

ASSOCIATION OF AMERICA



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air transport

RECORD OF INCREASED USEFULNESS

facts

and figures

16th EDITION, 1955

The President's Message

In 1955 America's air transport industry enters the tenth year of the first full decade after World War II. In those nine years, the scheduled airlines, in terms of service performed, that is revenue ton miles flown, have almost tripled their usefulness to the country.

But in terms of their importance to the national defense, their creative contribution to the growth of the economy, and the quality of service offered to the traveler, to the shipper and to the user of mail, their usefulness is more than three times what it was in 1946. For example, the airlift capacity of the Civil Reserve Air Fleet is approximately ten times that of the civil air fleet that undertook military transport services with such distinction during World War II.

While bringing about this increase in usefulness, the scheduled airlines at the same time accomplished the remarkable feat of providing a post-war luxury service at a pre-war price.

The cost for supplies and equipment is at least between three and four times what it was in 1939. The wage level is 2.2 times as high. The Federal income taxes levied upon them are 24 times what they were in 1939. And the airlines, since December 31, 1945, have invested over 850 million dollars in the new equipment and related facilities necessary to expand the industry's ability to serve.

But the price of the average domestic airline ticket is only 3.7 per cent greater than it was in 1939. The average price of an international ticket is actually 24.2% less than it was in 1939. And with the continuing growth of low-fare air coach or tourist-class service, the average fare is still declining.

The fare level has been achieved although subsidy is a steadily diminishing proportion of airline revenues for the industry as a whole. In fact, the domestic trunkline system,

which carries the bulk of the nation's air commerce within the U. S., is virtually one hundred per cent free of subsidy.

The ability to operate at pre-war fares while paying greatly increased post-war wages and prices while at the same time expanding the industry's investment base results from several factors. Among them are the highly competitive nature of the industry; the ability of the country's aircraft manufacturing industry to provide first-rate equipment; the air transport industry's constant search for new techniques, new equipment and new ways of doing business; and a sustained drive by management for effective cost control and ingenious traffic promotion.

But the question must be faced by both management and government as to whether some increase in fare levels will be necessary to permit the industry to continue expanding its usefulness to the public.

The industry's growth continued in 1954 as in other post-war years. Estimated operating income for the industry as a whole approximates the net operating income the industry posted in 1951 when it was performing only two thirds as much service. The contrast between the rising level of gross revenues and the relatively static level of net earnings is the reason why airline management is now concentrating on widening the profit margin—and is also the reason why re-examination of present fare levels is mandatory.

The ability of the industry to pay its own way is particularly important in view of the heavy expenditures anticipated if the airlines are to fulfill their promise of still greater usefulness. It is expected that at a minimum the industry must spend one and a half billion dollars during the next ten years for new flight and related equipment.

The expenditures will go for propeller-turbine aircraft to replace part of the present piston-engine fleet; for jet airliners for

transcontinental and inter-continental operation; for new cargo aircraft, or for the drastic modification of existing aircraft into more efficient cargo types; for the acquisition of helicopters for short-haul services; and for related equipment.

Another problem that will affect the industry's future usefulness is the outcome of the present political attack on the principle of regulated competition. The air transport industry has been developed under close regulation as to the fitness, the willingness and the ability of individual companies to offer service, and as to the public interest in such matters as maintaining air service to communities which cannot by themselves support it.

The claim is now being advanced that operators or combinations of operators should be permitted to offer schedules between whatever cities they choose and only between whatever cities as they choose. It is necessary that both the public and the Congress be made aware of this attempted subversion of regulated competition. Alarm over the destructive effects of such subversion has already been expressed in a study made by the staff of the Senate Interstate and Foreign Commerce Committee.

Since the certificated scheduled airlines are so closely regulated by the Federal Government, the Civil Aeronautics Board must share the credit for their post-war progress. By the same token, the Civil Aeronautics Board must share the responsibility to the public for future progress. The fact that problems exist for the industry in the future as in the past is not cause for pessimism. The industry, as the record shows, has the ingenuity to solve its problems—provided it is permitted to do so under a soundly conceived, fearlessly administered national regulatory policy.



Scheduled

Air

Transportation

GROWING

This index covers tables and charts that demonstrate the increasing use of U. S. scheduled air transportation in the post war years. Revised data filed by the scheduled air carriers with the Civil Aeronautics Board and the records of the Interstate Commerce Commission served as the major sources of the statistics.

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COMMERCIAL AIR TRANSPORTATION AND NATIONAL DEFENSE

The scheduled airlines emerged from World War II as an essential part of national defense. Later, Korea reinforced the concept of civilian airlift as a fundamental part of present-day national security thinking and planning, and drove home the relationships of the airline fleet to the military fleet.

Today, the Department of Defense is fully aware of the value of the passenger and cargo capacity of the scheduled airlines in a crisis. Mobilization planning includes use of the airline fleet for:

- 1) Immediate employment to supplement military transportation;
- 2) Continued support of the commerce of the United States, which is now geared to the tempo of air transportation.

For military transportation, the scheduled airlines have formed a Civil Reserve Air Fleet consisting of 290 of their four-engine aircraft, capable of non-stop over-ocean flights, to support the military airlift in an emergency. Those planes, representing one-half of the airlines' four-engined fleet, have undergone modification to make them adaptable for military use—with airline crews—on 48 hours notice. The combined annual airlift of this fleet is 2.1 billion ton-miles.

Saving to Taxpayers

The Civil Reserve Air Fleet represents some 400 million dollars worth of aircraft, not to mention the costs of trained crews, maintenance, hangars, ground equipment, spare parts and skilled ground personnel. In fact, to maintain such a fleet in readiness for service might cost the taxpayer almost as much as the value of the fleet each year. To put it another way, in fiscal year 1954, subsidy payments to domestic and international carriers are officially reported as \$73,052,000. For this expenditure, Uncle Sam maintains in constant readiness 2.1 billion annual ton-miles of total military airlift at an annual expenditure of 3.84¢ for each available ton-mile. In addition, Uncle Sam need not train pilots, co-

pilots, navigators, radio operators and mechanics to operate the Reserve Fleet. Skilled and experienced airline personnel will accompany each of the aircraft "for the duration."

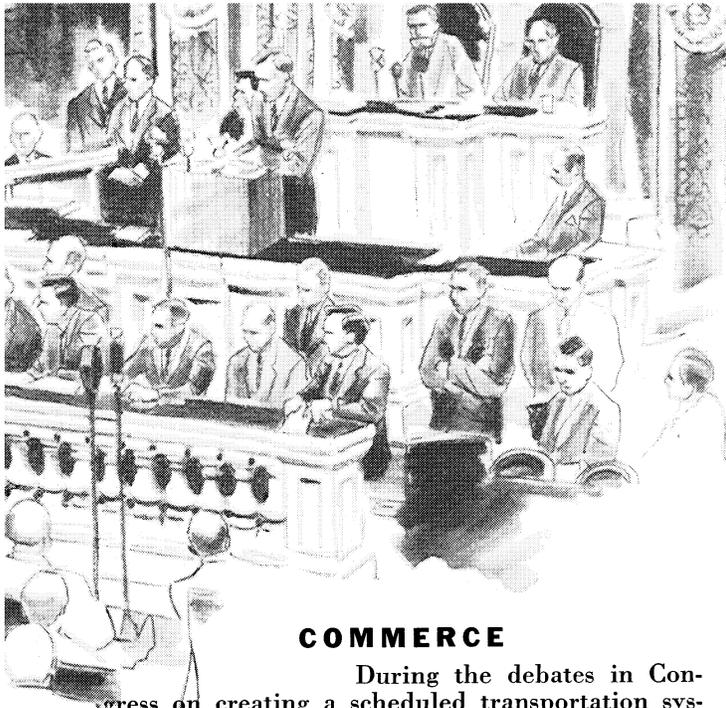
At the level of peacetime expenditure which currently exists for the Military Air Transport Service, the maintenance of a comparable airlift capability, excluding aircraft and engine depreciation and the "salaries" of flight crews, would cost the taxpayer approximately 30.8¢ per each annual available ton-mile.

In addition to the Civil Reserve Air Fleet, the scheduled airlines' remaining fleet of approximately 974 airplanes, including two-engined aircraft, would play a role in an emergency. They would provide the scheduled services which would be essential to the production of supplies and equipment for the armed forces. Thus the scheduled airlines would continue to shorten America's first line of defense—the production line.

The capacity of the total airline fleet is to be substantially increased, since the scheduled airlines have on order for delivery during 1955-56 an additional 146 four-engine planes. Thus, by the end of 1956 the fleet will have grown to 1410 aircraft—an increase in number since 1946 of about 80%, and, because of the greater size and speed of the newer planes, an increase in capacity of many times that amount.

Although the Civil Reserve Air Fleet and the bulk of the scheduled airlines' national defense potential is provided by the larger trunk and international carriers, the 14 scheduled local service lines are also an important part of the defense picture. Defense installations have a constant and urgent requirement for reliable airline service. Due to decentralization, more and more defense plants are located away from major population centers and must rely upon the local service airlines for fast transportation.

The scheduled airlines also maintain a Military Bureau, with offices in Washington and elsewhere in the country, to assist in making arrangements for the prompt and efficient movement of military personnel. The Military Bureau came into being during the Korean war and, when necessity arose, made seat allotments and had scheduled flight patterns changed to accommodate the large numbers of military specialists and technicians who had to be rushed to Korea. Today, the Bureau is expediting the movement, throughout the country, of some 13,000 service men and women a month, and is demonstrating that movements of large groups of men, long regarded only in terms of trainload or shipload, can be effected by air at an considerable saving of time and money.



COMMERCE

During the debates in Congress on creating a scheduled transportation system that would serve the public interest under a legal doctrine of regulated competition, one of the aims was to develop a new transportation industry that would serve and advance "the foreign and domestic commerce of the United States."

Larger and faster airplanes and the continued improvement of navigation and traffic control facilities enabled air transportation—domestic, international and territorial—to produce four billion two hundred and sixty-three available ton miles in 1954, or more than 3 times the 1946 figure and 13½% more than in 1953.

Along with the growth in service offered, there has been a growth in airline promotional effort and in airline competition. Since 1939 the number of scheduled certificated airlines has grown from 22 to 59. There has also been a growth in the variety of service offered.

Domestic revenue passenger miles last year reached a new high of more than sixteen billion, nearly triple the 1946 total and 13½% higher than in 1953 (16 billion, 230 million passenger miles is equivalent to a 120-mile trip by every man, woman and child in the United States). Internationally, revenue passenger miles in 1954 came to three billion seven hundred and forty-three million, more than 3½ times the 1946 total and an increase of 10.7% over 1953.

The 14 local service airlines, developed to link America's important intermediate cities with one another and with the larger centers, flew 30,000 route miles with 160 airplanes in 1954. They served 440 cities in 42 states and provided the only airline service to 260 of those cities. In the past seven years their total of revenue ton miles flown has multiplied more than five times.

The airlines engaged in Territorial service performed an indispensable service to the commerce in helping to make the Territories part of the economic lifestream of the United States. Regular, reliable Territorial air service—as important to the defense as to the

commerce—brings the Territories within hours of the 48 States and, in some instances, is the only feasible means of transportation between sparsely settled, widely scattered communities.

For many years Air Transport Association members, in cooperation with the Post Office Department, have been operating helicopter mail services at Los Angeles, Chicago and New York. In December, 1952, the ATA Rotorcraft Committee assumed leadership and responsibility in planning future introduction of helicopters into the established pattern of conventional fixed-wing operations.

In 1954, two of the three companies which operate helicopters exclusively inaugurated passenger service designed to serve the needs of large metropolitan areas.

Over the years the scheduled airlines have aggressively promoted low-cost air-coach or tourist-class service so that in 1954 the scheduled airlines of the United States offered the greatest volume of low-cost air service in the world.

Revenue passenger miles flown by the domestic air-coach services were 32.7% of the total revenue passenger miles. Tourist-class air service accounted for 52.3% of all revenue passenger miles flown by the U. S. scheduled airlines in international service.

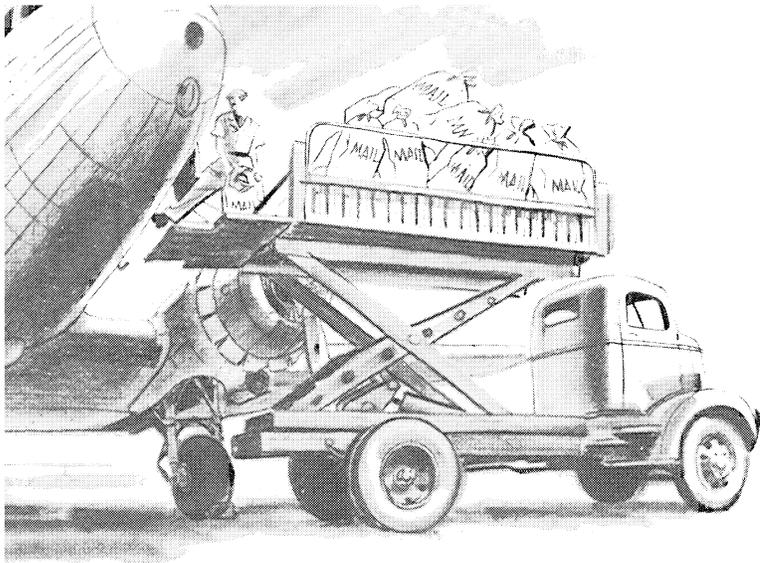
Public Service Revenues

The Civil Aeronautics Act passed in 1938 provided that subsidy payments—then in the form of mail pay—should be made to develop an air transportation system to serve the domestic and foreign commerce of the U. S., the Postal Service, and the National Defense.

Today, subsidy, also called public service revenue, is separated from payments for carrying the mail. Mail payments are set by the Government in open hearings which determine a rate of payment to cover the cost of the service and provide a fair return to the airlines. Subsidy payments are determined in similar hearings which are held to determine how much money in addition to what the airlines provide is needed to provide air services which are considered essential.

In recent years, the industry as a whole has been receiving less and less public service revenue. The domestic trunklines are virtually one hundred per cent subsidy-free. A decreasing amount of subsidy is required to maintain essential international services. Subsidy is also employed to provide air service to the smaller American communities which could not otherwise receive it and to develop helicopter service.

In 1951, the first year which mail payments and public service revenues were separated, subsidy amounted to 8.4% of total revenues for the industry as a whole. In fiscal year 1954, public service revenues of \$73,052,000 were 5.5% of total operating revenues. In fiscal 1955, the anticipated public service revenues of \$66,150,000 will be 4.2% of total operating revenues.



MAIL

The first scheduled air service in the United States was designed for the sole purpose of speeding the mails. For a long time, payments for carrying mail were the major source of revenues for the country's young airlines.

Today, payments for carrying the mail are only 8.66% of the revenues of the airlines, although the amount of air mail service given to the public is greater than ever before. Today, air mail is a greater source of revenue for the Post Office than for the airlines. And in addition to carrying air mail, the airlines are cooperating in an experiment to see whether first-class mail should not receive truly first-class mail service—by going by air whenever air will speed delivery.

In 1954, volume of air mail service reached an all-time high. Domestically, it registered a 11.82 per cent increase, with 81,386,000 ton-miles in 1954 as compared with 72,784,000 ton-miles in 1953. Internationally, it showed a gain of 44.36 per cent, with 35,323,000 ton-miles in 1954 as against 24,468,000 ton-miles in 1953.

In domestic operations, the scheduled airlines returned an eight and one-half million-dollar profit to the Post Office Department. Since 1952, when subsidy payments were separated from mail payments, air-mail profits to the Post Office have been nearly twenty-two million dollars. Almost 40 per cent of that amount was realized in 1954.

The experiment in moving standard three-cent mail by air has been conducted on a space-available basis between specified points in the eastern part of the U. S. and on the West Coast. The experiment is now well advanced into its second year.

It is still too early to determine the success of the experiment, but during its first year, senders of letters saved nearly ten billion hours of delivery time. Hundreds of millions of letters reached destination an average of 11½ hours sooner than if they had moved by surface means. The scheduled airlines cooperating

in the program flew 9,600,000 ton-miles of mail. Postage revenues to the Post Office Department amounted to \$29,500,000. The Department paid the air carriers \$1,830,000 for flying this mail and kept \$27,670,000, or 94 per cent of the total.

To the airlines, the payment received seems inadequate for the service performed. But the airlines are nevertheless continuing the experiment. If it proves its value to the public, fair rates can be set by the regulatory agency concerned, the U. S. Civil Aeronautics Board.

The seven trunk airlines and the fourteen local service carriers engaged in the improved-mail-service experiment are expediting service between the following points: New York-Chicago, Washington-Chicago, Washington-Jacksonville, Washington-Tampa, Washington-Miami, Chicago-Jacksonville, Chicago, Tampa, Chicago-Miami, New York-Jacksonville, New York-Tampa, New York-Miami; and between 17 major cities in California, Oregon and Washington.

This accelerated mail service, however, is not being limited to the larger U. S. cities. Intermediate cities are also taking part in the experiment through the operations of the local service airlines in some 23 states.

This new service in no way infringes upon traditional six-cent air mail—a superior service which receives special treatment from the moment of mailing. Space is contracted and air transportation is guaranteed for air mail and it continues to enjoy its traditional priority over other mail, as well as passengers and cargo.

The experiment in carrying first-class mail by air is in the best tradition of the Postal Service, which has always sought to employ, and even create, better and faster ways of transporting the mail. As early as 1832, Postmaster General Barry pointed out that “the celerity of the mail should be equal to the most rapid transition of the traveler.” And when the stage coach was forced to give way to the superior service offered by the rails, in 1845, the House Ways and Means Committee made the following significant statement: “No doubt is entertained as to the obligation of the Government to lay hold of the best and most rapid methods of transmission . . . for the purpose of accelerating the mails.”

It is not believed, moreover, that America's railroads will be damaged by the experiment in moving three-cent mail by air, since only two-fifths of one per cent of railroad operating revenues comes from hauling three-cent mail. It is also a fact that the number of mail-carrying trains has been steadily shrinking over the years. As the Assistant Postmaster General for Transportation recently stated at hearings before the House Appropriations Committee, in 1925 there were 19,400 trains carrying mail as well as passengers and freight; today there are 5,000.

REVENUE TON-MILES FLOWN
Scheduled Airline Industry

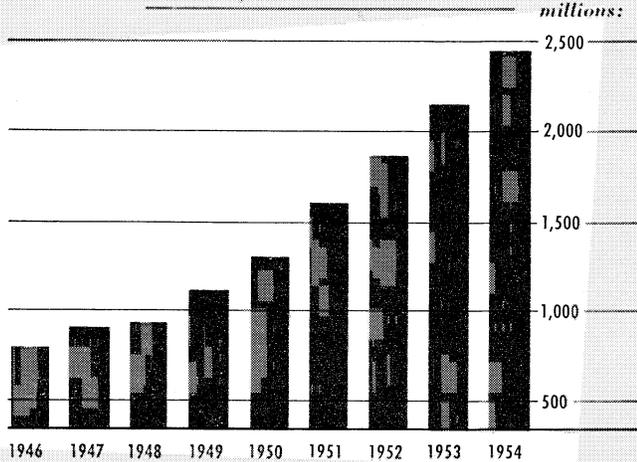
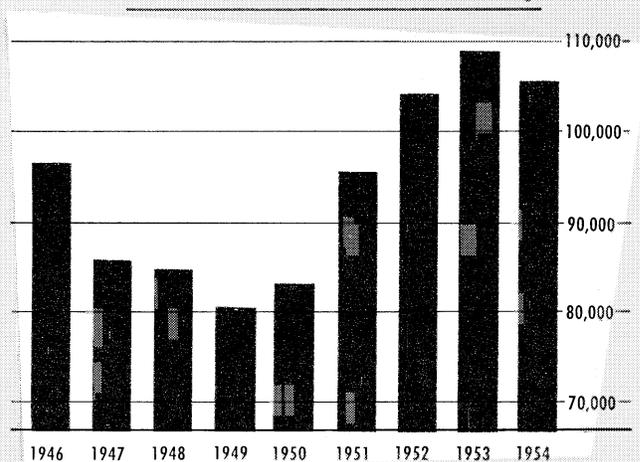


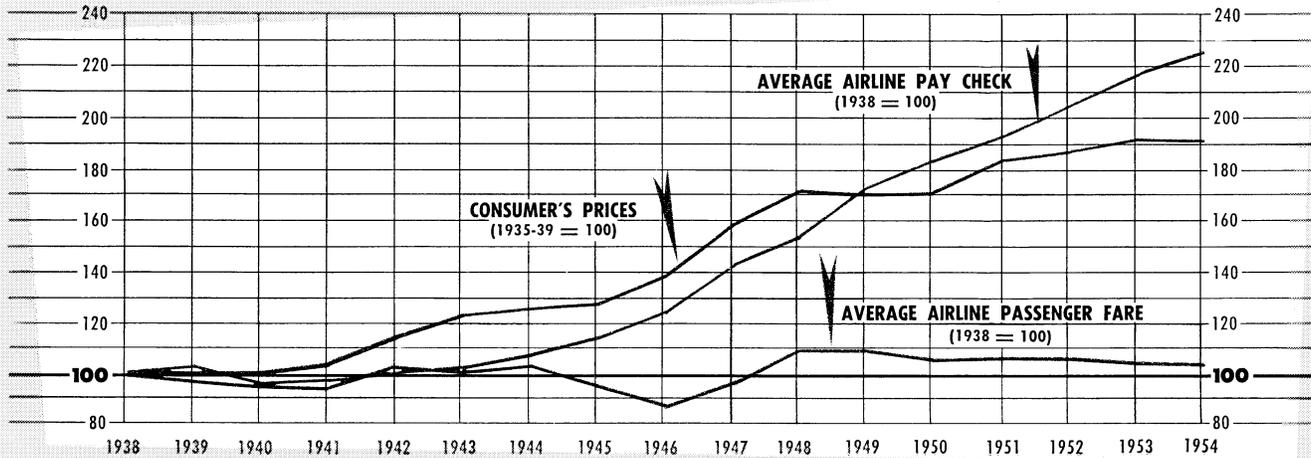
Chart shows increased use of air transport since World War II.

PERSONNEL EMPLOYED
by the U.S. Scheduled Airline Industry



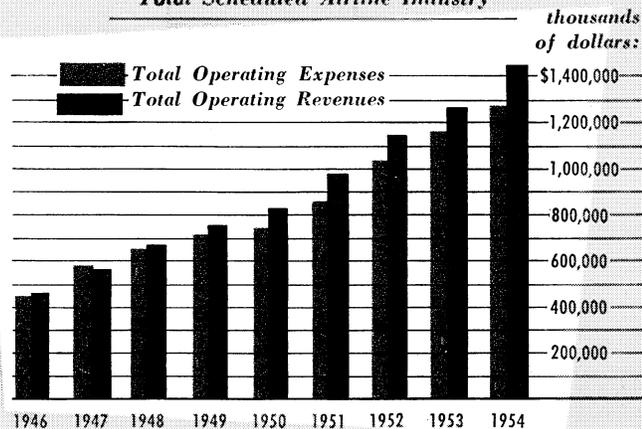
Airline employment like airline traffic has grown rapidly. In 1936 airlines employed 10,000 persons.

INDICES: CONSUMER PRICES, AIRLINE AVERAGE PASSENGER-MILE RECEIPTS AND AVERAGE PAY



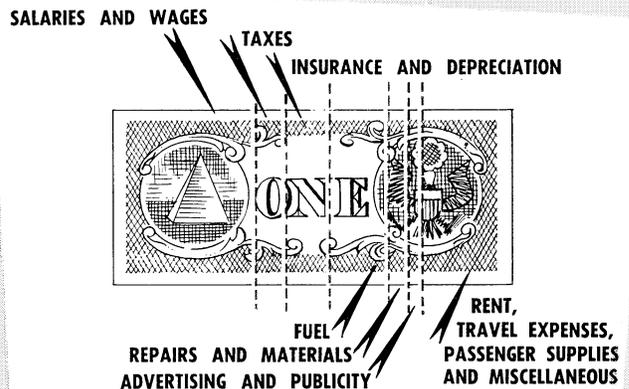
Fare level contrasted with rising of consumer prices and average airline salary since 1938. Growing coach service and impact of family fare have kept fare level within about 3 per cent of 1938.

OPERATING REVENUES AND EXPENSES
Total Scheduled Airline Industry



The fact that in domestic service recurrent pilot training has risen 13 times in 15 years, dramatizes rising cost.

WHERE THE AIRLINE DOLLAR GOES
Scheduled Airline Industry



Fuel costs have nearly doubled in total percentage of industry expense, rising from 7.6 per cent in 1946 to 15.14 per cent in 1954.

CLASSES of United States Commercial Air Carriers

At the present time there are seven recognized classes of air carriers in the air transport industry of the United States. This classification is used by the Civil Aeronautics Board in connection with the economic regulation of the industry under the Civil Aeronautics Act is based largely on the scope of operations authorized or allowed by that Act. Classes One to Six have certificates of convenience and necessity and conduct regularly scheduled services.

- 1. The Domestic Trunk Lines** include those air carriers which presently have permanent operating rights within the continental United States. These rights derive largely from operations by present or predecessor companies antedating the Civil Aeronautics Act of 1938 which granted them "grandfather rights." There are currently thirteen trunk lines, most of which operate high-density traffic routes between the principal traffic centers of the United States.

American	Continental	National	Trans World
Braniff	Delta-C&S	Northeast	United
Capital	Eastern	Northwest	Western
Colonial			

- 2. The Domestic Local Service Lines** have, with one exception, been certificated since 1945 for limited periods of time. These carriers operate routes of lesser traffic density between the smaller traffic centers and between these centers and principal centers. The fifteen local service lines in 1954 were:

Allegheny	Frontier	Ozark	Southwest
Bonanza	Lake Central	Piedmont	Trans Texas
Braniff	Mohawk	Pioneer	West Coast
Central	North Central	Southern	

- 3. The International and Overseas Lines** include all U. S. flag air carriers operating between the United States and foreign countries other than Canada. Some of these carriers conduct operations between foreign countries and some are extensions of domestic trunk lines into Mexico and the Caribbean.

American	Eastern	Pacific Northern	South Pacific ²
Braniff	Mackey ²	Pan American	Trans World
Caribbean Atlantic	Midet ²	Pan American-Grace	U. M. C. A. ²
Colonial	National	Resort ¹	United
Delta-C&S	Northwest	Samoan ²	

- 4. The Territorial Lines** include two groups of carriers. The Insular Lines operate in the U. S. Island possessions in the Pacific and the Caribbean and the Alaskan Lines operate between the U. S. and Alaska and within Alaska.

Insular Lines

Hawaiian
Trans-Pacific

Operating between the U. S. and Alaska

Alaska
Northwest

Pacific Northern
Pan American

Alaskan Lines

Operators within Alaska

Alaska
Alaska Coastal
Alaska Island
Bristol Bay
Byers
Christensen
Cordova

Ellis
Munz
Northern Consolidated
Pacific Northern
Pan American
Reeve Aleutian
Wien

- 5. The All Cargo Lines** operate under special temporary certificates authorizing scheduled cargo flights between designated areas in the U. S., and in one case to the Caribbean. These carriers cannot carry either mail or passengers.

Aerovias Sud Americana
Flying Tigers

Riddle
Slick

U. S. Airlines

- 6. The Helicopter Airmail Lines** presently operate between airports, central post offices, and suburbs in New York, Chicago and Los Angeles. The Los Angeles carrier commenced hauling air express during 1953 and the New York carrier commenced freight service over many portions of its routes and passenger service between the three major metropolitan airports. These carriers hold temporary certificates and are considered to be experimental in nature.

Helicopter Air Service

Los Angeles Airways

New York Airways

- 7. Non-certificated Air Carriers** include a diversified group of operators who, with the exception of the air taxi operators and air freight forwarders, are not authorized to engage in regularly scheduled service. They are described in the CAB 1954 Annual Report as follows:

Operators of various types of air services have been authorized by the Board through the exemption process, rather than through the requirement that a certificate of convenience and necessity be obtained. At present this group includes:

Large irregulars and irregular transport carriers	55
Air Taxi operators	1,391
Non-certificated cargo carriers	1
Alaska pilot-owners	115
Non-certificated Alaskan air carriers	1
Air freight forwarders	53

¹ Certificated cruise carrier.

² Certificated non-mail carriers. Statistical data of these carriers are not included in the following statistical tables.

**AVAILABLE SERVICE
AND
UTILIZATION**

U. S. Scheduled Airline Industry, 1946-1954 (In Millions)

	1946	1947	1948	1949	1950	1951	1952	1953	1954 ¹
Domestic Trunk Airlines									
Available Ton Miles Flown ...	982.2	1202.5	1352.9	1505.3	1662.9	1959.5	2384.2	2880.9	3297.1
Revenue Ton Miles Flown	650.1	683.4	703.1	801.5	951.5	1196.1	1404.9	1637.5	1848.1
Ton Mile Load Factor (%) ...	66.19	58.63	51.97	53.24	57.22	61.04	58.93	56.84	56.05
Available Seat Miles Flown ...	7490.4	9152.4	9980.2	11117.7	12385.6	14671.2	18068.1	22114.8	25623.3
Revenue Passenger Miles Flown	5903.1	6016.3	5840.2	6562.6	7766.0	10210.7	12120.8	14297.6	16234.6
Passenger Load Factor (%) ...	78.81	65.73	58.52	59.03	62.70	69.59	67.08	64.65	63.36
Revenue Plane Miles Flown ...	306.2	311.8	316.3	323.2	327.1	362.5	411.4	467.0	496.2
Local Service Airlines									
Available Ton Miles Flown ...	1.8	14.9	31.4	46.3	61.6	79.9	95.2	108.2	113.5
Revenue Ton Miles Flown	0.7	4.7	9.0	14.2	20.3	30.7	35.5	40.1	47.2
Ton Mile Load factor (%) ...	39.03	31.46	28.75	30.69	32.97	40.92	37.41	37.07	41.62
Available Seat Miles Flown ...	18.0	155.5	323.9	477.9	599.2	774.7	905.8	1019.0	1093.1
Revenue Passenger Miles Flown	6.8	46.4	87.9	134.7	188.8	289.6	339.6	390.9	460.9
Passenger Load Factor (%) ...	37.92	29.85	27.14	28.18	31.51	37.39	37.50	38.36	42.16
Revenue Plane Miles Flown ...	3.0	10.1	18.3	24.9	36.7	38.0	41.1	45.6	48.7
Territorial Airlines									
Available Ton Miles Flown ...	6.1	8.0	9.0	8.5	10.4	13.1	13.6	15.9	15.6
Revenue Ton Miles Flown	3.9	4.7	5.1	4.7	5.4	6.3	6.8	7.4	7.7
Ton Mile Load Factor (%) ...	63.82	58.59	57.02	55.58	52.30	47.92	49.60	46.65	49.09
Available Seat Miles Flown ...	48.1	65.9	81.0	77.2	100.1	119.0	124.1	134.6	134.5
Revenue Passenger Miles Flown	38.0	46.8	52.9	47.2	57.7	65.8	67.9	71.8	72.7
Passenger Load Factor (%) ...	79.04	71.10	65.28	61.06	57.66	55.27	54.72	53.37	54.04
Revenue Plane Miles Flown ...	2.4	3.1	3.6	3.5	4.3	5.0	5.5	5.1	4.7
International Airlines									
Available Ton Miles Flown ...	211.7	418.4	468.8	535.1	544.9	599.3	682.7	749.4	837.4
Revenue Ton Miles Flown	136.8	238.4	265.4	297.2	319.7	371.4	418.5	459.1	513.4
Ton Mile Load Factor (%) ...	64.61	56.99	56.61	55.54	58.67	61.97	61.30	61.26	61.30
Available Seat Miles Flown ...	1553.7	2924.3	3292.3	3624.7	3695.4	4334.5	4848.8	5462.4	6285.3
Revenue Passenger Miles Flown	1100.7	1810.0	1889.0	2054.0	2206.4	2599.9	3019.9	3381.1	3743.4
Passenger Load Factor (%) ...	70.85	61.90	57.38	56.67	59.71	59.98	62.28	61.90	59.56
Revenue Plane Miles Flown ...	59.4	86.5	98.1	104.5	93.8	97.5	103.4	109.6	116.5
Total Scheduled Airline Industry									
Available Ton Miles Flown ...	1201.8	1643.8	1862.1	2095.2	2279.8	2651.8	3175.7	3754.4	4263.6
Revenue Ton Miles Flown	791.5	931.2	982.6	1117.6	1296.9	1604.5	1865.7	2144.1	2416.4
Ton Mile Load Factor (%) ...	65.86	56.65	52.77	53.34	56.89	60.50	58.75	57.11	56.67
Available Seat Miles Flown ...	9110.2	12298.1	13677.4	15297.5	16780.3	19899.4	23946.8	28730.8	33136.2
Revenue Passenger Miles Flown	7048.6	7919.5	7870.0	8798.5	10218.9	13166.0	15548.2	18141.4	20511.6
Passenger Load Factor (%) ...	77.37	64.40	57.54	57.52	60.90	66.16	64.93	63.14	61.90
Revenue Plane Miles Flown ...	371.0	411.5	436.3	456.1	461.9	503.0	561.4	627.3	666.1

¹ Estimated.

**REVENUE
TON-MILE
TRAFFIC
CARRIED⁵ by**

U. S. Scheduled Airline Industry, 1946-1954 (In Thousands of Revenue Ton-Miles)

	1946	1947	1948	1949	1950	1951	1952	1953	1954 ⁴
Domestic Trunk Airlines									
Passenger	572,963	579,859	558,680	632,014	747,558	982,642	1,167,556	1,377,726	1,567,305
Freight	14,433	35,214	70,438	94,190	112,861	100,581	117,128	131,778	144,240
U. S. Mail ¹	32,868	32,879	37,510	40,874	46,315	62,932	68,296	71,726	80,176
Express	23,652	28,533	29,769	27,329	36,538	40,260	40,375	42,515	40,090
All Other ²	6,138	6,875	6,657	7,101	8,203	9,680	11,512	13,707	16,288
Total	650,054	683,360	703,054	801,508	951,475	1,196,095	1,404,867	1,637,452	1,848,099
Local Service Airlines									
Passenger	600	4,316	8,184	12,908	18,242	27,904	32,373	36,767	43,474
Freight	(a)	62	265	436	696	920	1,117	1,179	1,190
U. S. Mail ¹	60	168	362	474	629	787	915	1,001	1,253
Express	24	118	190	320	623	908	894	955	1,076
All Other ²	4	18	39	60	118	132	168	197	231
Total	688	4,682	9,040	14,198	20,308	30,651	35,467	40,099	47,224
Territorial Airlines									
Passenger	3,239	3,839	4,309	3,887	4,680	5,234	5,354	5,806	5,930
Freight	389	636	581	603	529	855	1,258	1,503	1,658
U. S. Mail	25	40	53	70	65	59	50	57	57
Express	112	116	134	124	119	100	55	(a)	(a)
All Other ²	107	71	68	60	55	50	48	46	34
Total	3,872	4,702	5,145	4,744	5,448	6,298	6,765	7,412	7,679
International Airlines									
Passenger	109,983	184,303	194,399	211,725	228,114	267,083	310,716	345,383	379,801
Freight	(³)	2,088	4,012	6,714	60,563	71,260	72,627	74,664	82,109
U. S. Mail	6,141	12,756	17,122	19,366	21,188	21,970	22,068	24,468	35,323
Express	15,090	30,809	41,581	49,444	(a)	(a)	(a)	(a)	(a)
All Other ²	5,557	8,483	8,314	9,920	9,825	11,101	13,051	14,559	16,137
Total	136,771	238,439	265,428	297,169	319,690	371,414	418,462	459,074	513,370
Scheduled Airline Industry									
Passenger	686,785	772,317	765,572	860,534	998,594	1,282,863	1,515,999	1,765,682	1,996,510
Freight	14,822	38,000	75,296	101,943	174,649	173,616	192,130	209,124	229,197
U. S. Mail ¹	39,094	45,843	55,047	60,784	68,197	85,748	91,329	97,252	116,809
Express	38,878	59,576	71,674	77,217	37,280	41,268	41,324	43,470	41,166
All Other ²	11,806	15,447	15,078	17,141	18,201	20,963	24,779	28,509	32,690
Total	791,385	931,183	982,667	1,117,619	1,296,921	1,604,458	1,865,561	2,144,037	2,416,372

NOTE: Passenger miles have been converted to ton-miles. (Passenger miles p. 9).

¹ Includes non-priority U. S. mail beginning with 1953.

² All other includes excess baggage and foreign mail ton-miles in International figures.

³ Express and freight ton-miles not segregated from 1950 on.

⁴ Preliminary data.

⁵ Data for scheduled service only.

(a) Express and freight ton-miles not segregated from 1953 on.

**REVENUE
PASSENGERS
CARRIED**

U. S. Scheduled Airline Industry, 1946-1954 (In Thousands of Passengers)

	1946	1947	1948	1949	1950	1951	1952	1953	1954 ¹
Domestic Trunk Airlines	11,890	12,279	12,324	14,021	15,978	20,621	22,759	26,137	29,347
Local Service Airlines	25	236	426	678	969	1,481	1,736	2,032	2,428
Territorial Airlines	299	376	418	382	477	550	515	553	558
International Airlines	1,041	1,360	1,373	1,520	1,675	2,033	2,362	2,682	2,851
Total Scheduled Airlines	13,255	14,251	14,541	16,601	19,099	24,685	27,372	31,404	35,184

¹ Estimated.

**AVERAGE
PASSENGER
FARE**

Intercity Common Carriers, 1946-1954 (In Cents Per Mile)

	1946	1947	1948	1949	1950	1951	1952	1953	1954 ²
Domestic Scheduled Airlines ¹									
Coach or Tourist .....	....	....	....	3.98	4.17	4.47	4.16	4.13	4.15
All Services	4.63	5.06	5.76	5.76	5.55	5.60	5.55	5.45	5.39
Int'l Scheduled Airlines									
Coach or Tourist .....	....	....	....	....	....	....	....	5.65	5.65
All Services	8.31	7.77	8.01	7.72	7.28	7.10	7.04	6.87	6.79
Intercity Railroads									
First Class	2.45	2.74	3.01	3.14	3.25	3.27	3.35	3.38	3.40
Coach	1.82	2.02	2.29	2.41	2.47	2.47	2.53	2.53	2.54
Intercity Motor Busses	1.65	1.71	1.75	1.85	1.89	1.95	2.03	2.06	2.00

¹ Includes trunk, local service and territorial airlines.

² Estimated.

**OPERATING
REVENUES**

U. S. Scheduled Airlines, 1946-1954 (In Thousands of Dollars)

	1946	1947	1948	1949	1950	1951	1952	1953	1954 ³
Domestic Trunk Airlines									
Passenger	\$272,573	303,194	334,736	378,113	430,098	570,288	671,257	775,782	870,000
Freight	\$4,085	8,358	13,825	18,323	21,698	21,030	25,529	29,341	33,030
U. S. Mail ¹	\$20,274	23,326	47,838	45,031	46,311	37,040	35,910	36,453	37,450
Express	\$9,185	10,530	9,964	8,957	12,569	14,706	15,853	16,829	14,900
Other ²	\$5,776	7,082	6,990	9,359	13,433	15,457	19,466	20,388	24,790
Total	\$311,893	352,490	413,353	459,783	524,109	658,521	768,015	878,793	980,170

Local Service Airlines

Passenger	\$315	2,280	4,667	7,362	10,303	16,259	19,767	23,306	28,350
Freight	(a)	17	76	138	212	309	405	462	510
U. S. Mail ¹	\$1,559	5,957	11,282	14,055	17,191	19,739	21,177	24,356	25,100
Express	\$13	43	72	114	230	357	417	463	510
Other ²	\$44	151	196	272	545	968	613	771	1,130
Total	\$1,931	8,448	16,293	21,941	28,481	37,632	42,379	49,358	55,600

Territorial Airlines

Passenger	\$2,706	3,102	3,888	3,455	4,105	4,639	4,433	4,771	5,270
Freight	\$225	321	302	324	288	393	564	692	740
U. S. Mail ¹	\$122	162	189	247	285	643	768	1,128	640
Express	\$112	108	134	130	125	119	63	(a)	(a)
Other ²	\$216	208	137	155	410	418	419	135	150
Total	\$3,381	3,901	4,650	4,311	5,213	6,212	6,247	6,726	6,800

International Airlines

Passenger	\$91,417	140,652	151,338	158,480	160,673	184,692	212,459	232,539	254,200
Freight	(a)	689	1,370	2,104	21,664	25,244	26,817	27,331	29,800
U. S. Mail ¹	\$25,061	32,300	57,332	75,197	55,689	53,213	51,533	53,747	59,100
Express	\$11,413	16,837	19,438	20,023	(a)	(a)	(a)	(a)	(a)
Other ²	\$18,863	18,532	19,756	18,351	22,105	24,787	24,109	23,669	25,900
Total	\$146,754	209,010	249,234	274,155	260,131	287,936	314,918	337,286	369,000

Total Scheduled Airlines Industry

Passenger	\$367,011	449,228	494,629	547,410	605,179	775,878	907,916	1,036,398	1,157,820
Freight	4,310	9,385	15,573	20,889	43,862	46,976	53,315	57,826	64,080
U. S. Mail ¹	47,016	61,745	116,641	134,530	119,476	110,635	109,388	115,684	122,290
Express	\$20,723	27,518	29,608	29,224	12,924	15,182	16,333	17,292	15,410
Other ²	\$24,899	25,973	27,079	28,137	36,493	41,630	44,607	44,963	51,970
Total	\$463,959	573,849	683,530	760,190	817,934	990,301	1,131,559	1,272,163	1,411,570

¹ Unadjusted data as reported on CAB Form 41 by Air Carrier.

² Includes excess baggage, chartered transport services, foreign mail, and other transportation and incidental revenues.

³ Estimated.

(a) Express and freight revenues not segregated.

**DISTRIBUTION
OF AIRCRAFT
OPERATING
EXPENSES**

U. S. Scheduled Airlines, 1946-1954 (In Thousands of Dollars)

	1946	1947	1948	1949	1950	1951	1952	1953	1954 ¹
Domestic Trunk Airlines									
Flying Operations	\$69,730	85,933	104,164	119,962	132,061	160,469	193,385	235,221	261,100
% of Total Expenses	22.0	23.0	25.3	27.6	28.6	29.0	28.7	29.7	29.6
Direct Maint.—Flight Equip. ..	\$32,490	41,029	46,093	50,270	53,747	66,571	86,452	94,816	104,180
% of Total Expenses	10.2	11.0	11.2	11.6	11.6	12.0	12.8	12.0	11.8
Depreciation—Flight Equip. ...	\$25,192	36,241	39,534	39,448	39,430	41,273	57,735	79,305	94,580
% of Total Expenses	7.9	9.7	9.6	9.1	8.5	7.5	8.6	10.0	10.7
Total Aircft. Oper. Expenses ...	\$127,412	163,203	189,791	209,680	225,238	268,313	337,572	409,342	459,860
Local Service Airlines									
Flying Operations	\$497	2,203	4,527	6,487	8,535	11,085	13,394	15,749	17,560
% of Total Expenses	24.1	24.2	28.4	29.0	30.7	30.2	30.8	30.9	32.4
Direct Maint.—Flight Equip. ..	\$348	1,337	2,339	3,281	3,550	4,471	5,451	6,479	6,060
% of Total Expenses	16.9	14.7	14.7	14.7	12.8	12.2	12.5	12.7	11.2
Depreciation—Flight Equip. ...	\$151	922	1,456	2,043	1,615	1,707	2,098	2,443	1,940
% of Total Expenses	7.3	10.2	9.1	9.1	5.8	4.6	4.8	4.8	3.6
Total Aircft. Oper. Expenses ...	\$996	4,462	8,322	11,811	13,700	17,263	20,943	24,671	25,560
Territorial Airlines									
Flying Operations	\$579	704	946	950	1,221	1,469	1,624	1,876	1,910
% of Total Expenses	19.1	18.8	21.3	22.7	23.1	24.2	27.2	27.8	26.9
Direct Maint.—Flight Equip. ..	\$435	537	603	477	543	644	580	625	720
% of Total Expenses	14.3	14.4	13.6	11.4	10.3	10.6	9.7	9.2	10.1
Depreciation—Flight Equip. ...	\$224	259	330	276	359	252	142	392	480
% of Total Expenses	7.4	6.9	7.4	6.6	6.8	4.2	2.4	5.8	6.8
Total Aircft. Oper. Expenses ...	\$1,238	1,500	1,879	1,703	2,123	2,365	2,346	2,893	3,110
International Airlines									
Flying Operations	\$32,447	53,189	67,163	72,347	70,980	75,102	87,368	91,489	99,300
% of Total Expenses	23.2	25.4	28.5	28.6	28.6	27.8	28.7	28.8	29.8
Direct Maint.—Flight Equip. ..	\$11,064	21,997	24,241	26,311	26,158	29,856	33,043	32,809	31,900
% of Total Expenses	7.9	10.5	10.3	10.4	10.5	11.1	10.9	10.3	9.6
Depreciation—Flight Equip. ...	\$8,954	18,580	19,589	23,676	25,638	24,263	26,480	26,724	27,600
% of Total Expenses	6.4	8.9	8.3	9.4	10.3	9.0	8.9	8.4	8.3
Total Aircft. Oper. Expenses ...	\$52,465	93,766	110,993	122,334	122,776	129,221	146,891	151,022	158,800
Total Scheduled Airline Industry									
Flying Operations	103,253	142,209	176,800	199,746	212,797	248,125	295,771	344,335	379,870
% of Total Expenses	22.3	23.9	26.5	28.0	28.6	28.7	28.8	29.5	29.8
Direct Maint.—Flight Equip. ..	\$44,337	64,900	73,276	80,339	83,998	101,542	125,526	134,729	142,860
% of Total Expenses	9.6	10.9	11.0	11.2	11.3	11.7	12.2	11.6	11.2
Depreciation—Flight Equip. ...	\$34,521	56,002	60,909	65,443	67,042	67,495	86,455	108,864	124,600
% of Total Expenses	7.5	9.4	9.1	9.2	9.0	7.8	8.4	9.3	9.8
Total Aircft. Oper. Expenses ...	\$182,111	263,111	310,985	345,528	363,837	417,162	507,752	587,928	647,330

¹ Estimated.

**DISTRIBUTION
OF GROUND AND
INDIRECT EXPENSES**

U. S. Scheduled Airlines, 1946-1954 (In Thousands of Dollars)

	1946	1947	1948	1949	1950	1951	1952	1953	1954 ¹
Domestic Trunk Airlines									
Ground Operations	\$59,854	59,465	64,914	66,623	68,541	79,264	94,603	107,028	118,650
Ground & Indirect Maintenance ..	\$27,898	32,812	33,515	33,404	33,653	41,110	50,857	56,951	61,560
Passenger Service	\$26,895	28,669	29,151	27,778	30,870	42,563	47,045	53,115	58,480
Traffic and Sales	\$33,834	42,644	42,668	45,660	48,079	58,025	70,254	81,478	89,560
Advertising & Publicity	\$ 9,398	9,486	12,343	13,534	14,566	16,211	18,880	22,027	24,580
General & Administrative	\$28,250	31,052	31,216	30,894	33,651	40,816	46,874	52,259	58,710
Depreciation—Ground Equipment	\$ 3,581	6,060	7,680	7,585	6,941	6,279	6,807	8,515	10,360
Total—Ground & Indirect Expenses	\$189,710	210,188	221,487	225,478	236,301	284,268	335,320	381,373	421,900
Local Service Airlines									
Ground Operations	\$461	1,652	2,715	3,787	5,066	6,363	7,253	8,463	8,980
Ground & Indirect Maintenance ..	\$220	746	1,153	1,389	1,889	2,584	3,150	3,597	3,740
Passenger Service	\$ 30	261	540	825	1,090	1,671	1,944	2,218	2,450
Traffic and Sales	\$ 75	660	1,053	1,771	2,434	3,943	4,868	6,038	7,020
Advertising & Publicity	\$ 50	251	388	633	809	1,073	1,172	1,340	1,480
General & Administrative	\$198	912	1,479	1,865	2,479	3,367	3,682	4,029	4,370
Depreciation—Ground Equipment	\$ 30	125	274	301	354	451	484	546	540
Total—Ground & Indirect Expenses	\$1,064	4,607	7,602	10,571	14,121	19,452	22,553	26,231	28,580
Territorial Airlines									
Ground Operations	\$699	767	904	766	905	1,041	998	1,208	1,270
Ground & Indirect Maintenance ..	\$262	342	357	303	399	433	385	482	530
Passenger Service	\$ 98	97	140	142	190	223	213	210	200
Traffic and Sales	\$225	385	441	461	681	858	882	769	770
Advertising & Publicity	\$ 35	50	42	96	151	171	167	143	140
General & Administrative	\$407	502	567	619	744	888	900	954	960
Depreciation—Ground Equipment	\$ 74	96	103	104	93	88	81	97	120
Total—Ground & Indirect Expenses	\$1,800	2,239	2,554	2,491	3,163	3,702	3,626	3,863	3,990
International Airlines									
Ground Operations	\$27,757	30,461	31,005	33,170	31,618	34,962	39,722	42,184	42,800
Ground & Indirect Maintenance ..	\$13,774	17,804	20,219	20,933	17,282	20,014	21,189	22,219	22,300
Passenger Service	\$ 9,255	13,084	14,034	14,617	14,589	17,514	19,555	20,028	22,200
Traffic and Sales	\$14,405	21,996	25,350	25,560	25,886	29,832	34,946	37,728	40,400
Advertising & Publicity	\$ 4,193	6,745	7,861	10,170	10,628	11,374	12,541	13,692	14,100
General & Administrative	\$16,365	22,722	22,887	22,600	22,170	23,905	26,755	27,932	29,200
Depreciation—Ground Equipment	\$ 1,629	2,716	2,938	3,479	3,374	3,042	2,668	3,102	3,400
Total—Ground & Indirect Expenses	\$87,378	115,528	124,294	130,529	125,547	140,643	157,376	166,885	174,400
Total Scheduled Airline Industry									
Ground Operations	\$88,771	92,345	99,538	104,346	106,130	121,630	142,576	158,883	171,700
Ground & Indirect Maintenance ..	\$42,154	51,704	55,244	56,029	53,223	64,141	75,581	83,249	88,130
Passenger Service	\$36,278	42,111	43,865	43,362	46,739	61,971	68,757	75,571	83,330
Traffic and Sales	\$48,539	65,685	69,512	73,452	77,080	92,658	110,950	126,013	137,750
Advertising & Publicity	\$13,676	16,532	20,634	24,433	26,154	28,829	32,760	37,202	40,300
General & Administrative	\$45,220	55,188	56,149	55,978	59,044	68,976	78,211	85,174	93,240
Depreciation—Ground Equipment	\$ 5,314	8,997	10,995	11,469	10,762	9,860	10,040	12,260	14,420
Total—Ground & Indirect Expenses	\$279,952	332,562	355,937	369,069	379,132	448,065	518,875	578,352	1,276,200

¹ Estimated.

**SUMMARY OF
PROFIT OR LOSS**

U. S. Scheduled Airlines, 1946-1954 (In Thousands of Dollars)

	1946	1947	1948	1949	1950	1951	1952	1953	1954 ¹
Domestic Trunk Airlines									
Total Operating Revenues	\$311,893	352,490	413,353	459,783	524,109	658,521	768,015	878,793	980,170
Total Operating Expenses	\$317,121	373,390	411,278	435,157	461,537	552,581	672,892	790,716	881,760
Net Operating Income	\$ (5,228)	(20,900)	2,075	24,626	62,572	105,940	95,123	88,077	98,410
Net Income Before Income Taxes ²	\$ (6,140)	(26,258)	(1,413)	20,663	59,305	103,355	102,814	96,004	102,100
Income Taxes	\$ (513)	(6,016)	3,583	7,285	28,426	59,858	49,280	47,624	53,100
Net Profit or Loss	\$ (5,627)	(20,242)	(4,996)	13,378	30,879	43,497	53,534	48,380	49,000
Local Service Airlines									
Total Operating Revenues	\$1,931	8,448	16,293	21,941	28,481	37,632	42,379	49,358	55,600
Total Operating Expenses	\$2,060	9,069	15,924	22,382	27,821	36,716	43,497	50,903	54,140
Net Operating Income	\$ (129)	(621)	369	(441)	660	916	(1,118)	(1,545)	1,460
Net Income Before Income Taxes ²	\$ (245)	(1,203)	(490)	(1,298)	(140)	666	(345)	(2,080)	1,100
Income Taxes	\$ 12	(77)	94	168	399	441	141	(47)	300
Net Profit or Loss	\$ (257)	(1,126)	(584)	(1,466)	(539)	225	(486)	(2,033)	800
Territorial Airlines									
Total Operating Revenues	\$3,381	3,901	4,650	4,311	5,213	6,212	6,247	6,726	6,800
Total Operating Expenses	\$3,037	3,739	4,433	4,194	5,286	6,067	5,973	6,757	7,100
Net Operating Income	\$ 344	162	217	117	(73)	145	274	(31)	(300)
Net Income Before Income Taxes ²	\$ 293	124	168	93	(135)	125	254	(10)	(450)
Income Taxes	\$ 142	35	65	57	3	77	88	(51)	(30)
Net Profit or Loss	\$ 151	89	103	36	(138)	48	166	41	(420)
International Airlines									
Total Operating Revenues	\$146,754	209,010	249,234	274,155	260,131	287,936	314,918	337,286	369,000
Total Operating Expenses	\$139,843	209,294	235,287	252,863	248,323	269,865	304,267	317,907	333,200
Net Operating Income	\$ 6,911	(284)	13,947	21,292	11,808	18,071	10,651	19,379	35,800
Net Income Before Income Taxes ²	\$ (1,719)	(4,473)	8,780	8,816	13,631	18,797	14,380	23,393	39,800
Income Taxes	\$ 2,634	651	2,415	1,362	3,623	7,063	6,651	10,865	20,000
Net Profit or Loss	\$ (4,353)	(5,124)	6,365	7,454	10,008	11,734	7,729	12,528	19,800
Total Scheduled Airline Industry									
Total Operating Revenues	\$463,959	573,849	683,530	760,190	817,934	990,301	1,131,559	1,272,163	1,411,570
Total Operating Expenses	\$462,061	595,492	666,922	714,596	742,967	865,229	1,026,629	1,166,283	1,276,200
Net Operating Income	\$ 1,898	(21,643)	16,608	45,594	74,967	125,072	104,930	105,880	135,370
Net Income Before Income Taxes ²	\$ (7,811)	(31,810)	7,045	28,274	72,661	122,943	117,103	117,307	142,550
Income Taxes	\$ 2,275	(5,407)	6,157	8,872	32,451	67,439	56,160	58,391	73,370
Net Profit or Loss	\$ (10,086)	(26,403)	888	19,402	40,210	55,504	60,943	58,916	69,180

¹ Estimated.

² Net income before income taxes is adjusted for non operating items.

() Denotes red figure.

**ASSETS, LIABILITIES
AND CAPITAL**

U. S. Scheduled Airlines, for selected years (In Thousands of Dollars)

1946 (12/31) 1949 (12/31) 1952 (12/31) 1953 (12/31) 1954 (9/30)

Domestic Trunk Airlines ¹

Assets

Current Assets	\$152,382	175,472	344,116	333,527	347,627
Investment & Special Funds	\$ 51,141	41,369	37,194	30,555	41,646
Flight Equipment	\$176,453	329,915	567,787	666,992	770,642
— Depreciation	\$ 58,569	141,295	258,432	321,537	381,415
Flight Equipment—Net	\$117,884	188,620	309,355	345,455	389,227
Other Operating Property—Net	\$ 47,409	61,477	75,794	98,909	87,895
Non-Operating Property—Net	\$ 2,833	2,704	715	258	265
Deferred Charges	\$ 15,323	15,659	8,192	8,754	10,078
Other Assets	\$ 128	1,641	399	2,395	1,291
Total Assets	\$387,100	486,942	775,765	819,853	878,029

Liabilities and Capital

Current Liabilities	\$105,660	98,429	231,758	259,890	243,852
Long Term Debt	\$ 90,098	148,017	168,247	154,701	191,257
Capital Stock	\$ 92,897	123,710	152,277	139,615	138,971
Capital Surplus	\$ 46,990	56,290	81,883	88,455	88,878
Earned Surplus	\$ 41,019	35,286	133,536	167,680	194,178
Operating Reserves	\$ 1,139	3,635	4,169	4,252	8,221
Other Liabilities	\$ 9,297	21,575	3,895	5,260	12,672
Total Liabilities & Capital	\$387,100	486,942	775,765	819,853	878,029

Local Service Airlines

Assets

Current Assets	\$1,926	5,693	10,212	10,328	11,790
Investment & Special Funds	\$ 917	686	918	426	551
Flight Equipment	\$2,321	8,082	16,541	17,035	16,995
— Depreciation	\$ 325	3,777	6,830	8,297	9,539
Flight Equipment—Net	\$1,996	4,305	9,711	8,738	7,456
Other Operating Property—Net	\$ 717	1,503	3,636	2,532	2,726
Non-Operating Property—Net	\$ 118	227	108	50	296
Deferred Charges	\$ 574	2,069	1,133	1,196	1,176
Other Assets	\$ 190	122	.....	.....	12
Total Assets	\$6,438	14,605	25,719	23,270	24,007

Liabilities and Capital

Current Assets	\$1,985	4,581	10,138	11,293	11,342
Long Term Debt	\$ 500	1,579	3,576	2,235	1,867
Capital Stock	\$1,408	5,825	7,011	6,685	6,654
Capital Surplus	\$2,791	4,266	5,635	4,475	4,521
Earned Surplus	\$ (532)	(1,945)	(1,291)	(1,897)	(956)
Operating Reserves	\$ 50	168	398	444	539
Other Liabilities	\$ 236	131	253	35	40
Total Liabilities and Capital	\$6,438	14,605	25,719	23,270	24,007

International Airlines ²

Assets

Current Assets	\$ 98,283	68,748	79,801	92,549	92,841
Investment & Special Funds	\$ 19,576	8,445	15,840	19,194	22,112
Flight Equipment	\$ 59,626	142,618	164,959	180,182	195,822
— Depreciation	\$ 15,316	46,654	76,531	85,718	92,036
Flight Equipment—Net	\$ 44,310	95,964	88,428	94,464	103,786
Other Operating Property—Net	\$ 16,342	14,346	12,836	12,907	15,517
Non-Operating Property—Net	\$ 92	39	13	.....	.....
Deferred Charges	\$ 8,753	25,246	20,717	15,061	15,745
Other Assets .....	.....	.....	715	741	741
Total Assets	\$187,356	212,788	218,350	234,916	250,742

Liabilities and Capital

Current Liabilities	\$ 39,401	32,375	67,152	64,878	82,531
Long Term Debt	\$ 69,308	43,100	27,955	43,125	32,700
Capital Stock	\$ 16,665	12,563	10,990	10,524	13,151
Capital Surplus	\$ 21,518	77,726	63,068	63,068	63,068
Earned Surplus	\$ 12,804	23,355	33,610	40,716	45,318
Operating Reserves	\$ 17,000	5,284	6,374	4,101	4,211
Other Liabilities	\$ 10,660	18,385	9,201	8,504	9,763
Total Liabilities & Capital	\$187,356	212,788	218,350	234,916	250,742

¹ Includes international operations of all domestic trunk airlines holding domestic and international certificates.

² Includes Panagra and Pan American System data only prior to 1952. Caribbean Atlantic also includes for years 1952-1954.

**NEW TYPE AIRCRAFT
IN SCHEDULED SERVICE**

Operated as of December 31, 1954 and Scheduled for Delivery Prior to 1957 . . . U. S. Domestic and International Airlines

Aircraft Type	Number Aircraft In Scheduled Service As of 12/31/54	Number Aircraft To Be Delivered 1955-1956	Total Number New Type Aircraft	Total Cost New ¹ Type Aircraft (in millions)
CV-340	121	0	121	\$ 84.7
M-404	100	0	100	70.0
DC-6A & 6B	129	8	137	164.4
DC-7	61	62	123	246.0
L-1049	39	24	63	126.0
Viscount	0	52	52	57.2
Total	450	146	596	\$748.3

¹Based on Individual Carrier Reports to ATA Division of Air Transport Economics.

**AIRCRAFT
OPERATED**

by U. S. Scheduled Airline Industry, as of December 31, for selected years

Aircraft Type	Number of Engines	1946		1952		1953		1954	
		Domestic ¹	Int'l ²	Domestic^{1}	Int'l^{2}	Domestic^{1}	Int'l^{2}	Domestic^{1}	Int'l^{2}
Boeing									
247-D	2	4	3	....	....	....	....	....	....
307-B	4	5	....	....	....	....	....	....	....
377	4	....	....	16	44	16	43	11	37
Convair									
240	2	....	....	99	91	90	91	92	86
340	2	....	....	25	....	103	18	121	32
Douglas									
DC-3	2	470	63	381	41	331	47	299	41
DC-4	4	158	50	124	101	126	100	109	76
DC-6 / 6B	4	....	....	161	124	175	155	185	179
DC-7	4	....	....	....	....	10	10	61	41
Lockheed									
Electra	2	3	....	....	....	....	....	....	....
Lodestar	2	11	....	11	....	11	....	11	11
Constellation	4	12	31	101	64	104	58	102	58
Super Const.	4	....	....	24	14	31	21	39	29
Martin									
202	2	....	....	21	....	25	....	25	....
404	2	....	....	96	....	100	....	100	....
Stinson									
1	1	10	....	....	....	....	....	....	....
Total		673	147	1,058	479	1,122	543	1,155	590

¹Includes domestic trunk, local service and territorial airlines.

²Trunk airlines who operate domestic and international routes usually have their aircraft certificated for both operations in order to use these aircraft interchangeably. The number of aircraft certificated for both operations and, therefore, duplicated in the international figures given above are as follows: 1946—16; 1952—253; 1953—385; 1954—434.

**AIRCRAFT
OPERATIONS AT
CAA OPERATED
AIRPORT TOWERS**

1946-1954 (In Thousands)

	1946	1947	1948	1949	1950	1951	1952	1953	1954
Type of Flight Operation									
Military	1,371	1,595	2,259	2,780	2,384	2,852	2,983	3,712	4,409
Civil	8,198	13,221	12,877	10,446	9,585	9,618	7,965	7,719	8,015
Air Carrier	2,358	2,854	3,242	3,713	4,002	4,556	4,866	5,384	5,521
Total	11,297	17,670	18,378	16,939	15,971	17,026	15,814	16,815	17,945
% Air Carrier of Total	20.9	16.2	17.6	21.9	25.1	26.8	30.8	32.0	30.8

NOTES: In calendar year 1953 there were 188 Traffic Control Towers.
Air Carriers include scheduled and non scheduled operations.
Each landing is counted as an operation as is also each take off.

**COMPARATIVE
TRANSPORTATION
SAFETY
RECORD**

Fatality Rate Per 100,000,000 Passenger Miles, 1946-1954

	1946	1947	1948	1949	1950	1951	1952	1953	1954
Domestic Scheduled Airlines ¹									
Fatalities	75	199	83	93	96	142	46	86	157
Rate	1.2	3.2	1.3	1.3	1.1	1.3	0.4	0.6	0.09
International Scheduled Airlines									
Fatalities	40	20	20	0	48	31	94	2	0
Rate	3.5	1.1	1.0	...	2.1	1.1	3.0	0.1	...
Intercity Motor Buses									
Fatalities	140	140	120	120	100	130	100	70	n.a.
Rate .....	.19	.21	.18	.20	.17	.22	.16	.13	n.a.
Railroad Passenger Trains									
Fatalities	116	74	52	32	184	126	14	50	21
Rate .....	.18	.16	.13	.08	.58	.43	.04	.16	.07
Passenger Auto and Taxis									
Fatalities	15,400	15,300	15,200	15,300	17,600	21,000	22,600	32,700	n.a.
Rate	2.5	2.3	2.1	2.0	2.2	2.4	2.8	2.9	n.a.

¹Includes domestic trunk, local services and territorial airlines.
n.a.—Not Available.

**INTERCITY
PASSENGER
MILE MARKET**

Common Carriers and Private Automobile, 1946-1954

(Millions of Passenger Miles)

	1946	1947	1948	1949	1950	1951	1952	1953	1954 ¹
Pullman and Air Travel									
Rail Pullman	19,801	12,261	11,015	9,349	9,340	10,226	9,504	7,950	6,785
Domestic trunk lines	5,903	6,016	5,840	6,563	7,766	10,211	12,121	14,298	16,235
Local Services Airlines	7	46	88	135	189	290	340	391	460
Pullman & Air Combined ...	25,711	18,323	16,943	16,047	17,295	20,727	21,965	22,639	23,480
Airline % of Combined Total .	22.99	33.08	34.99	41.74	46.00	50.66	56.73	64.88	71.0
Other Common Carriers									
Rail Coach	39,039	27,665	24,315	20,273	17,441	19,524	19,758	18,955	17,450
Intercity Motor Bus Lines	25,576	23,948	23,529	22,411	21,254	21,499	20,732	19,700	18,100
Total	64,615	51,613	47,844	42,684	38,695	41,023	40,490	38,655	35,550
Total Common Carrier	90,326	69,936	64,787	58,731	55,990	61,750	62,455	61,294	59,030
% Airline of Common Carrier	6.54	8.67	9.15	11.40	14.21	17.01	19.95	23.96	28.28
Private Intercity Automobile	253,570	272,958	287,423	316,774	337,339	379,324	410,300	432,100	453,700
Total Common & Private Carrier	343,896	342,894	352,210	375,505	393,329	441,074	472,755	493,394	512,730
Passenger Mile per Capita	2,432	2,392	2,412	2,528	2,619	2,919	2,988	3,068	31.57

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¹ Estimated.

16th Edition, Air Transport Facts and Figures

AMERICAN AVIATION

is honored to present the Air Transport Association's 16th Annual Edition of "Facts and Figures" for the U. S. scheduled certificated airlines. These Facts and Figures, assembled by ATA from revised data filed by the carriers with the Civil Aeronautics Board, show significant developments and progress of the air transport industry throughout the years.

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