										
Freight (000) .....	8	8	14	20	20	34	77	113	134	140
Express (000) .....	2	2	3	3	3	4	6	8	9	10
U.S. Mail (000) .....	1	2	8	12	13	25	37	48	64	70
U.S. Mail (000) .....	5	4	3	5	4	5	34	57	61	60
<b>Overall Traffic and Service</b>										
Nonscheduled traffic—total ton miles (000) ...	4	1	13	28	6	4	5	10	9	13
Total revenue ton miles—all services (000) ...	871	1,058	1,120	1,048	923	1,171	1,707	2,492	2,970	2,574
Total available ton miles—all services (000) ..	2,122	2,440	2,537	2,384	2,414	3,240	4,400	6,146	6,345	5,157
Ton mile load factor (%) .....	41.1	43.4	44.1	44.0	38.2	36.1	38.8	40.5	46.8	49.9
Scheduled revenue aircraft departures .....	66,666	78,409	80,974	78,150	78,503	84,519	111,124	191,631	151,421	139,568
Scheduled revenue aircraft miles (000) .....	873	1,029	1,085	1,022	1,048	1,427	1,910	2,547	2,660	2,241
Scheduled revenue aircraft hours .....	8,847	10,310	10,239	9,628	9,630	12,707	17,957	23,346	25,066	22,652
<b>All-Cargo Airlines (Domestic)</b>										
<b>Cargo Traffic (Ton Miles)—Total (000) .....</b>										
Freight (000) .....	433,437	490,639	496,416	336,248	275,705	258,726	215,123	198,768	186,116	195,486
Express (000) .....	414,699	464,584	466,053	324,666	263,075	247,877	208,058	194,005	181,876	189,714
U.S. Mail (000) .....	958	1,650	2,023	2,056	1,838	1,713	1,530	1,576	1,943	3,071
U.S. Mail (000) .....	17,780	24,405	28,340	9,526	10,792	9,136	5,535	3,187	2,297	2,701
<b>Overall Traffic and Service</b>										
Nonscheduled traffic—total ton miles (000) ...	30,566	42,538	37,656	42,472	35,173	42,727	259,539	295,406	333,365	359,331
Total revenue ton miles—all services (000) ...	464,002	533,176	534,072	378,718	310,878	301,453	474,662	494,181	519,480	554,817
Total available ton miles—all services (000) ..	755,060	874,944	872,994	645,273	565,295	543,375	726,584	704,824	729,323	705,242
Ton mile load factor (%) .....	61.5	60.9	61.2	58.7	55.0	55.5	65.3	70.1	71.2	78.7
Scheduled revenue aircraft departures .....	13,635	15,928	15,268	11,296	10,257	11,724	13,400	15,016	15,633	16,009
Scheduled revenue aircraft miles (000) .....	14,127	17,319	17,338	12,771	11,071	11,219	10,456	11,552	11,174	11,021
Scheduled revenue aircraft hours .....	30,653	37,477	36,759	26,918	23,463	24,606	27,064	34,433	37,052	38,833

## Traffic and Service

<b>International and Territorial Airlines</b>	<b>1975</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>Passenger Traffic</b>										
Revenue passengers enplaned (000) .....	16,316	17,725	18,936	18,897	17,474	16,260	13,493	16,407	14,020	12,272
Revenue passenger miles (000) .....	31,081,668	33,186,199	35,639,973	34,268,298	29,219,294	27,563,211	22,702,695	26,450,644	23,259,314	19,298,420
Available seat miles (000) .....	61,724,118	63,125,961	65,897,988	60,797,069	58,320,186	51,959,992	44,411,659	49,575,001	41,118,729	33,175,647
Revenue passenger load factor (%) .....	50.4	52.6	54.1	56.4	50.1	53.0	51.1	53.4	56.6	58.2
Average length of haul (miles) .....	1,905	1,872	1,882	1,813	1,672	1,695	1,683	1,612	1,659	1,573
<b>Cargo Traffic (Ton Miles)—Total (000) .....</b>	<b>2,463,618</b>	<b>2,542,525</b>	<b>1,589,856</b>	<b>1,475,715</b>	<b>1,455,777</b>	<b>1,481,140</b>	<b>1,389,711</b>	<b>1,596,029</b>	<b>1,347,763</b>	<b>1,164,014</b>
Freight (000) .....	2,048,031	2,081,619	1,237,861	1,113,373	1,009,254	941,563	936,110	926,091	795,858	720,627
Express (000) .....	444	1,092	723	731	531	445	444	1,159	1,106	982
U.S. Mail (000) .....	415,143	459,814	351,272	361,611	445,992	539,132	453,157	668,779	550,799	442,405
<b>Overall Traffic and Service</b>										
Nonscheduled traffic—total ton miles (000) ...	880,413	1,029,151	917,647	975,475	1,111,847	938,464	1,253,832	1,684,105	1,387,435	737,520
Total revenue ton miles—all services (000) ...	6,462,975	6,901,006	6,081,669	5,888,259	5,500,407	5,185,823	4,953,257	5,978,604	5,113,306	3,883,836
Total available ton miles—all services (000) ..	12,775,240	13,375,618	12,430,469	11,877,471	11,545,793	10,203,702	9,220,759	10,779,326	9,030,981	6,653,990
Ton mile load factor (%) .....	50.6	49.2	48.9	49.6	47.6	50.8	53.7	55.5	56.6	58.4
Scheduled revenue aircraft departures .....	248,564	276,468	297,153	292,995	292,515	299,529	295,489	367,960	298,573	280,481
Scheduled revenue aircraft miles (000) .....	331,020	357,604	361,481	350,163	350,744	369,870	359,476	408,136	350,719	285,711
Scheduled revenue aircraft hours .....	686,450	743,790	751,773	729,613	728,331	767,440	753,347	858,123	727,445	610,954
<b>All-Cargo Airlines (International)</b>										
<b>Cargo Traffic (Ton Miles)—Total (000) .....</b>	<b>903,247</b>	<b>866,409</b>	<b>837,982</b>	<b>767,546</b>	<b>668,028</b>	<b>573,186</b>	<b>368,235</b>	<b>229,021</b>	<b>172,478</b>	<b>141,475</b>
Freight (000) .....	788,966	743,420	676,959	623,981	507,716	356,502	287,810	208,097	154,790	126,000
Express (000) .....	70	235	90	28	51	62	8	12	9	1,340
U.S. Mail (000) .....	114,211	122,754	160,933	143,537	160,261	216,622	80,417	20,912	17,679	14,135
<b>Overall Traffic and Service</b>										
Nonscheduled traffic—total ton miles (000) ...	244,154	246,111	300,991	564,988	595,730	549,624	724,940	445,016	415,957	361,606
Total revenue ton miles—all services (000) ...	1,147,401	1,112,518	1,138,973	1,332,554	1,263,775	1,122,874	1,093,261	674,127	588,545	503,149
Total available ton miles—all services (000) ..	1,730,780	1,602,284	1,641,731	1,925,448	1,715,339	1,513,626	1,538,391	1,068,341	1,142,444	904,322
Ton mile load factor (%) .....	66.3	69.4	69.4	69.2	73.7	74.2	71.1	63.1	51.5	55.6
Scheduled revenue aircraft departures .....	15,210	15,536	17,015	16,100	15,550	13,625	11,083	8,393	7,704	5,857
Scheduled revenue aircraft miles (000) .....	25,783	27,356	28,888	26,183	23,236	20,760	14,665	10,428	9,429	7,297
Scheduled revenue aircraft hours .....	53,694	57,086	59,698	53,968	48,136	43,573	32,806	24,595	23,769	19,624

# Operating Revenues and Expenses

(In Thousands of Dollars)

Total U.S. Scheduled Airlines	1975	1974	1973	1972	1971	1970	1969	1968	1967	1966
<b>Operating Revenues—Total</b> .....	15,354,550	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
Passenger .....	12,353,150	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
Freight .....	1,295,098	1,216,332	1,038,459	906,494	795,272	713,423	648,030	547,094	465,281	412,039
U.S. Mail .....	302,849	300,155	295,047	263,619	279,664	298,559	288,373	267,229	260,314	232,733
Express .....	14,658	31,388	36,175	31,679	30,522	36,337	38,089	38,174	35,471	36,800
Charter .....	485,371	444,815	421,007	448,537	467,258	413,913	525,759	517,074	520,612	381,890
Public Service Revenue .....	63,989	72,853	68,929	68,881	63,392	45,857	40,003	46,745	59,912	65,619
Other * .....	903,424	969,981	285,037	172,707	189,147	154,752	130,903	115,044	97,273	86,439
<b>Operating Expenses—Total</b> .....	15,226,680	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
Flying Operations .....	5,093,731	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
Maintenance .....	2,005,520	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
General Services and Administration										
Passenger Service .....	1,408,230	1,321,940	1,269,402	1,125,545	989,709	939,681	830,681	716,056	578,639	458,887
Aircraft and Traffic Servicing .....	2,720,059	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
Promotion and Sales .....	1,692,884	1,564,536	1,424,741	1,294,161	1,151,562	1,112,409	1,035,401	900,940	776,304	645,574
Administrative .....	716,182	672,753	603,881	551,308	508,716	459,222	408,428	351,965	297,560	241,386
Total .....	6,537,354	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
Depreciation and Amortization .....	1,116,473	1,101,358	1,064,441	1,002,924	959,323	952,036	868,384	742,240	612,294	491,578
<b>Net Operating Income</b> .....	127,870	725,740	585,266	584,471	328,475	43,031	387,454	504,888	708,194	775,497

\* 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)

<b>Domestic Trunk Airlines</b>	<b>1975</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>Operating Revenues—Total</b> .....	10,311,411	9,942,772	8,382,391	7,510,461	6,750,448	6,272,775	6,134,700	5,039,441	4,419,436	3,660,900
Passenger .....	8,773,895	8,510,218	7,363,558	6,664,950	5,959,062	5,536,144	5,350,986	4,451,341	3,901,528	3,233,095
Freight .....	606,276	575,262	524,589	462,076	414,972	387,120	365,015	284,707	235,774	201,289
U.S. Mail .....	157,344	158,292	164,217	139,482	142,223	138,108	165,246	123,870	99,239	86,858
Express .....	12,177	26,093	31,111	26,822	26,332	31,257	33,317	33,146	30,752	31,601
Charter .....	158,595	133,395	125,036	119,656	107,933	100,294	147,482	87,475	104,962	70,429
Public Service Revenue .....	—	—	—	—	—	—	—	—	2,822	2,110
Other .....	603,124	539,512	173,879	97,475	99,926	79,851	72,655	58,902	44,360	35,518
<b>Operating Expenses—Total</b> .....	10,227,615	9,262,768	7,967,708	7,076,402	6,520,920	6,256,039	5,789,817	4,719,364	4,009,331	3,207,198
Flying Operations .....	3,360,235	2,874,950	2,273,665	2,025,229	1,953,216	1,830,972	1,690,242	1,341,342	1,101,480	869,925
Maintenance .....	1,360,521	1,275,136	1,197,030	1,058,338	963,835	974,254	908,489	802,853	735,445	596,269
General Services and Administration										
Passenger Service .....	1,019,840	937,614	890,389	789,761	684,211	653,762	600,072	488,635	396,449	311,564
Aircraft and Traffic Servicing .....	1,779,072	1,675,714	1,533,286	1,327,309	1,179,031	1,117,235	1,010,865	825,578	704,944	560,004
Promotion and Sales .....	1,112,493	1,031,855	935,224	839,904	747,115	728,402	701,427	579,244	501,987	410,282
Administrative .....	432,021	395,796	368,485	331,884	310,292	279,813	253,782	202,465	167,023	131,568
Total .....	4,343,425	4,040,979	3,727,384	3,288,857	2,920,650	2,779,212	2,566,147	2,095,921	1,770,403	1,413,418
Depreciation and Amortization .....	806,523	794,290	769,628	703,977	683,218	671,601	624,937	479,249	402,005	327,586
<b>Net Operating Income</b> .....	83,796	680,004	414,683	434,059	229,527	16,737	344,883	320,077	410,106	453,703
<b>Local Service Airlines</b>										
<b>Operating Revenues—Total</b> .....	1,368,337	1,299,702	1,061,333	935,187	827,861	736,831	611,080	501,308	399,716	348,332
Passenger .....	1,162,114	1,091,140	889,973	789,767	688,938	627,590	520,806	414,732	313,833	264,949
Freight .....	54,037	49,722	43,808	37,966	31,478	29,794	22,630	17,477	13,053	10,961
U.S. Mail .....	15,364	16,998	14,217	10,067	9,578	11,176	9,366	8,871	6,490	5,617
Express .....	1,826	4,088	3,931	3,876	3,602	4,281	3,957	3,967	3,545	3,729
Charter .....	18,441	14,294	14,376	12,912	12,930	12,099	9,252	6,837	5,565	3,516
Public Service Revenue .....	59,790	68,508	64,555	64,484	58,863	40,339	34,804	40,950	50,961	54,924
Other .....	116,555	54,950	30,417	16,114	22,472	11,552	10,266	8,476	6,266	4,637
<b>Operating Expenses—Total</b> .....	1,338,133	1,199,329	997,603	882,545	798,975	745,629	628,517	510,518	399,025	324,866
Flying Operations .....	437,834	364,473	287,885	256,549	242,577	226,809	189,916	146,193	109,656	88,985
Maintenance .....	206,997	196,332	173,970	156,463	137,585	128,332	108,272	91,971	79,323	69,475
General Services and Administration										
Passenger Service .....	87,704	81,924	71,100	59,070	52,711	47,970	38,751	30,613	21,995	17,307
Aircraft and Traffic Servicing .....	312,511	290,889	250,761	209,851	183,435	165,121	144,372	120,179	95,933	80,353
Promotion and Sales .....	130,532	121,675	100,542	85,406	77,219	69,502	58,329	46,467	36,107	29,472
Administrative .....	72,543	65,271	54,716	51,407	47,269	42,653	34,344	28,136	22,813	18,472
Total .....	603,290	559,759	477,119	405,734	360,634	325,246	275,795	225,396	176,849	145,604
Depreciation and Amortization .....	67,734	62,993	58,629	63,798	58,179	65,242	54,533	46,958	33,196	20,802
<b>Net Operating Income</b> .....	30,204	100,373	63,530	52,641	28,886	(8,798)	(17,436)	(9,210)	691	23,467

<b>Intra-Hawaiian Airlines</b>	<b>1975</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>Operating Revenues—Total</b> .....	93,888	87,496	75,435	60,501	49,046	44,391	35,753	29,746	26,287	23,318
Passenger .....	84,869	78,697	69,125	56,529	45,330	39,972	33,075	27,538	24,344	19,716
Freight .....	4,997	4,101	3,006	2,596	2,410	2,321	1,943	1,577	1,540	1,375
U.S. Mail .....	541	479	538	386	296	286	258	236	237	229
Express .....	—	—	—	104	—	—	—	—	—	—
Charter .....	13	15	5	4	9	7	23	13	—	12
Public Service Revenue .....	—	—	—	—	—	789	—	—	—	1,124
Other .....	3,468	4,206	2,761	883	1,001	1,016	454	382	166	860
<b>Operating Expenses—Total</b> .....	92,382	80,529	68,580	56,148	47,813	43,923	37,408	30,453	26,528	22,145
Flying Operations .....	29,476	24,698	19,221	16,694	13,975	13,258	13,097	8,674	8,548	6,478
Maintenance .....	11,148	9,682	9,846	8,483	7,474	7,194	6,793	6,069	4,909	4,369
General Services and Administration										
Passenger Service .....	3,964	3,612	3,379	2,798	2,255	1,858	1,604	1,047	859	712
Aircraft and Traffic Servicing .....	19,917	17,787	15,692	11,632	9,774	8,338	6,397	5,474	4,404	3,778
Promotion and Sales .....	17,003	15,041	12,756	9,774	7,116	6,065	4,805	4,205	3,761	2,925
Administrative .....	7,605	6,830	5,482	4,440	3,925	3,679	1,553	2,515	2,214	2,051
Total .....	48,488	43,271	37,309	28,645	23,070	19,941	14,360	13,241	11,239	9,465
Depreciation and Amortization .....	2,728	2,390	2,204	2,327	3,294	3,531	3,158	2,470	1,831	1,832
<b>Net Operating Income</b> .....	1,506	6,967	6,855	4,353	1,233	469	(1,654)	(707)	(241)	1,173
<b>Intra-Alaskan Airlines<sup>1</sup></b>										
<b>Operating Revenues—Total</b> .....	132,715	100,685	71,344	31,700	30,360	28,812	25,704	21,967	24,407	22,357
Passenger .....	89,195	64,244	44,673	15,613	14,717	13,241	11,869	8,867	9,707	7,972
Freight .....	16,686	13,162	8,104	4,574	4,218	3,532	3,307	2,132	2,191	1,996
U.S. Mail .....	11,907	10,775	9,823	6,671	6,670	6,864	5,267	4,717	4,392	3,926
Express .....	35	60	32	17	—	—	—	—	—	—
Charter .....	3,408	2,980	2,186	1,579	1,480	2,014	2,064	2,310	2,363	2,458
Public Service Revenue .....	4,199	4,346	4,374	2,242	2,374	2,374	2,494	3,190	4,729	5,124
Other .....	11,485	5,118	2,157	1,004	902	786	703	751	1,022	881
<b>Operating Expenses—Total</b> .....	119,393	88,974	68,375	29,621	28,160	26,975	23,802	20,719	23,241	20,306
Flying Operations .....	41,400	28,988	21,127	8,310	8,273	7,874	6,633	6,042	6,372	5,566
Maintenance .....	18,314	14,530	12,219	6,894	6,273	6,514	5,977	5,142	6,449	5,297
General Services and Administration *										
Total .....	51,508	39,014	31,397	12,084	11,330	10,269	8,928	7,775	8,686	7,756
Depreciation and Amortization .....	5,961	4,926	3,633	2,334	2,284	2,318	2,263	1,759	1,733	1,687
<b>Net Operating Income</b> .....	13,322	11,711	2,969	2,079	2,200	1,837	1,902	1,248	1,166	2,051

<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)

<b>Helicopter Airlines</b>	<b>1975</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>Operating Revenues—Total</b> .....	11,486	12,324	10,099	9,306	8,414	8,380	9,175	12,870	16,506	14,232
Passenger .....	8,870	9,618	8,895	8,351	7,479	7,158	7,374	9,470	10,377	8,603
Freight .....	72	90	70	71	68	72	67	93	102	98
U.S. Mail .....	24	21	20	26	26	33	130	209	325	158
Express .....	3	32	52	66	60	103	243	259	289	295
Charter .....	773	911	369	501	401	435	419	513	481	509
Public Service Revenue .....	—	—	—	—	—	—	—	513	481	509
Other .....	1,744	1,654	686	292	379	578	942	2,326	4,932	3,985
<b>Operating Expenses—Total</b> .....	11,959	12,523	10,243	9,389	9,591	11,637	14,346	16,177	17,249	14,929
Flying Operations .....	2,707	3,085	2,955	2,798	2,801	3,094	2,928	2,885	3,375	3,195
Maintenance .....	3,092	3,061	2,842	2,643	2,645	3,016	4,169	5,278	5,521	5,002
General Services and Administration *		1,455								
Total .....	4,447	4,602	4,147	3,674	3,522	4,642	5,835	6,306	6,379	5,563
Depreciation and Amortization .....	336	283	300	273	622	885	1,413	1,707	1,972	1,169
<b>Net Operating Income</b> .....	(473)	(199)	(144)	(83)	(1,177)	(3,258)	(5,171)	(3,307)	(743)	(697)
<b>All-Cargo Airlines (Domestic)</b>										
<b>Operating Revenues—Total</b> .....	94,586	97,501	89,354	63,746	51,871	49,445	78,642	85,303	94,279	102,360
Passenger .....	—	—	—	—	—	—	—	—	—	—
Freight .....	84,745	85,352	77,705	53,756	41,283	37,073	29,469	27,564	25,960	27,635
U.S. Mail .....	3,220	4,196	4,881	1,967	2,311	1,547	936	581	534	832
Express .....	468	727	806	482	336	536	379	407	538	858
Charter .....	5,346	6,314	4,688	5,892	4,396	5,665	41,191	54,414	63,345	68,776
Public Service Revenue .....	—	—	—	—	—	—	—	—	—	—
Other .....	807	912	1,275	1,649	3,544	4,679	6,668	2,337	3,902	4,259
<b>Operating Expenses—Total</b> .....	106,081	111,573	84,038	61,754	52,945	53,283	80,211	98,712	83,973	80,414
Flying Operations .....	45,382	47,846	32,338	23,024	20,394	20,975	30,147	35,170	34,139	30,774
Maintenance .....	11,706	13,938	10,611	6,995	5,593	8,612	16,420	19,354	21,339	19,887
General Services and Administration										
Passenger Service .....	2	2	17	4	2	15	1,783	2,579	423	1,512
Aircraft and Traffic Servicing .....	29,973	30,553	26,473	20,557	15,752	13,374	16,097	13,908	12,650	12,845
Promotion and Sales .....	4,526	5,105	4,241	3,261	3,128	2,434	3,251	3,448	3,160	2,837
Administrative .....	6,759	7,488	5,746	3,943	3,389	2,833	3,901	4,374	4,308	4,338
Total .....	41,261	43,149	36,477	27,765	22,271	18,657	25,032	24,310	20,541	21,533
Depreciation and Amortization .....	7,420	6,249	4,611	3,970	4,686	5,040	8,611	19,878	7,955	8,220
<b>Net Operating Income</b> .....	(11,495)	(14,072)	5,316	1,992	(1,074)	(3,838)	(1,569)	(13,408)	10,305	21,946

\* Breakdown waived in reporting required of these carriers.

<b>International and Territorial Airlines</b>	<b>1975</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>Operating Revenues—Total</b> .....	3,063,400	2,921,607	2,526,878	2,284,300	2,080,262	1,913,592	1,689,387	1,949,766	1,769,682	1,474,480
Passenger .....	2,230,081	2,121,651	1,894,914	1,706,512	1,483,973	1,380,388	1,176,349	1,309,173	1,165,862	995,185
Freight .....	355,657	335,407	267,821	242,088	220,370	196,906	185,346	185,465	163,216	149,215
U.S. Mail .....	89,793	83,595	71,366	77,378	90,188	103,302	91,769	124,737	143,651	130,056
Express .....	148	297	234	266	183	125	156	391	342	314
Charter .....	226,286	233,085	220,370	208,171	230,327	184,525	199,930	287,202	259,918	163,350
Public Service Revenue .....	—	—	—	—	—	—	—	2,606	1,400	1,753
Other .....	161,435	147,573	72,174	49,887	55,219	48,344	35,838	40,193	35,293	34,606
<b>Operating Expenses—Total</b> .....	3,059,348	2,994,712	2,458,972	2,233,879	2,050,095	1,894,391	1,638,275	1,747,946	1,496,540	1,220,894
Flying Operations .....	1,050,250	1,037,441	680,521	595,859	573,008	515,182	456,431	495,025	424,135	329,427
Maintenance .....	363,869	356,187	316,597	300,476	269,031	241,077	219,053	244,316	211,874	181,475
General Services and Administration										
Passenger Service .....	286,626	291,705	298,063	265,758	239,845	222,704	178,003	187,756	156,837	126,367
Aircraft and Traffic Servicing .....	509,545	491,359	460,235	395,554	360,715	332,268	278,708	281,377	238,244	194,943
Promotion and Sales .....	399,039	367,383	352,675	335,673	301,594	292,624	258,418	263,692	228,135	197,265
Administrative .....	149,264	161,650	137,108	128,650	115,681	102,644	90,641	94,899	81,298	67,894
Total .....	1,344,474	1,312,097	1,248,081	1,125,635	1,017,834	950,241	805,770	827,723	704,514	586,470
Depreciation and Amortization .....	212,456	213,967	213,772	211,908	190,220	187,889	157,019	180,881	156,017	123,521
<b>Net Operating Income</b> .....	4,052	(73,105)	67,906	50,421	30,167	19,202	51,113	201,820	273,142	253,586
<b>All-Cargo Airlines (International)</b>										
<b>Operating Revenues—Total</b> .....	272,868	235,824	197,892	227,228	212,042	195,905	165,958	111,998	114,193	99,059
Passenger .....	—	—	—	—	—	—	—	—	—	—
Freight .....	172,363	152,990	112,962	100,234	78,447	54,388	38,474	28,067	23,440	19,471
U.S. Mail .....	24,657	25,800	29,985	25,124	26,274	34,929	13,897	4,008	5,446	5,057
Express .....	—	4	9	1	(7)	20	2	4	3	3
Charter .....	71,369	53,244	53,343	97,375	102,237	99,216	111,260	78,273	83,957	72,839
Public Service Revenue .....	—	—	—	—	—	—	—	—	—	—
Other .....	4,479	3,786	1,594	4,495	5,092	7,353	2,323	1,645	1,347	1,690
<b>Operating Expenses—Total</b> .....	266,319	223,057	174,328	186,471	170,841	171,207	151,797	103,632	100,425	78,791
Flying Operations .....	124,995	98,446	71,061	78,499	72,966	70,699	64,544	44,968	46,136	34,182
Maintenance .....	28,465	25,163	21,492	24,154	18,396	25,159	25,031	18,441	22,250	18,532
General Services and Administration										
Passenger Service .....	4,954	3,193	3,547	4,760	8,083	10,208	8,131	5,425	2,076	1,424
Aircraft and Traffic Servicing .....	55,213	46,407	40,563	38,433	34,137	32,881	26,772	16,529	14,493	11,356
Promotion and Sales .....	23,084	18,667	15,230	15,759	11,148	8,417	5,582	3,885	3,154	2,792
Administrative .....	14,987	13,779	10,984	11,644	10,773	10,016	7,122	5,196	4,750	3,744
Total .....	98,238	82,046	70,324	70,596	64,140	61,522	47,558	30,935	24,473	19,316
Depreciation and Amortization .....	12,980	16,010	11,451	13,222	15,340	13,827	14,664	9,288	7,565	6,761
<b>Net Operating Income</b> .....	6,549	12,767	23,564	40,757	41,201	24,698	14,161	8,366	13,768	20,269

# Income Statement

<b>Total U.S. Scheduled Airlines</b>	<b>1975</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>
Total Operating Revenues (\$000) .....	15,354,550	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
Total Operating Expenses (\$000) .....	15,226,680	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
Net Operating Income (\$000) .....	127,870	725,740	585,266	584,471	328,475	43,031	387,454	504,888	708,194	775,497
Interest on Long-Term Debt (\$000) .....	402,041	420,144	368,141	307,148	330,525	318,156	283,355	221,915	149,793	126,588
Income Taxes (\$000) .....	(19,236)	218,100	134,740	98,402	21,423	(48,291)	94,898	135,240	236,231	279,570
Net Profit or (Loss) (\$000) .....	(84,141)	321,641	226,693	214,850	28,006	(200,503)	52,723	209,952	415,388	427,633
Profit Margin on Sales (%) .....	—	2.2	1.8	1.9	0.3	—	0.6	2.8	6.1	7.4
Rate of Return on Investment (%) .....	2.5	6.4	5.1	4.9	3.5	1.2	3.3	4.9	7.6	11.0
<b>Domestic Trunk Airlines</b>										
Total Operating Revenues (\$000) .....	10,311,411	9,939,165	8,382,391	7,510,461	6,750,448	6,272,775	6,134,700	5,039,441	4,419,436	3,660,900
Total Operating Expenses (\$000) .....	10,227,615	9,259,754	7,967,708	7,076,402	6,520,920	6,256,039	5,789,817	4,719,364	4,009,331	3,207,198
Net Operating Income (\$000) .....	83,796	679,411	414,683	434,059	229,527	16,737	344,883	320,077	410,106	453,703
Interest on Long-Term Debt (\$000) .....	256,720	264,295	219,437	178,261	189,207	173,748	169,005	131,174	88,475	81,065
Income Taxes (\$000) .....	(21,771)	238,324	116,654	89,165	21,990	(41,131)	91,023	88,435	145,250	165,500
Net Profit or (Loss) (\$000) .....	(66,626)	323,625	140,037	177,154	48,182	(100,412)	110,427	126,521	244,475	238,636
Profit Margin on Sales (%) .....	—	3.3	1.7	2.4	0.7	—	1.8	2.5	5.5	6.5
Rate of Return on Investment (%) .....	2.2	7.8	4.7	5.1	3.3	1.4	4.3	4.9	6.9	9.7
<b>Local Service Airlines</b>										
Total Operating Revenues (\$000) .....	1,368,337	1,299,702	1,061,333	935,187	827,861	736,831	611,080	501,308	399,716	348,332
Total Operating Expenses (\$000) .....	1,338,133	1,199,328	997,603	882,545	798,975	745,629	628,517	510,518	399,025	324,866
Net Operating Income (\$000) .....	30,204	100,374	63,730	52,641	28,886	(8,798)	(17,436)	(9,210)	691	23,467
Interest on Long-Term Debt (\$000) .....	35,497	40,395	35,282	31,585	38,525	44,382	41,495	31,151	17,697	7,796
Income Taxes (\$000) .....	5,281	19,037	4,981	4,579	198	(1,585)	(5,707)	(9,091)	(3,289)	6,558
Net Profit or (Loss) (\$000) .....	315	51,243	29,138	15,669	(10,466)	(61,426)	(63,008)	(29,800)	(4,472)	10,376
Profit Margin on Sales (%) .....	—	3.9	2.7	1.7	—	—	—	—	—	3.0
Rate of Return on Investment (%) .....	3.5	10.9	8.9	5.5	3.7	(3.9)	(4.2)	(0.4)	2.4	7.2
<b>Intra-Hawaiian Airlines</b>										
Total Operating Revenues (\$000) .....	93,888	87,496	75,435	60,501	49,046	44,391	35,753	29,746	26,287	23,318
Total Operating Expenses (\$000) .....	92,382	80,529	68,580	56,148	47,813	43,923	37,408	30,453	26,528	22,145
Net Operating Income (\$000) .....	1,506	6,967	6,855	4,353	1,233	469	(1,654)	(707)	(241)	1,173
Interest on Long-Term Debt (\$000) .....	823	1,330	1,332	1,626	1,845	2,605	1,553	1,013	772	527
Income Taxes (\$000) .....	21	1,228	483	—	—	—	(4)	(482)	(385)	206
Net Profit or (Loss) (\$000) .....	461	4,526	5,035	3,528	(403)	(3,115)	(3,707)	(1,533)	(1,039)	479
Profit Margin on Sales (%) .....	0.5	5.2	6.7	5.8	—	—	—	—	—	2.1
Rate of Return on Investment (%) .....	3.3	18.1	24.4	17.5	4.3	(3.8)	(10.5)	(1.4)	2.8	6.4
<b>Intra-Alaska Airlines*</b>										
Total Operating Revenues (\$000) .....	132,715	100,685	71,344	31,700	30,360	28,812	25,704	21,967	24,407	22,357
Total Operating Expenses (\$000) .....	119,393	88,974	68,375	29,621	28,160	26,975	23,802	20,719	23,241	20,306
Net Operating Income (\$000) .....	13,322	11,711	2,969	2,079	2,220	1,837	1,902	1,248	1,166	2,051
Interest on Long-Term Debt (\$000) .....	5,012	4,594	2,269	1,099	1,219	1,359	1,255	279	333	336
Income Taxes (\$000) .....	1,137	1,559	214	374	525	223	335	293	587	933
Net Profit or (Loss) (\$000) .....	9,670	7,935	1,567	823	674	347	488	1,429	160	1,032
Profit Margin on Sales (%) .....	7.3	7.9	2.2	2.6	2.2	1.2	1.9	6.5	0.7	4.6
Rate of Return on Investment (%) .....	17.7	21.0	9.2	7.1	5.9	4.7	6.0	8.2	2.9	12.5

\* See notes to statistical tables on page 31.

<b>Helicopter Airlines</b>	<b>1975</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>
Total Operating Revenues (\$000) .....	11,486	12,324	10,099	9,306	8,414	8,380	9,175	12,780	16,506	14,232
Total Operating Expenses (\$000) .....	11,959	12,523	10,248	9,389	9,591	11,637	14,346	16,177	17,249	14,929
Net Operating Income (\$000) .....	(473)	(199)	(149)	(83)	(1,177)	(3,258)	(5,171)	(3,307)	(743)	(697)
Interest on Long-Term Debt (\$000) .....	104	123	143	225	223	580	654	440	512	375
Income Taxes (\$000) .....	—	196	—	—	(1)	(2)	(34)	(11)	(56)	(256)
Net Profit or (Loss) (\$000) .....	(548)	(469)	(356)	(356)	(1,457)	(4,057)	(6,948)	(3,100)	(888)	(561)
Profit Margin on Sales (%) .....	—	—	—	—	—	—	—	—	—	—
Rate of Return on Investment (%) .....	(22.9)	(13.6)	—*	—*	—*	—*	(85.5)	(24.8)	(2.7)	(2.7)

#### **All-Cargo Airlines (Domestic)**

Total Operating Revenues (\$000) .....	94,586	97,501	89,354	63,746	51,871	49,445	78,642	85,303	94,279	102,360
Total Operating Expenses (\$000) .....	106,081	111,573	84,038	61,754	52,945	53,283	80,211	98,712	83,973	80,414
Net Operating Income (\$000) .....	(11,495)	(14,072)	5,316	1,992	(1,074)	(3,838)	(1,569)	(13,408)	10,305	21,946
Interest on Long-Term Debt (\$000) .....	3,404	2,131	1,974	2,215	3,263	4,338	7,734	3,946	2,188	3,002
Income Taxes (\$000) .....	(3,108)	5,123	4,781	1,962	406	320	264	7,243	3,205	8,467
Net Profit or (Loss) (\$000) .....	(4,104)	(5,699)	3,305	107	(5,137)	(9,108)	(7,906)	(10,838)	4,851	12,245
Profit Margin on Sales (%) .....	—	—	3.7	0.2	—	—	—	—	5.1	12.0
Rate of Return on Investment (%) .....	(2.7)	(4.8)	7.9	4.2	(3.6)	(8.3)	(0.9)	(4.9)	5.3	17.1

#### **International and Territorial Airlines**

Total Operating Revenues (\$000) .....	3,063,400	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
Total Operating Expenses (\$000) .....	3,059,348	2,994,713	2,458,972	2,233,879	2,050,095	1,894,398	1,638,275	1,747,946	1,496,540	1,220,894
Net Operating Income (\$000) .....	4,052	(73,104)	67,906	50,421	30,167	19,202	51,113	201,820	273,142	253,586
Interest on Long-Term Debt (\$000) .....	93,849	99,218	99,104	81,646	83,389	74,930	49,928	50,366	36,941	30,641
Income Taxes (\$000) .....	(7,063)	(42,409)	(3,275)	(10,657)	(11,792)	(11,735)	7,936	62,512	88,620	94,945
Net Profit or (Loss) (\$000) .....	(36,342)	(72,788)	22,902	(3,749)	(18,161)	(18,035)	19,910	122,957	163,108	149,890
Profit Margin on Sales (%) .....	—	—	0.9	—	—	—	1.2	6.3	9.2	10.2
Rate of Return on Investment (%) .....	2.2	0.6	4.5	3.0	3.2	2.4	3.2	7.5	11.1	14.6

#### **All-Cargo Airlines (International)**

Total Operating Revenues (\$000) .....	272,868	235,824	197,892	227,228	212,042	195,905	165,958	111,998	114,193	99,059
Total Operating Expenses (\$000) .....	266,319	223,057	174,328	186,471	170,841	171,207	151,797	103,632	100,425	78,791
Net Operating Income (\$000) .....	6,549	12,767	23,564	40,757	41,201	24,697	14,161	8,366	13,768	20,269
Interest on Long-Term Debt (\$000) .....	6,510	7,893	8,454	9,359	12,077	15,414	10,684	3,526	2,846	2,801
Income Taxes (\$000) .....	5,993	5,173	10,718	12,981	10,096	5,629	1,128	816	2,278	3,216
Net Profit or (Loss) (\$000) .....	13,122	13,190	17,051	24,498	17,815	1,244	2,949	4,274	9,213	15,536
Profit Margin on Sales (%) .....	4.8	5.6	8.6	10.8	8.4	0.6	1.8	3.8	8.1	15.6
Rate of Return on Investment (%) .....	7.8	9.3	12.9	14.8	11.9	5.9	6.2	6.2	13.6	33.0

\* 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			
	1975	1974	1970	1966
<b>Assets</b>				
Current Assets .....	3,941,068	3,736,240	2,447,507	1,980,938
Investments and Special Funds .....	893,645	1,118,020	1,282,720	710,602
Flight Equipment .....	14,034,021	13,540,980	10,945,920	6,095,501
Reserve for Depreciation and Airworthiness .....	(5,554,341)	(5,083,073)	(3,485,009)	(2,105,171)
Ground Property and Equipment .....	2,465,721	2,352,016	1,598,213	717,531
Reserve for Depreciation .....	(1,266,309)	(1,158,233)	(631,791)	(351,440)
Other Property .....	239,330	364,910	428,319	145,376
Deferred Charges .....	312,280	341,176	324,879	117,030
Total Assets .....	15,063,830	15,200,190	12,910,758	7,310,369
<b>Liabilities</b>				
Current Liabilities .....	3,520,103	3,418,414	2,344,834	1,282,886
Long-Term Debt .....	5,535,307	5,598,052	6,094,471	3,077,460
Other Non-Current Liabilities .....	247,180	283,351	314,656	18,878
Deferred Credit .....	1,421,693	1,444,434	1,063,285	540,752
Stockholders' Equity—Net of Treasury Stock .....	4,339,547	4,455,938	3,093,511	2,390,391
Preferred Stock .....	43,583	43,669	36,153	17,138
Common Stock .....	296,462	290,296	259,471	275,876
Other Paid-in Capital .....	2,183,618	2,144,395	1,407,767	819,022
Retained Earnings .....	1,817,555	1,978,666	1,392,042	1,280,921
Less: Treasury Stock .....	1,672	1,086	1,922	2,567
Total Liabilities and Equity .....	15,063,830	15,200,190	12,910,758	7,310,369

Local Service Airlines	As of December 31			
	1975	1974	1970	1966
<b>Assets</b>				
Current Assets .....	302,417	305,795	193,057	112,012
Investments and Special Funds .....	43,924	46,624	19,813	38,962
Flight Equipment .....	817,778	773,204	666,478	277,338
Reserve for Depreciation and Airworthiness .....	(295,451)	(279,780)	(153,636)	(62,912)
Ground Property and Equipment .....	107,007	91,341	65,199	30,086
Reserve for Depreciation .....	(56,612)	(49,499)	(29,545)	(14,104)
Other Property .....	42,721	22,232	20,711	23,745
Deferred Charges .....	112,688	118,009	118,895	14,038
Total Assets .....	1,074,473	1,035,210	900,973	419,164
<b>Liabilities</b>				
Current Liabilities .....	304,714	283,371	234,143	99,782
Long-Term Debt .....	447,035	428,462	516,592	219,741
Other Non-Current Liabilities .....	10,312	9,531	18,524	47
Deferred Credit .....	7,073	9,198	9,433	3,488
Stockholders' Equity—Net of Treasury Stock .....	305,339	304,648	122,281	96,105
Preferred Stock .....	18,393	18,429	11,641	755
Common Stock .....	21,751	20,613	21,017	19,204
Other Paid-in Capital .....	233,749	230,571	169,561	39,547
Retained Earnings .....	32,455	35,460	(79,931)	36,633
Less: Treasury Stock .....	1,009	424	7	35
Total Liabilities and Equity .....	1,074,473	1,035,210	900,973	419,164

Domestic Trunk Airlines				
<b>Assets</b>				
Current Assets .....	3,473,219	3,279,905	1,782,773	1,488,583
Investments and Special Funds .....	719,676	954,250	998,265	477,165
Flight Equipment .....	12,894,571	12,424,270	8,465,213	4,681,260
Reserve for Depreciation and Airworthiness .....	(5,156,073)	(4,698,263)	(2,846,775)	(1,652,233)
Ground Property and Equipment .....	2,260,508	2,182,443	1,271,156	544,698
Reserve for Depreciation .....	(1,170,994)	(1,075,762)	(486,060)	(271,971)
Other Property .....	189,532	329,512	251,615	91,558
Deferred Charges .....	190,692	212,212	142,923	58,848
Total Assets .....	13,401,130	13,596,269	9,579,112	5,417,909
<b>Liabilities</b>				
Current Liabilities .....	3,093,516	3,013,210	1,652,418	890,833
Long-Term Debt .....	4,907,971	4,987,386	4,280,487	2,277,953
Other Non-Current Liabilities .....	227,278	239,025	260,873	14,835
Deferred Credit .....	1,349,772	1,376,204	900,192	454,805
Stockholders' Equity—Net of Treasury Stock .....	3,822,593	3,980,444	2,485,143	1,779,483
Preferred Stock .....	24,294	24,294	24,199	15,262
Common Stock .....	237,175	233,116	197,001	208,237
Other Paid-in Capital .....	1,825,383	1,814,172	994,378	606,614
Retained Earnings .....	1,736,395	1,909,516	1,270,504	950,447
Less: Treasury Stock .....	654	654	939	1,077
Total Liabilities and Equity .....	13,401,130	13,596,269	9,579,112	5,417,909

Intra-Hawaiian Airlines				
<b>Assets</b>				
Current Assets .....	19,935	19,573	9,245	5,721
Investments and Special Funds .....	15,478	8,908	85	1,681
Flight Equipment .....	25,274	26,876	31,416	17,146
Reserve for Depreciation and Airworthiness .....	(8,628)	(9,237)	(11,123)	(5,304)
Ground Property and Equipment .....	8,443	7,607	6,459	4,487
Reserve for Depreciation .....	(4,700)	(4,136)	(3,209)	(1,852)
Other Property .....	696	266	2,813	971
Deferred Charges .....	2,828	3,344	2,693	1,705
Total Assets .....	59,326	52,954	38,378	24,560
<b>Liabilities</b>				
Current Liabilities .....	19,086	17,773	14,677	4,992
Long-Term Debt .....	18,890	15,023	18,900	13,193
Other Non-Current Liabilities .....	1,459	1,915	946	173
Deferred Credit .....	2,361	1,016	146	440
Stockholders' Equity—Net of Treasury Stock .....	17,529	17,226	3,709	5,763
Preferred Stock .....	66	66	70	398
Common Stock .....	7,346	7,346	6,265	3,081
Other Paid-in Capital .....	7,691	7,690	6,592	1,413
Retained Earnings .....	2,426	2,123	(9,217)	871
Less: Treasury Stock .....	—	—	—	—
Total Liabilities and Equity .....	59,326	52,954	38,378	24,560

Intra-Alaskan Airlines*	As of December 31			
	1975	1974	1970	1966
<b>Assets</b>				
Current Assets .....	31,916	22,341	9,922	6,151
Investments and Special Funds .....	14,147	12,714	1,090	1,232
Flight Equipment .....	82,366	59,089	27,788	12,531
Reserve for Depreciation and Airworthiness ..	(16,427)	(17,246)	(8,864)	(7,248)
Ground Property and Equipment .....	20,548	15,735	8,664	7,089
Reserve for Depreciation .....	(8,669)	(8,492)	(3,847)	(3,184)
Other Property .....	2,318	3,371	137	709
Deferred Charges .....	1,734	3,218	1,836	670
Total Assets .....	127,934	90,822	36,725	17,949
<b>Liabilities</b>				
Current Liabilities .....	32,683	27,541	5,721	5,033
Long-Term Debt .....	57,695	35,478	16,973	4,264
Other Non-Current Liabilities .....	12	316	59	140
Deferred Credit .....	1,540	793	302	239
Stockholders' Equity—Net of Treasury Stock ...	36,004	26,694	13,669	8,273
Preferred Stock .....	—	—	—	480
Common Stock .....	7,633	7,733	3,382	2,721
Other Paid-In Capital .....	19,808	19,876	3,088	490
Retained Earnings .....	8,563	(915)	7,200	4,581
Less: Treasury Stock .....	—	—	—	—
Total Liabilities and Equity .....	127,934	90,822	36,725	17,949

### Helicopter Airlines

<b>Assets</b>				
Current Assets .....	3,046	2,874	2,396	7,071
Investments and Special Funds .....	1	1	368	1,058
Flight Equipment .....	3,664	3,624	4,080	11,384
Reserve for Depreciation and Airworthiness ..	(1,946)	(1,543)	(1,478)	(4,184)
Ground Property and Equipment .....	797	769	1,077	2,029
Reserve for Depreciation .....	(578)	(506)	(643)	(1,202)
Other Property .....	297	46	749	165
Deferred Charges .....	154	202	490	1,296
Total Assets .....	5,435	5,220	7,039	17,617
<b>Liabilities</b>				
Current Liabilities .....	2,964	2,441	6,968	5,031
Long-Term Debt .....	715	839	3,303	7,059
Other Non-Current Liabilities .....	2,253	1,895	621	84
Deferred Credit .....	86	91	64	165
Stockholders' Equity—Net of Treasury Stock ...	(582)	(45)	(3,919)	5,279
Preferred Stock .....	20	20	—	—
Common Stock .....	2,984	2,984	3,400	3,141
Other Paid-In Capital .....	6,110	6,102	3,676	2,919
Retained Earnings .....	(9,688)	(9,143)	(10,995)	(781)
Less: Treasury Stock .....	9	9	—	—
Total Liabilities and Equity .....	5,435	5,220	7,039	17,617

All-Cargo Airlines	As of December 31			
	1975	1974	1970	1966
<b>Assets</b>				
Current Assets .....	109,732	105,057	76,826	65,222
Investments and Special Funds .....	99,995	95,340	48,404	16,442
Flight Equipment .....	207,167	252,100	259,575	175,184
Reserve for Depreciation and Airworthiness ..	(76,267)	(76,620)	(43,926)	(72,910)
Ground Property and Equipment .....	68,051	53,693	28,169	14,380
Reserve for Depreciation .....	(24,583)	(19,622)	(9,904)	(4,626)
Other Property .....	3,757	9,457	30,498	2,155
Deferred Charges .....	4,118	4,066	17,864	14,606
Total Assets .....	391,971	417,275	407,505	210,453
<b>Liabilities</b>				
Current Liabilities .....	63,979	73,100	58,553	45,052
Long-Term Debt .....	102,289	129,235	210,108	80,385
Other Non-Current Liabilities .....	5,865	30,668	27,876	1,378
Deferred Credit .....	60,861	57,132	35,579	12,313
Stockholders' Equity—Net of Treasury Stock ...	158,976	127,141	75,388	71,325
Preferred Stock .....	746	812	244	244
Common Stock .....	19,266	18,384	15,893	17,608
Other Paid-In Capital .....	86,842	61,944	39,816	24,627
Retained Earnings .....	52,123	46,002	19,680	29,090
Less: Treasury Stock .....	—	—	244	244
Total Liabilities and Equity .....	391,971	417,275	407,505	210,453

### International and Territorial Airlines

<b>Assets</b>				
Current Assets .....		373,044	296,178	
Investments and Special Funds .....		214,695	174,062	
Flight Equipment .....		1,490,739	920,657	
Reserve for Depreciation and Airworthiness ..		(418,814)	(300,378)	
Ground Property and Equipment .....		217,312	114,762	
Reserve for Depreciation .....		(98,487)	(54,500)	
Other Property .....		121,070	26,070	
Deferred Charges .....		40,085	25,867	
Total Assets .....	Balance sheet data reported in Domestic Trunk Category	1,939,642	1,202,718	
<b>Liabilities</b>				
Current Liabilities .....		371,372	232,163	
Long-Term Debt .....		1,047,404	474,865	
Other Non-Current Liabilities .....		5,700	2,221	
Deferred Credit .....		117,536	69,302	
Stockholders' Equity—Net of Treasury Stock ...		397,629	424,163	
Preferred Stock .....		—	—	
Common Stock .....		12,493	21,884	
Other Paid-In Capital .....		190,413	143,411	
Retained Earnings .....		195,456	260,080	
Less: Treasury Stock .....		733	1,212	
Total Liabilities and Equity .....		1,939,642	1,202,718	

\* See notes to statistical tables on page 31.

# Passenger Travel Compared

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

	1975	1974	1973	1972	1971	1970	1969	1968	1967	1966
(Thousands of Passengers)										
Passengers via Air .....	25,828	26,055	26,659	25,020	20,784	18,960	16,605	14,160	12,456	10,589
Passengers via Sea .....	1,902	1,793	1,964	1,863	1,758	1,711	1,714	1,378	1,397	1,570
Total via Air and Sea .....	27,730	27,848	28,624	26,883	22,542	20,671	18,319	15,538	13,853	12,159
Air Share (%) .....	93.1	93.6	93.1	93.1	92.2	91.7	90.6	91.1	89.9	87.1
Passengers via Foreign-Flag Airlines .....	12,887	12,201	12,038	11,380	9,033	8,490	7,481	6,259	5,792	5,109
Passengers via U.S.-Flag Airlines .....	12,941	13,854	14,621	13,640	11,751	10,470	9,124	7,901	6,664	5,480
U.S. Flag Airlines' Share (%) .....	50.1	53.2	54.8	54.5	56.5	55.2	54.9	55.8	53.5	51.8

\* 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)

### Common Carriers

Airlines .....	131,728	129,732	126,317	118,138	106,438	104,146	102,717	87,508	75,487	60,591
Railroads .....	9,765	10,334	9,298	8,561	9,908	6,179	7,622	8,737	10,920	12,903
Motor Buses .....	25,600	27,600	26,400	25,600	25,500	25,300	24,900	24,500	24,900	24,600
Total .....	167,093	167,665	162,016	152,299	141,846	135,335	135,239	120,693	111,306	98,094
Air Share (%) .....	78.8	77.4	78.0	77.6	75.0	77.0	76.0	72.5	67.8	61.8
Private Automobile .....	1,164,000	1,143,000	1,174,000	1,129,000	1,071,000	1,026,000	977,000	936,400	889,800	856,400
Total Common Carrier and Auto .....	1,331,093	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
Common Carrier Share (%) .....	12.6	12.8	12.1	11.9	11.7	11.7	12.2	11.4	11.1	10.3
Air Share (%) .....	9.9	9.9	9.5	9.2	8.8	9.0	9.2	8.3	7.5	6.3



# Revenues and Costs Compared

<b>Passenger Revenues</b>	<b>1975</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>Average Revenue Per Revenue Passenger Mile—Intercity Common Carriers</b>										
(In Cents Per Mile)										
U.S. Scheduled Airlines										
Domestic—First Class .....	10.56	9.89	8.93	8.70	8.58	8.31	7.78	7.32	7.24	7.24
Coach .....	7.05	6.94	6.11	5.88	5.81	5.46	5.27	5.11	5.13	5.28
Total .....	7.68	7.52	6.63	6.40	6.32	6.00	5.79	5.61	5.64	5.83
International—First Class .....	12.23	10.63	9.31	8.42	8.26	7.96	8.09	7.42	7.59	7.60
Tourist .....	6.76	6.02	4.98	4.66	4.79	4.68	4.82	4.65	4.71	4.85
Total .....	7.17	6.39	5.32	4.98	5.10	5.01	5.18	4.95	5.01	5.16
Total .....	7.58	7.29	6.34	6.08	6.05	5.79	5.68	5.46	5.49	5.67
Railroads, Class I										
First Class .....	—	—	—	4.56	4.72	4.27	4.08	3.88	3.76	3.84
Coach .....	6.31*	5.85*	5.19*	4.64	4.85	3.98	3.56	3.24	3.02	2.99
Motor Buses, Class I .....	4.79	4.41	4.05	3.98	3.83	3.60	3.39	3.18	2.98	2.89

\* Includes first class and coach.

## Freight Revenues

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

(In Cents Per Mile)

U.S. Scheduled Airlines										
Domestic .....	29.61	25.62	23.31	22.75	22.58	21.91	21.03	19.97	19.89	20.21
International .....	17.36	16.11	19.89	19.70	19.73	19.36	18.29	18.83	19.63	19.92
Total .....	27.17	24.87	21.92	21.49	21.42	20.94	19.99	19.51	19.79	20.09
Railroads, Class I .....	2.04	1.85	1.62	1.62	1.59	1.43	1.35	1.31	1.27	1.26
Trucks, Class I .....	9.70	8.66	7.87	8.20	8.00	7.30	7.10	6.90	6.60	6.30

## Airline Revenue, Cost and Profit per Revenue Ton Mile

(In Cents Per Mile)

Domestic Service										
Unit Revenue .....	67.85	65.92	58.02	55.51	54.76	51.74	49.74	49.66	49.90	51.79
Unit Cost .....	67.30	61.41	55.07	52.35	53.03	51.75	47.43	47.00	45.67	45.57
Operating Profit Margin .....	0.55	4.50	2.95	3.17	1.73	(00.01)	2.31	2.66	4.23	6.22
International and Territorial Service										
Unit Revenue .....	47.39	42.33	37.74	34.78	34.01	33.44	30.68	31.12	33.04	35.87
Unit Cost .....	47.33	43.39	36.47	33.52	32.73	32.74	29.60	27.82	28.01	29.63
Operating Profit Margin .....	00.06	(01.05)	1.27	1.26	1.28	00.70	1.08	3.30	5.03	6.24
Total Industry										
Unit Revenue .....	60.13	61.50	51.90	48.95	48.05	46.02	43.98	42.86	43.77	46.18
Unit Cost .....	59.63	58.46	49.46	46.39	46.47	45.81	42.04	39.96	39.26	39.95
Operating Profit Margin .....	00.50	3.03	2.44	2.56	1.59	00.21	1.94	2.90	4.51	6.23

# Safety and Employment

## Comparative Transport Safety Record

	1975	1974	1973	1972	1971	1970	1969	1968	1967	1966
<b>Passenger Fatalities per 100 Million Passenger Miles</b>										
U.S. Scheduled Airlines										
Domestic										
Fatalities .....	113	159	128	160	174	0	132	258	226	59
Rate .....	0.09	0.13	0.10	0.13	0.16	0.00	0.14	0.30	0.30	0.09
International and Territorial										
Fatalities .....	0	261	69	0	0	2	0	47	0	0
Rate .....	0.00	0.75	0.19	0.00	0.00	0.007	0.00	0.18	0.00	0.00
Total										
Fatalities .....	113	420	197	160	174	2	132	305	226	59
Rate .....	0.07	0.25	0.12	0.10	0.12	0.001	0.11	0.27	0.22	0.07
Motor Buses										
Fatalities .....	3	12	29	29	14	2	8	31	23	13
Rate .....	0.02	0.06	0.17	0.17	0.08	0.02	0.05	0.16	0.11	0.06
Railroads										
Fatalities .....	8	8	6	47	17	10	9	13	13	27
Rate .....	0.08	0.08	0.07	0.56	0.23	0.09	0.07	0.10	0.09	0.16
Autos										
Fatalities .....	26,500 <sup>B</sup>	26,800	33,700	35,200	34,200	34,800	37,200	36,500	34,800	34,800
Rate .....	1.2	1.3	1.7	1.9	1.9	2.1	2.3	2.3	2.4	2.5

<sup>B</sup> Estimated

## Employment and Payroll

U.S. Scheduled Airlines	1975*	1974	1973	1972	1971	1970*	1969	1968	1967	1966
Pilots and Copilots .....	25,155	26,046	27,192	26,880	26,242	25,807	26,262	24,554	23,425	21,019
Other Flight Personnel .....	6,837	7,420	7,567	6,820	6,658	7,029	8,387	7,953	7,531	6,788
Flight Attendants .....	39,435	41,437	42,819	39,408	35,682	34,274	33,621	29,970	25,100	20,925
Communications Personnel .....	1,450	1,777	1,948	2,080	2,275	2,777	3,264	3,403	3,316	3,174
Mechanics .....	45,104	46,589	47,049	45,570	45,759	48,177	52,886	52,046	50,016	45,327
Aircraft and Traffic Servicing Personnel .....	82,770	89,686	90,193	88,098	84,931	83,637	86,462	82,950	74,943	66,641
Office Employees .....	56,829	60,192	59,891	58,974	58,114	59,992	63,743	63,158	59,257	50,961
All Others .....	32,346	34,171	34,840	33,297	32,524	35,681	37,297	36,417	32,435	29,193
Total Employment .....	289,926	307,318	311,499	301,127	292,185	297,374	311,922	300,451	276,023	244,028
Total Payroll (\$000) .....	5,267,411	4,954,254	4,640,370	4,192,081	3,843,872	3,659,716	3,322,719	2,921,120	2,491,330	2,097,588

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

# Aircraft in Service

U.S. Scheduled Airlines

Manufacturer	Model	1975	1974	1970	1966	Manufacturer	Model	1975	1974	1970	1966
Boeing:	B707 (Jet)	264	281	399	239	McDonnell Douglas:	DC-3	4	—	—	105
	B720 (Jet)	23	30	115	129		DC-4	—	—	—	3
	B727 (Jet)	765	724	631	277		DC-6	1	1	3	131
	B737 (Jet)	133	136	133	—		DC-7	—	—	2	49
	B747 (Jet)	97	103	79	—		DC-8 (Jet)	177	180	257	124
British Aircraft Corp.:	BAC 111 (Jet)	30	36	59	54	Nihon:	DC-9 (Jet)	337	329	327	54
							DC-10 (Jet)	121	103	—	—
Canadair:	CL 44 (Turboprop)	—	—	8	22	Sud Aviation:	YS-11 (Turboprop)	23	21	21	3
							Caravelle (Jet)	—	—	—	20
Convair:	240	—	—	—	30	Vickers:	Viscount (Turboprop)	—	—	3	44
	340/440	7	6	6	112			49	34	45	70
	580/600 (Turboprop)	88	105	142	69	Other:					
	880 (Jet)	—	—	41	64						
	990 (Jet)	—	—	—	17	Totals:					
Curtiss:	C-46	2	2	6	16		Jet	2,022	1,988	2,041	978
						Turboprop		193	201	300	344
Fairchild Hiller:	F-27 (Turboprop)	10	15	35	63		Piston	45	45	80	679
	FH-227 (Turboprop)	29	33	47	16	Total Fixed Wing:		2,260	2,234	2,421	2,001
Lockheed:	Constellation	—	—	—	37	Helicopters:					
	Super Constellation	—	—	—	61		Bell:				
	Electra (Turboprop)	16	17	36	114	Sikorsky:	206 (Turbine)	—	3	3	—
	L-382B/100 (Turboprop)	—	—	8	5		S55	—	—	—	2
	L1011 (Jet)	75	66	—	—		S58	—	—	3	3
Martin:	404	9	12	18	73		S61 (Turbine)	7	7	6	8
							S62 (Turbine)	—	—	—	1
						Boeing Vertol:	V107 (Turbine)	—	—	4	7
								7	10	16	21
						Total Helicopters:					

## Aircraft On Order

U.S. Scheduled Airline Industry as of June 1, 1976

Manufacturer	Model	Aircraft on Order for Delivery			Total on Order
		1976	1977	1978 & Beyond	
Boeing:	B-727	19	5	—	24
	B-737	2	—	—	2
	B-747	—	2	1	3
Lockheed:	L-1011	2	3	3	8
McDonnell Douglas:	DC-9	6	—	—	6
	DC-10	1	—	—	1
Total:		30	10	4	44



# Airports and Airways

## Active Aircraft in the Civil Aviation Fleet

	1975	1974	1970	1966
<b>Air Carrier</b>				
Piston .....	45	45	64	679
Turbine .....	2,215	2,189	2,357	1,322
Rotorcraft .....	7	10	16	21
Total .....	2,267	2,244	2,437	2,022
% of Total .....	1.3	1.4	1.8	1.9
<b>General Aviation</b>				
Piston .....	156,500	151,651	127,400	101,292
Turbine .....	4,500	3,699	2,400	915
Rotorcraft .....	3,400	3,610	2,700	1,622
Other .....	2,600	2,542	1,500	877
Total .....	167,000 <sup>B</sup>	161,502	134,000	104,706
% of Total .....	98.7	98.6	98.2	98.1
<b>Total</b> .....	169,267	163,746	136,437	106,728

<sup>B</sup> Estimated

## Aircraft Operations at Airports With FAA Control Towers

Air Carrier .....	9,223,556	9,202,726	10,393,294	8,206,322
% of Total .....	15.4	16.0	18.8	18.3
Air Taxi .....	2,752,346	2,582,218	n.a.	n.a.
% of Total .....	4.6	4.0	n.a.	n.a.
General Aviation .....	45,297,055	43,123,407	41,384,006	33,445,126
% of Total .....	75.5	75.0	74.9	74.4
Military .....	2,689,511	2,779,165	3,503,198	3,301,368
% of Total .....	4.5	5.0	6.3	7.3
<b>Total</b> .....	59,962,468	57,687,516	55,280,498	44,952,816

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

Total Airports on Record with FAA .....	13,251	13,062	11,340	9,673
Total FAA Control Towers .....	420	400	335	303
Points Receiving Scheduled				
Airline Service .....	653	663	482	527

## Scheduled Airline Traffic at Large Hub Airports—Fiscal Year 1975

	Passengers Enplaned	Freight Tons Enplaned	Aircraft Departures
Atlanta .....	12,294,599	114,631	197,347
Boston .....	4,847,846	74,198	87,161
Chicago .....	15,904,449	348,594	276,723
Cleveland .....	2,699,465	51,173	57,283
Dallas-Fort Worth .....	7,068,238	70,282	136,737
Denver .....	5,383,894	52,861	98,179
Detroit .....	3,636,453	87,226	78,217
Honolulu .....	4,215,356	67,345	38,157
Houston .....	2,750,007	39,783	52,918
John F. Kennedy .....	6,627,695	344,813	97,394
Kansas City .....	2,107,467	19,545	51,867
Las Vegas .....	2,723,767	2,840	40,827
Los Angeles .....	8,782,950	312,927	134,119
Miami .....	4,683,269	112,586	76,671
Minneapolis .....	3,210,501	47,337	62,277
Newark .....	3,118,774	56,213	62,924
New Orleans .....	2,121,330	16,026	40,519
La Guardia .....	6,723,069	32,013	118,341
Philadelphia .....	3,333,943	60,857	69,404
Phoenix .....	1,964,856	11,559	42,956
Pittsburgh .....	3,498,323	22,344	87,132
St. Louis .....	3,511,987	29,187	85,512
San Francisco .....	5,971,444	194,882	107,233
Seattle-Tacoma .....	2,861,795	97,521	50,006
Tampa .....	2,290,901	13,921	45,851
Washington National ...	5,220,197	21,682	96,677

## 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>
Air New England	Airlift International
Allegheny	The Flying Tiger Line
Frontier	Seaboard World
Hughes Airwest	
North Central	<b>International and</b>
Ozark	<b>Territorial</b>
Piedmont	American
Southern	Braniff International
Texas International	Continental
	Delta
<b>Intra-Hawaiian</b>	Eastern
Aloha	National
Hawaiian	Northwest
	Pan American
<b>Intra-Alaskan</b>	Trans World
Alaska	Western

\* not included in 1975 financial figures.

## Definition of Terms

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

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

**Revenue Passenger Load Factor.** The percentage of seating capacity which is actually sold and utilized. Computed by dividing revenue passenger miles flown by available seat miles flown in scheduled revenue passenger service.

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

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

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

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

Air Express—An airline/REA Express partnership for the priority movement of packages generally under 50 pounds. This agreement was terminated November 6, 1975.

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

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

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

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

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

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

**Rate of Return on Investment.** The rate of return on investment reflects net profit plus interest paid on the noncurrent portion of long-term debt as a per cent of total investment. Total investment is a five-quarter average of total net worth (stockholders' equity) plus long-term debt. Additionally, the rate of return reflects net profit before tax adjustments resulting from the investment tax credit. The figures shown for 1975 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 1969-1975 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 1967-1975; Tag Airlines for 1969 and 1970; Wright Air Lines for 1972-1975 and Air Micronesia for 1975. From 1972 through 1975 Alaska Airlines is included in the intra-alaskan traffic figures and in 1973-1975 in the intra-alaskan financial figures.

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

## Sources

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

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## 50 YEARS OF AIRLINE SERVICE

From 100-mph open-cockpit mail planes, to 600-mph passenger jets . . . A 30-hour transcontinental air mail service (map at left), with six pilot changes enroute, has become a 5-hour non-stop flight. Today's airline system is a pervasive network of 58,000 city pairs served by 13,000 daily flights carrying more than 500,000 people and 7,500 tons of mail and freight daily.

