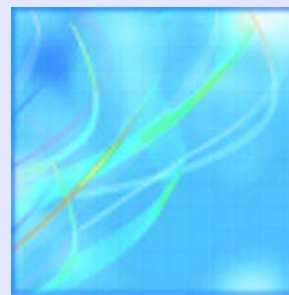


Aviation

Air Fare, Canadian Air Carriers, Level I

2010



Highlights

- The all-fare index (2002=100) for domestic and international (including Canada-United States) scheduled services operated by Canadian Level I air carriers rose 2.9% to 89.2 in 2010. The air fare index for all fares for domestic scheduled services was 86.5, up 5.1% from the 2009 level of 82.3, while the all-fare index for international scheduled services posted an increase of 0.9% from 2009 to 91.3.
- In 2010, the average domestic and international one-way air fare (all types) paid by passengers was \$243.50, up 5.3% from \$231.20 in 2009. The average domestic air fare (all types) paid by passengers was \$182.50 in 2010, up 5.5% from \$173.00 in 2009. The average international air fare (all types) also increased (1.7%) from \$326.30 in 2009 to \$331.80 in 2010.
- In 2010, 96.7% of passengers on domestic and international scheduled services flew on discount fares, up 0.1 percentage points from 96.6% in 2009. On domestic scheduled services, 95.9% of passengers travelled on discount fares in 2010, up 0.2 percentage points from 95.7% in 2009. On international scheduled services, 97.9% of passengers flew on discount fares in 2010, down 0.2 percentage points from 98.1% in 2009.
- When the distribution was expressed in terms of passenger-kilometres, the proportion of domestic discount travel was 95.8%, up 0.3 percentage points from 95.5% in 2009 and the proportion of international discount travel remained unchanged from the previous year at 98.5%.
- In 2010, average domestic air fares rose across all of the selected Canadian cities of enplanement compared to 2009. Toronto remained the city with the highest average domestic air fare (\$205.20), while Edmonton posted the lowest average domestic air fare (\$160.80) in 2010. During this period, increases ranged from 0.7% in Halifax to 9.1% in Vancouver. Toronto, Vancouver, Ottawa and Montreal were the only cities that had average domestic air fares above the national average (\$182.50).

Analysis

Air fare indexes

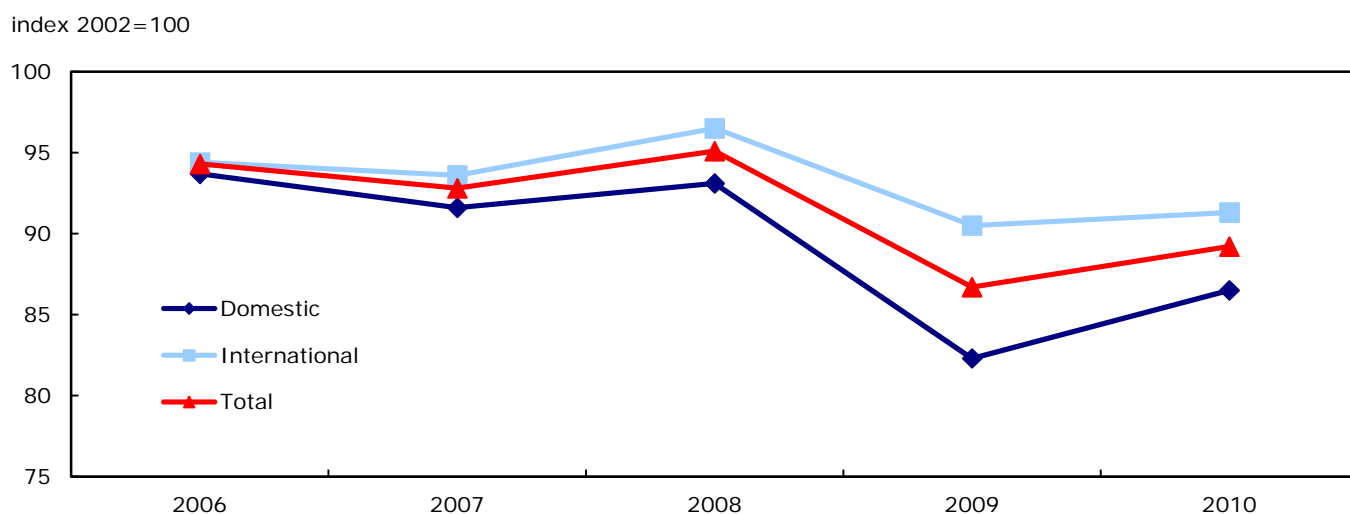
The all-fare index (2002=100) for domestic and international (including Canada-United States) scheduled services operated by Canadian Level I air carriers (Air Canada, Jazz, Air Canada's Canadian regional code-share partners, Air Transat and WestJet) rose 2.9% in 2010 after experiencing an 8.8% decline in 2009. All sectors recorded increases over this period which drove the all-fare index up from 86.7 in 2009 to 89.2 in 2010.

The business class fare index advanced 8.4% from 175.4 in 2009 to 190.2 in 2010, while the economy fare index increased 1.5% from 2009 to 88.2 in 2010, reversing the significant 7.7% decline experienced during the 2009 economic recession. The discount fare index increased 2.8% to 88.4 and continued to drive the total all-fare index for the year. The discount fare index weight is relatively more important than the business class and economy fare index weights due to the high proportion of passengers travelling on discount fares (96.7% in 2010).

During this period, the air fare index for all fares for domestic scheduled services was 86.5, up 5.1% from the 2009 level of 82.3. This notable increase was due largely to upturns in the economy fare index (2.2%) and discount fare index (5.2%). The all-fare index for international scheduled services posted an increase of 0.9% from 2009 to 91.3.

As shown in Chart 1, both the domestic and international all-fare indexes remained below the pre-recession levels, but the gap between the two sectors has narrowed from 8.2 points in 2009 to 4.8 points in 2010.

Chart 1
Air fare indexes — All fares, by sector, 2006 to 2010



Average air fares

The airline industry saw demand for air travel and consumer confidence gradually return in 2010, after a year of serious economic challenge and low passenger traffic. In 2010, the average air fare (all types, all sectors, on a coupon origin-destination basis) paid by passengers was \$243.50, up 5.3% from \$231.20 in 2009, reverting to the upward trend experienced between 2007 and 2008. The level reached in 2010 was mainly due to year-over-year advances in the third (+7.5%) and fourth (+6.9%) quarters.

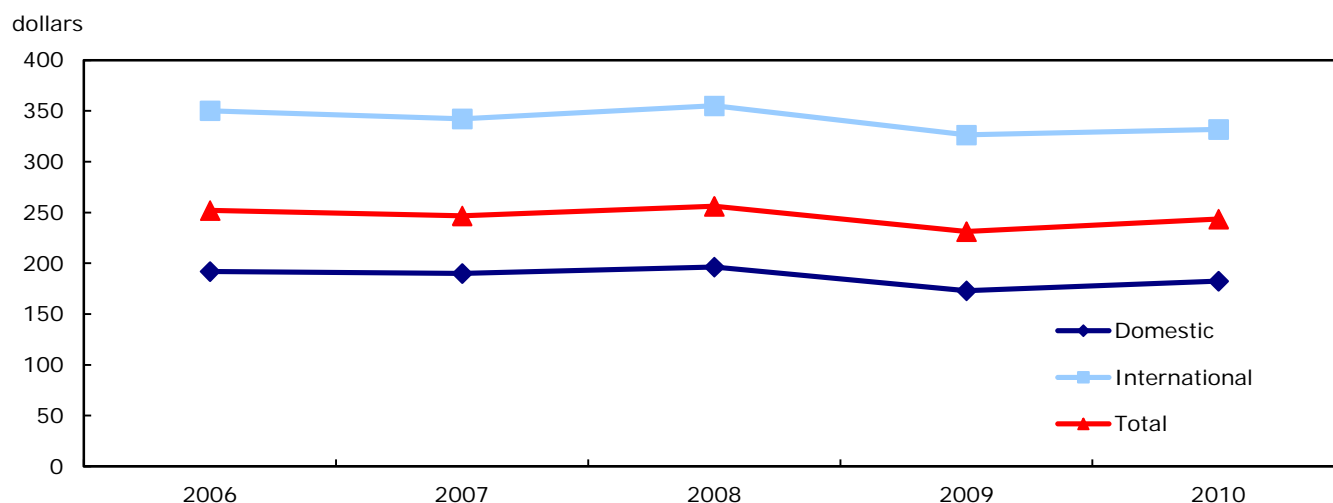
The average domestic air fare (all types) paid by passengers was \$182.50 in 2010, up 5.5% from \$173.00 in 2009. This increase followed the strong annual decline (-11.9%) reported between 2008 and 2009.

The average international air fare (all types) was \$331.80 in 2010, up 1.7% from \$326.30 in 2009.

The 2010 increase in average fares across all sectors is reflected in Chart 2 and can be largely attributed to the gradual upturn of the global airline industry during the period. However, the airline industry in Canada has not been in a position to overcome all difficulties encountered in 2009, and consequently, despite the growth recorded in air fares in 2010, the air fares reached were still well below the pre-recession levels. Some factors that may explain the situation are the competitive nature of the airline industry—substantial price competition from Canadian low-cost carriers translated into limited ability for major airlines to increase fares; the major airlines continued to rely on seat sales, though the bargain-basement ticket prices offered during the economic downturn in 2009 have largely vanished, to persuade the travellers to take to the skies; the growth and competitiveness of Internet distribution channels have pushed air carriers to more aggressively price their products to the cost-conscious travellers.

Chart 2

Average air fares — All fares, by sector, 2006 to 2010



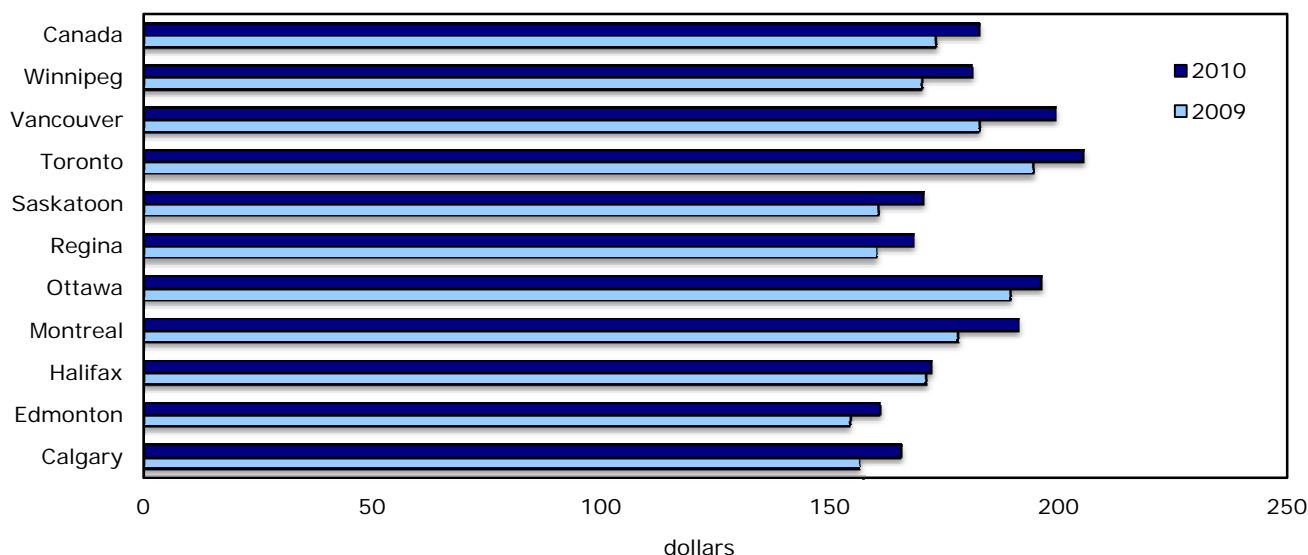
Average domestic air fares at the city level

In 2010, average domestic air fares increased across all of the selected Canadian cities of enplanement compared to 2009. During this period, year-over-year increases ranged from 0.7% in Halifax to 9.1% in Vancouver. Toronto remained the city with the highest average domestic air fare (\$205.20), followed by Vancouver (\$199.20) and Ottawa (\$196.00), while Edmonton once again posted the lowest average domestic air fare (\$160.80) in 2010.

As shown in Chart 3 below, all selected eastern Canadian cities of enplanement, with the exception of Halifax, registered average domestic air fares above the national level (\$182.50) in 2010. During the same period, Vancouver was the only western Canadian city of enplanement to register an average fare above the national level.

Chart 3

Average domestic fares for selected eastern and western Canadian cities of enplanement, 2009 and 2010



For historical annual data at the city level, please refer to the CANSIM table 401-0004.

Notes:

The estimates are derived from a sample of flight coupons collected as part of the Fare Basis Survey. The estimates relate to the operations of major Canadian air carriers. For 2010, the air carriers included are the Canadian Level I carriers (Air Canada, Jazz, Air Canada's Canadian regional code-share partners, Air Transat and WestJet). Imputation has been performed for incomplete and missing data.

For purposes of statistical tabulations, fare codes reported by the air carriers are grouped by general fare type. These fare types are defined as follows:

- First class: The transportation of a passenger or passengers for whom premium-quality services (e.g. larger seats, complimentary bar) are provided.
- Business class: A fare level which is less expensive than first class and more expensive than the basic fare level. It includes different amenities (e.g. larger seats, advanced seat assignment).
- Economy: A basic fare level which is less expensive than first class but does not include the amenities (e.g. larger seats, complimentary bar) of the first class fare.
- Discount: A reduced fare usually subject to one or more travel restrictions, the price of which is usually calculated as a percentage reduction from the normal full fare. It includes various discount fares such as charter class, seat sales, advance purchase excursion, group.
- Other: Represents industry and agency discount fares, military as well as unknown fare codes.

The air fare index is a measure of the rate of price change, providing indications of the overall trend of domestic and international fares over time, while average fares measure the actual level of fares paid by passengers. The different series of air fare indexes produced by the Aviation Statistics Centre were calculated on an annual basis using the chain Laspeyres index method linked at the annual level, with annual updated weights (the time base is 2002=100).

The average fare is obtained by dividing the carriers' revenue by the passenger volume, as measured by coupon origin and destination.

The average domestic air fares are the average for all coupons originating in that city, for all domestic destinations. The level of average fares can be affected by changes in travel patterns, as well as prices.

Additional information on Fare Basis statistics can be obtained directly from the Aviation Statistics Centre. Tables are available in print form or in electronic format. For further information, please contact the Aviation Statistics Centre (telephone: 1-866-500-8400; Internet: aviationstatistics@statcan.gc.ca).

Table 1

Air fare indexes, by sector and fare type group — Canadian air carriers, Level I¹ – Scheduled services

	Fare type group			
	Total	Business class	Economy	Discounted
	2002=100			
Domestic				
2006	93.7	121.3	79.7	93.9
2007	91.6	159.2	81.1	91.6
2008	93.1	158.8	89.3	92.7
2009	82.3	156.9	76.6	82.1
2010 p	86.5	177.9	78.3	86.4
International				
2006	94.4	119.2	96.9	93.6
2007	93.6	139.6	107.3	92.6
2008	96.5	160.6	117.6	95.4
2009	90.5	173.0	140.8	89.0
2010 p	91.3	186.4	140.1	89.8
Domestic and international				
2006	94.3	121.4	83.1	94.0
2007	92.8	144.2	85.6	92.4
2008	95.1	163.9	94.1	94.3
2009	86.7	175.4	86.9	86.0
2010 p	89.2	190.2	88.2	88.4

1. From 2006 to 2010, the air carriers included are the Canadian Level I carriers, which are comprised of the Air Canada Family (Air Canada, Jazz and regional code-share partners), Air Transat and WestJet.

Note(s): The different series of air fare indexes were calculated, from 1995 to 2010, using the chain Laspeyres index method linked at the annual level, with annually updated weights. The index number 100 was assigned to the year 2002 and the base year is always the previous year.

Table 2
Average fares, by sector and fare type group — Canadian air carriers, Level I¹ – Scheduled services

	Fare type group				
	Total	Business class	Economy	Discounted	Other
	dollars				
Domestic					
2006	192.00 ^E	1,041.30 ^E	F	189.40 ^E	F
2007	190.00	1,499.60	265.10	188.30	17.40
2008	196.30	1,762.80	297.10	192.20	F
2009	173.00	1,896.00	254.90	169.90	24.10 ^E
2010 ^P	182.50	2,005.70	258.90	179.20	F
Short-haul					
2006	143.60 ^E	596.10 ^E	F	141.60 ^E	F
2007	138.50	886.20 ^E	199.90	136.50	18.30
2008	142.40	793.30 ^E	221.80	139.40	F
2009	132.30	928.80 ^E	201.40	129.80	22.50 ^E
2010 ^P	140.20	896.40 ^E	198.50	137.90	F
Long-haul					
2006	237.90 ^E	1,305.40 ^E	F	234.90 ^E	F
2007	x	x	x	x	x
2008	243.70	1,960.40	354.60	238.90	F
2009	x	x	x	x	x
2010 ^P	218.30	2,129.80	305.70	214.20	F
International					
2006	350.20	2,286.00	F	348.60	146.30 ^E
2007	342.10	2,901.70	336.70	342.60	101.40 ^E
2008	355.00	3,448.10	370.90	352.90	F
2009	326.30	3,528.00	379.40	324.90	F
2010 ^P	331.80	3,505.40	376.60	328.20	F
Domestic and international					
2006	252.00 ^E	1,970.80	F	250.70	126.70 ^E
2007	246.70	2,675.10	274.10	246.70	58.40 ^E
2008	256.10	3,153.10	309.00	253.70	F
2009	231.20	3,160.80	278.40	229.70	F
2010 ^P	243.50	3,329.20	288.80	240.80	F

1. From 2006 to 2010, the air carriers included are the Canadian Level I carriers, which are comprised of the Air Canada Family (Air Canada, Jazz and regional code-share partners), Air Transat and WestJet.

Note(s): Due to the confidentiality or the unreliability of data, the results for the fare type group "first class" cannot be disclosed.

All estimates shown above (except those marked with the codes E and F) have a coefficient of variation of less than 10% and can be considered reliable from a sampling point of view. An E indicates a coefficient between 10% and 25%. The estimates with a coefficient of variation greater than 25% cannot be released and are shown with the code F.

Estimates are subject to periodic revisions to reflect carrier updates and further refinement of the fare code assignment system.

Table 3
Distribution of passengers, by sector and fare type group — Canadian air carriers, Level I¹ – Scheduled services

	Fare type group			
	Business class	Economy	Discounted	Other
	percent			
Domestic				
2006	0 ^E	F	96.4	F
2007	0	3.7	95.6	0.7
2008	0	3.9	96.0	0.1
2009	0	4.0	95.7	0.3
2010 P	0	4.0	95.9	0 ^E
Short-haul				
2006	0 ^E	F	96.6	F
2007	0 ^E	3.5	96.2	0.3
2008	0 ^E	3.6	96.3	0.1 ^E
2009	0 ^E	3.7	96.1	0.2 ^E
2010 P	0 ^E	3.8	96.1	0 ^E
Long-haul				
2006	0 ^E	F	96.2	F
2007	x	x	x	x
2008	0	4.2	95.6	0.2 ^E
2009	x	x	x	x
2010 P	0	4.2	95.8	0 ^E
International				
2006	0.1	F	98.9	0.2 ^E
2007	0.1	0.9	97.9	1.2
2008	0.1	1.3	98.5	0.2
2009	0	1.5	98.1	0.4
2010 P	0.1	2.0	97.9	0 ^E
Domestic and international				
2006	0.1 ^E	F	97.3	0.1 ^E
2007	0	2.6	96.4	0.9
2008	0	2.9	96.9	0.2
2009	0	3.0	96.6	0.3
2010 P	0	3.2	96.7	0 ^E

1. From 2006 to 2010, the air carriers included are the Canadian Level I carriers, which are comprised of the Air Canada Family (Air Canada, Jazz and regional code-share partners), Air Transat and WestJet.

Note(s): Due to the confidentiality or the unreliability of data, the results for the fare type group "first class" cannot be disclosed.

All estimates shown above (except those marked with the codes E and F) have a coefficient of variation of less than 10% and can be considered reliable from a sampling point of view. An E indicates a coefficient between 10% and 25%. The estimates with a coefficient of variation greater than 25% cannot be released and are shown with the code F.

Estimates are subject to periodic revisions to reflect carrier updates and further refinement of the fare code assignment system.

Table 4
Distribution of passenger-kilometres, by sector and fare type group — Canadian air carriers, Level I¹ – Scheduled services

	Fare type group			
	Business class	Economy	Discounted	Other
	percent			
Domestic				
2006	0 E	F	96.3	F
2007	0	3.7	95.1	1.1
2008	0	4.1	95.7	0.2 E
2009	0	4.1	95.5	0.3
2010 p	0 E	4.2	95.8	0 E
Short-haul				
2006	0 E	F	96.1	F
2007	0 E	4.0	95.7	0.3
2008	0 E	4.2	95.8	0.1 E
2009	0 E	4.3	95.6	0.2 E
2010 p	0 E	4.4	95.6	0 E
Long-haul				
2006	0 E	F	96.4	F
2007	x	x	x	x
2008	0	4.1	95.7	0.2 E
2009	x	x	x	x
2010 p	0 E	4.1	95.8	0 E
International				
2006	0.2	F	99.1	0.2 E
2007	0.2	0.6	98.1	1.2
2008	0.1	0.8	98.8	0.2
2009	0.1	1.0	98.5	0.5
2010 p	0.1	1.3	98.5	0.1 E
Domestic and international				
2006	0.1	F	98.1	0.2 E
2007	0.1	1.7	97.0	1.2
2008	0.1	2.0	97.7	0.2
2009	0	2.1	97.4	0.4
2010 p	0.1	2.3	97.6	0 E

1. From 2006 to 2010, the air carriers included are the Canadian Level I carriers, which are comprised of the Air Canada Family (Air Canada, Jazz and regional code-share partners), Air Transat and WestJet.

Note(s): Due to the confidentiality or the unreliability of data, the results for the fare type group "first class" cannot be disclosed.

All estimates shown above (except those marked with the codes E and F) have a coefficient of variation of less than 10% and can be considered reliable from a sampling point of view. An E indicates a coefficient between 10% and 25%. The estimates with a coefficient of variation greater than 25% cannot be released and are shown with the code F.

Estimates are subject to periodic revisions to reflect carrier updates and further refinement of the fare code assignment system.

Table 5
Average domestic fares for selected cities of enplanement — Canadian air carriers, Level I¹ — Scheduled services

	2009	2010 ^p
	dollars	
Calgary	156.40	165.50
Edmonton	154.20	160.80
Halifax	170.80	172.00
Montreal	177.80	191.10
Ottawa	189.30	196.00
Regina	160.00	168.10
Saskatoon	160.50	170.20
Toronto	194.40	205.20
Vancouver	182.60	199.20
Winnipeg	169.90	181.00

1. For 2009 and 2010, the air carriers included are the Canadian Level I carriers, which are comprised of the Air Canada Family (Air Canada, Jazz and regional code-share partners), Air Transat and WestJet.

Note(s): All estimates shown above have a coefficient of variation of less than 10% and can be considered reliable from a sampling point of view. Estimates are subject to periodic revisions to reflect carrier updates and further refinement of the fare code assignment system.

Table 6

Average fares, by sector and fare type group — Canadian air carriers, Level I¹ – Scheduled services (quarterly)

	Fare type group				
	Total	Business class	Economy	Discounted	Other
	dollars				
Domestic					
2009					
First quarter	168.90	F	242.20	166.10	F
Second quarter	170.70	F	252.60	167.50	29.50 E
Third quarter	175.70	1,848.60	271.20	172.20	18.90 E
Fourth quarter	175.80	1,871.40 E	248.80	173.20	24.60 E
2010 P					
First quarter	171.40	1,648.10 E	238.10	168.60	F
Second quarter	179.10	F	258.00	175.70	F
Third quarter	187.90	2,004.20 E	277.70	183.90	F
Fourth quarter	190.30	2,307.10 E	256.00	187.30	F
Short-haul					
2009					
First quarter	127.70	F	194.50	125.20	F
Second quarter	132.20	F	201.10	129.70	23.40 E
Third quarter	132.00	941.80 E	210.40	129.40	16.20 E
Fourth quarter	137.00	F	199.40	134.80	28.90 E
2010 P					
First quarter	132.10	863.80 E	193.50	129.60	F
Second quarter	138.60	F	203.50	136.10	F
Third quarter	142.10	F	201.30	139.70	F
Fourth quarter	147.70	F	195.60	145.70	F
Long-haul					
2009					
First quarter	x	x	x	x	x
Second quarter	x	x	x	x	x
Third quarter	x	x	x	x	x
Fourth quarter	x	x	x	x	x
2010 P					
First quarter	x	x	x	x	x
Second quarter	x	x	x	x	x
Third quarter	219.50	2,077.00 E	324.70	214.50	F
Fourth quarter	230.50	2,401.60 E	308.30	226.80	F
International					
2009					
First quarter	317.60	3,504.60 E	411.30	315.40	F
Second quarter	312.90	3,220.30 E	353.60	311.90	F
Third quarter	356.40	3,970.50 E	348.00	356.50	F
Fourth quarter	318.10	3,415.40 E	379.40	315.40	F
2010 P					
First quarter	315.40	3,389.50 E	406.40	310.10	F
Second quarter	319.40	3,394.50 E	355.00	316.20	F
Third quarter	364.70	3,475.60 E	346.80	362.20	F
Fourth quarter	326.10	3,810.30 E	378.60	322.10	F
Domestic and international					
2009					
First quarter	232.80	3,092.50 E	285.90	231.00	F
Second quarter	222.90	F	268.60	221.30	F
Third quarter	239.20	3,281.40 E	279.40	238.20	F
Fourth quarter	229.20	3,155.20 E	279.80	227.20	F

See notes at the end of the table.

Table 6 – continued

Average fares, by sector and fare type group — Canadian air carriers, Level I¹ – Scheduled services (quarterly)

	Fare type group				
	Total	Business class	Economy	Discounted	Other
	dollars				
2010 p					
First quarter	235.50	3,223.20 E	293.30	232.10	F
Second quarter	234.80	3,246.70 E	280.60	232.30	F
Third quarter	257.20	3,297.50 E	289.20	255.00	F
Fourth quarter	245.00	3,576.80 E	292.00	242.10	F
	percent change from 2009 to 2010				
Domestic					
First quarter	1.5	F	-1.7	1.5	F
Second quarter	4.9	F	2.1	4.9	F
Third quarter	6.9	8.4	2.4	6.8	F
Fourth quarter	8.2	23.3	2.9	8.1	F
Short-haul					
First quarter	3.4	F	-0.5	3.5	F
Second quarter	4.8	F	1.2	4.9	F
Third quarter	7.7	F	-4.3	8.0	F
Fourth quarter	7.8	F	-1.9	8.1	F
Long-haul					
First quarter	x	x	x	x	x
Second quarter	x	x	x	x	x
Third quarter	x	x	x	x	x
Fourth quarter	x	x	x	x	x
International					
First quarter	-0.7	-3.3	-1.2	-1.7	F
Second quarter	2.1	5.4	0.4	1.4	F
Third quarter	2.3	-12.5	-0.3	1.6	F
Fourth quarter	2.5	11.6	-0.2	2.1	F
Domestic and international					
First quarter	1.2	4.2	2.6	0.5	F
Second quarter	5.3	F	4.5	5.0	F
Third quarter	7.5	0.5	3.5	7.1	F
Fourth quarter	6.9	13.4	4.4	6.6	F

1. For 2009 and 2010, the air carriers included are the Canadian Level I carriers, which are comprised of the Air Canada Family (Air Canada, Jazz and regional code-share partners), Air Transat and WestJet.

Note(s): Due to the confidentiality or the unreliability of data, the results for the fare type group "first class" cannot be disclosed.

All estimates shown above (except those marked with the codes E and F) have a coefficient of variation of less than 10% and can be considered reliable from a sampling point of view. An E indicates a coefficient between 10% and 25%. The estimates with a coefficient of variation greater than 25% cannot be released and are shown with the code F.

Estimates are subject to periodic revisions to reflect carrier updates and further refinement of the fare code assignment system.

Table 7
Discount fare traffic, by sector — Canadian air carriers, Level I¹ – Scheduled services (quarterly)

	Passengers		Passenger-kilometres	
	2009	2010	2009	2010
	percent			
Domestic				
First quarter	96.1	96.0	96.1	96.0
Second quarter	95.7	95.9	95.5	95.8
Third quarter	95.4	95.9	95.2	95.7
Fourth quarter	95.7	96.0	95.5	95.9
Short-haul				
First quarter	96.2	96.0	95.7	95.5
Second quarter	96.2	96.2	95.6	95.7
Third quarter	95.9	96.1	95.4	95.6
Fourth quarter	96.1	96.2	95.5	95.7
Long-haul				
First quarter	x	x	x	x
Second quarter	x	x	x	x
Third quarter	x	95.7	x	95.7
Fourth quarter	x	95.8	x	95.9
International				
First quarter	98.0	97.4	98.4	98.0
Second quarter	98.2	98.0	98.6	98.7
Third quarter	98.4	98.6	98.8	99.2
Fourth quarter	97.5	97.5	98.0	98.2
Domestic and international				
First quarter	97.0	96.6	97.6	97.3
Second quarter	96.6	96.8	97.4	97.7
Third quarter	96.5	96.9	97.4	98.0
Fourth quarter	96.4	96.6	97.1	97.4

1. For 2009 and 2010, the air carriers included are the Canadian Level I carriers, which are comprised of the Air Canada Family (Air Canada, Jazz and regional code-share partners), Air Transat and WestJet.

Note(s): All estimates shown above have a coefficient of variation of less than 10% and can be considered reliable from a sampling point of view. Estimates are subject to periodic revisions to reflect carrier updates and further refinement of the fare code assignment system.

Table 8

Average domestic fares for selected cities of enplanement — Canadian air carriers, Level I¹ – Scheduled services (quarterly)

	Calgary	Edmonton	Halifax	Montreal	Ottawa
	dollars				
2009					
First quarter	148.50	146.70	183.30	170.70	185.80
Second quarter	152.80	151.90	169.20	174.30	189.70
Third quarter	164.10	159.60	164.90	179.60	182.80
Fourth quarter	158.40	157.20	169.70	186.20	199.30
2010 ^p					
First quarter	149.30	145.30	164.60	178.70	184.20
Second quarter	163.70	160.30	168.20	190.60	195.50
Third quarter	174.20	166.80	176.30	195.80	198.00
Fourth quarter	173.10	168.50	177.20	197.80	204.40
	percent change from 2009 to 2010				
First quarter	0.5	-1.0	-10.2	4.7	-0.9
Second quarter	7.1	5.5	-0.6	9.4	3.1
Third quarter	6.2	4.5	6.9	9.0	8.3
Fourth quarter	9.3	7.2	4.4	6.2	2.6
	Regina	Saskatoon	Toronto	Vancouver	Winnipeg
	dollars				
2009					
First quarter	147.00	154.40	193.20	181.20	162.60
Second quarter	164.00	156.00	192.80	178.50	167.30
Third quarter	161.20	164.30	193.40	188.60	170.40
Fourth quarter	167.60	167.30	198.30	181.20	179.30
2010 ^p					
First quarter	155.20	164.40	192.90	199.30 ^E	168.50
Second quarter	168.70	165.40	199.60	188.50	176.90
Third quarter	170.40	174.20	209.00	206.70	x
Fourth quarter	173.90	174.90	218.20	202.70	194.80
	percent change from 2009 to 2010				
First quarter	5.6	6.5	-0.2	10.0 ^E	3.6
Second quarter	2.9	6.0	3.5	5.6	5.7
Third quarter	5.7	6.0	8.1	9.6	x
Fourth quarter	3.8	4.5	10.0	11.9	8.6

1. For 2009 and 2010, the air carriers included are the Canadian Level I carriers, which are comprised of the Air Canada Family (Air Canada, Jazz and regional code-share partners), Air Transat and WestJet.

Note(s): All estimates shown above (except those marked with the code E) have a coefficient of variation of less than 10% and can be considered reliable from a sampling point of view. An E indicates a coefficient between 10% and 25%.

Estimates are subject to periodic revisions to reflect carrier updates and further refinement of the fare code assignment system.

Release date: October 2011

Symbols

The following standard symbols are used in Statistics Canada publications:

.	not available for any reference period
..	not available for a specific reference period
...	not applicable
0	true zero or a value rounded to zero
0 ^s	value rounded to 0 (zero) where there is a meaningful distinction between true zero and the value that was rounded
P	preliminary
r	revised
x	suppressed to meet the confidentiality requirements of the <i>Statistics Act</i>
E	use with caution
F	too unreliable to be published
*	significantly different from reference category ($p < 0.05$)

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