

DOMINION BUREAU OF STATISTICS — BUREAU FÉDÉRAL DE LA STATISTIQUE
Transportation and Public Utilities Division — Division des transports et des services d'utilité publique
Aviation Statistics Centre — Le Centre des Statistiques de l'Aviation

TRANSCONTINENTAL AND REGIONAL
AIR-CARRIER OPERATIONS

OPÉRATIONS DES TRANSPORTEURS AÉRIENS
TRANSCONTINENTAUX ET RÉGIONAUX

DECEMBER - 1970 - DÉCEMBRE

Published by Authority of
The Minister of Industry, Trade and Commerce

Publication autorisée par
le ministre de l'Industrie et du Commerce

April - 1971 - Avril
8705-510

Price - Prix: 30 cents
\$3.00 year - par année

Vol. 30—No. 12

Information Canada
Ottawa

TABLE OF CONTENTS

| | Page |
|--|------|
| Introduction | 4 |
| Charts | |
| Transcontinental and Regional Air Carriers | 6 |
| Tables | |
| 1. Operating Statistics, Transcontinental Carriers | 8 |
| 2. Operating Statistics, Regional Carriers | 10 |
| 3. Operating Statistics, International Services of Transcontinental and Regional Carriers | 14 |
| 4. Operating Revenues and Expenses, Transcontinen- tal Carriers | 16 |
| 5. Operating Revenues and Expenses, Regional Carriers | 18 |
| 6. Transcontinental and Regional Carriers, Total All Services | 22 |
| 7. Transcontinental and Regional Carriers, Total Operating Revenues and Expenses | 24 |
| Explanatory Notes to Tables ... | 26 |
| Glossary of terms | 27 |

TABLE DES MATIÈRES

| | Page |
|---|------|
| Introduction | 4 |
| Graphiques | |
| Transporteurs transcontinentaux et régionaux | 6 |
| Tableaux | |
| 1. Statistiques d'exploitation - Transporteurs transcontinen- taux | 8 |
| 2. Statistiques d'exploitation - Transporteurs régionaux | 10 |
| 3. Statistiques d'exploitation - Services internationaux de transporteurs transcontinen- taux et régionaux | 14 |
| 4. Recettes et dépenses d'exploita- tion - Transporteurs trans- continentaux | 16 |
| 5. Recettes et dépenses d'exploita- tion - Transporteurs régionaux | 18 |
| 6. Transporteurs transcontinentaux et régionaux - Total de tous les services | 22 |
| 7. Transporteurs transcontinentaux et régionaux - Recettes et dépenses totales d'exploita- tion | 24 |
| Notes explicatives des tableaux | 26 |
| Glossaire | 30 |

INTRODUCTION

This publication is one of three which are issued periodically and concern the activities and finances of commercial airline operators in Canada. These periodicals are compiled using data collected under a joint program operated by the Aviation Statistics Centre (which is a part of the Transportation and Public Utilities Division of the Dominion Bureau of Statistics) and the Air Transport Committee of the Canadian Transport Commission. The title and frequency of these related publications is as follows:

Transcontinental and Regional Air Carrier Operations

(Monthly) Catalogue No. 51-001 D.B.S.

Air Carrier Operations in Canada

(Commercial operators)

(Quarterly) Catalogue No. 51-002 D.B.S.

Air Carrier Financial Statements

(Annually) Catalogue No. 51-202 D.B.S.

Beginning with January 1970 monthly publication a change was made in the format and contents of publications. Prior to 1970, statistics were published monthly and annually in the series entitled Civil Aviation:

Civil Aviation

(Monthly) Catalogue No. 51-001 D.B.S.

Civil Aviation Preliminary Annual

(Annually) Catalogue No. 51-201 D.B.S.

Civil Aviation

(Annually) Catalogue No. 51-202 D.B.S.

For brief summaries of airline activity in advance of the monthly and quarterly publications see the Aviation Statistics Centre Service Bulletin.

The statistics contained in the publications show separate figures for each type of service performed (unit toll, charter, specialty flying) and a division of traffic figures according to the area of operation (Transborder, Trans-Atlantic and Polar, Southern, Pacific and Orient).

INTRODUCTION

La présente publication fait partie des trois séries périodiques qui traitent des activités et des finances des exploitants de lignes aériennes commerciales au Canada. Ces périodiques sont établis à partir de données recueillies aux termes d'un programme commun mis en oeuvre par le Centre des statistiques de l'aviation (qui fait partie de la Division des transports et des services d'utilité publique du Bureau fédéral de la statistique) et par le Comité des transports aériens de la Commission canadienne des transports. Les titres et la périodicité de ces publications associées sont indiqués ci-après:

Opérations des transporteurs aériens transcontinentaux et régionaux

(mensuel) n° 51-001 au catalogue du B.F.S.

Opérations des transporteurs aériens au Canada

(Tous exploitants commerciaux)

(trimestriel) n° 51-002 au catalogue du B.F.S.

Etats financiers des transporteurs aériens

(annuel) n° 51-202 au catalogue du B.F.S.

A partir de janvier 1970, le format et le contenu des publications ont été modifiés. Avant 1970, les statistiques suivantes faisaient l'objet de publication mensuelle et annuelle dans la série qui s'intitulait Civil Aviation:

Civil Aviation

(mensuel) n° 51-001 au catalogue du B.F.S.

Civil Aviation Preliminary Annual

(annuel) n° 51-201 au catalogue du B.F.S.

Civil Aviation

(annuel) n° 51-202 au catalogue du B.F.S.

Des résumés succincts des activités des compagnies aériennes paraissent, avant leur publication dans les brochures mensuelles et trimestrielles, dans les Bulletins de Service du Centre des statistiques de l'aviation.

Les statistiques qui figurent dans les publications sont réparties en divers types d'exploitation (taxe unitaire, affrètements, vols spécialisés), et les chiffres de trafic sont subdivisés selon les régions d'exploitation (transfrontalière, transatlantique et polaire, méridionale, pacifique et orient).

The figures shown in the tables are of two sorts; (a) as collected (b) as calculated. The collected figures are taken directly from reporting forms after correction for obvious errors. Year-to-date figures are the sum of monthly reports except where revisions have been made to reports for previous months. Calculated figures are shown for totals, passenger ton-miles, regularity of service and financial ratios.

The following symbols are used in the publication and have the meanings indicated:

- .. figures not available
- ... figures not appropriate or not applicable
- nil or zero
- too small to be expressed

When comparing figures for reporting Group III shown in 1970 publications with 1969 or earlier figures note that Nordair, as a regional carrier, has been transferred from Group III to Group II. For this reason Group II totals are abnormally large in 1970 compared to 1969 totals while Group III figures in 1970 are smaller than they would have been if Nordair had remained in Group III.

The breakdown of unit toll services into "schedules" and "regular, irregular and specific points" is not entirely precise for some carriers. Flights over certain routes may be operated with a mixture of classes of licensed authority. Therefore, some figures reported under "scheduled" may in fact contain some component of operations performed by authority of a Class 2 or 9-2 licence. In such cases of mixed classes of licence the totals for a route are allotted to the "scheduled" category or the "irregular and specific points" category according to the class of licence which predominates over the route. The volume reported is very small and should not affect any statistical analysis.

Les chiffres qui apparaissent dans les tableaux sont de deux ordres et résultent: a) de la collecte, et b) de calculs. Les chiffres collectés proviennent directement des questionnaires d'enquête, après correction des erreurs manifestes. Les chiffres cumulatifs pour l'année représentent la somme des rapports mensuels, sauf pour les mois écoulés où il a ultérieurement fallu procéder à des redressements. Les chiffres établis par calcul comprennent les totaux, les tonnes-milles par passager, la régularité du service et les taux financiers.

Dans les publications, on a fait appel aux signes conventionnels suivants, dont la signification est indiquée ci-dessous:

- .. chiffre non disponible
- ... chiffre n'ayant pas lieu de figurer
- néant ou zéro
- chiffre infime

Pour la comparaison entre les déclarations comprises en 1970 dans le groupe III et les chiffres de 1969 ou d'une année précédente, il faut tenir compte que Nordair, transporteur régional, a été transféré du groupe III au groupe II. C'est pour cette raison que les totaux du groupe II paraissent anormalement élevés en 1970 si on les compare aux totaux de 1969, alors que les chiffres du groupe III sont moins importants en 1970 que si Nordair avait continué de faire partie du groupe III.

La subdivision des services à tarif unitaire entre services "à horaire fixe" et "réguliers, irréguliers ou en des points particuliers" ne s'applique pas avec autant de précision à tous les transporteurs. Pour certains itinéraires, les vols peuvent avoir lieu à partir d'une combinaison de classes d'après le type de licence. C'est pourquoi certains chiffres figurant à la rubrique "à horaire fixe" peuvent effectivement comporter certains secteurs d'exploitation ayant eu lieu au titre de licences de classe 2 ou 9-2. Chaque fois qu'il s'agit d'une telle combinaison de classes de licences, l'ensemble de l'itinéraire est repris dans la catégorie des vols "réguliers, irréguliers ou en des points particuliers", selon que l'une ou l'autre de ces classes de licences a été prédominante sur le parcours en question. Ces cas sont peu fréquents, et l'analyse statistique ne devrait pas en être affectée.

CHARTS

GRAPHIQUES

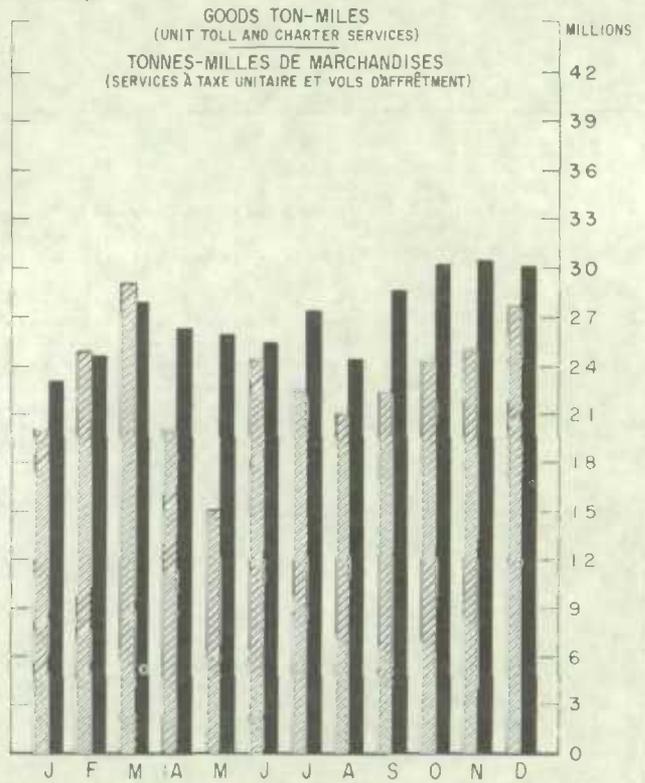
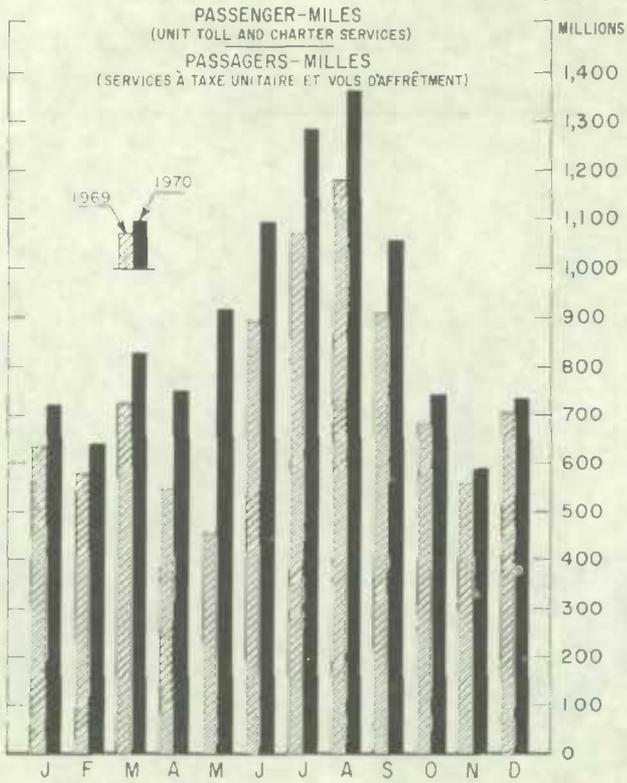
1. Number of passenger-miles reported in unit toll and charter services for each month of 1969 and 1970 (seven carrier total).
2. Number of goods ton-miles reported in unit toll and charter services for each month of 1969 and 1970. The term goods includes freight, express, excess baggage* and mail (seven carrier total).
3. Ratio of operating revenues to operating expenses for each month of 1969 and 1970. This indicates whether revenue totals for the seven major carriers produced an operating income (above the line), an operating loss (below the line), or a break-even point (on the line).
4. This differs from chart No. 3 in that it shows the income position of each of the seven carriers for a particular month and compares it with the situation a year earlier.

1. Nombre de passagers-milles déclaré en services à taxe unitaire et vols d'affrètement pendant chaque mois de 1969 et 1970 (total des sept transporteurs).
2. Nombre de tonnes-milles de marchandises déclaré en services à taxe unitaire et vols d'affrètement pendant chaque mois de 1969 et 1970. Par marchandises, on entend: le fret, les envois exprès, l'excédent de bagages* et le courrier.(total des sept transporteurs).
3. Rapport entre les recettes d'exploitation et les dépenses d'exploitation pour chacun des mois de 1969 et de 1970. Indique si l'ensemble des recettes des sept principaux transporteurs se traduit par un bénéfice (chiffres au-dessus de la ligne), par un déficit (au-dessous de la ligne), ou si les recettes et les dépenses s'équilibrent (sur la ligne).
4. Cette représentation diffère du graphique n° 3 en ce qu'elle indique la situation des revenus de chacun des transporteurs pour un mois particulier et la compare avec celle qui avait été constatée un an avant.

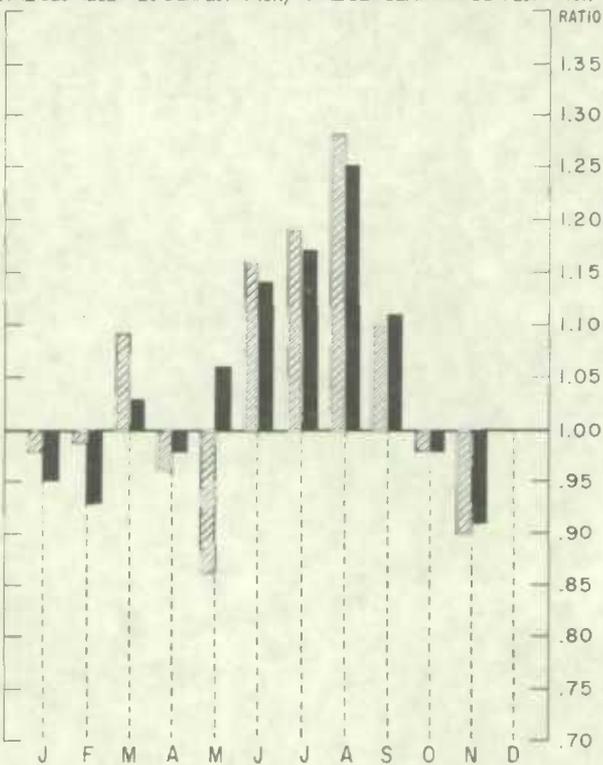
* Ton-miles of excess baggage are not reported by Air Canada and Transair.

* Air-Canada et Transair ne déclarent pas les tonnes-milles d'excédent de bagages.

TRANSCONTINENTAL AND REGIONAL AIR CARRIERS
(7 CARRIERS)
TRANSPORTEURS TRANSCONTINENTAUX ET RÉGIONAUX
(7 TRANSPORTEURS)



TOTAL OPERATING REVENUES/TOTAL OPERATING EXPENSES
TOTAL DES RECETTES D'EXPLOITATION/TOTAL DES DÉPENSES D'EXPLOITATION



TOTAL OPERATING REVENUES/TOTAL OPERATING EXPENSES
TOTAL DES RECETTES D'EXPLOITATION/TOTAL DES DÉPENSES D'EXPLOITATION

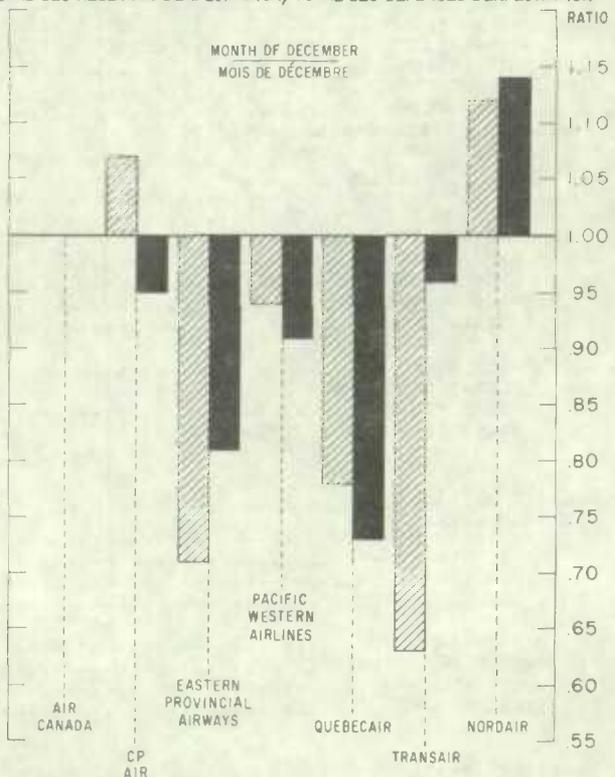


TABLE 1. OPERATING STATISTICS TRANSCONTINENTAL CARRIERS, DECEMBER 1970

| No. | | THIS MONTH - - MOIS A L'ETUDE | | |
|---|-----------------------------------|-------------------------------------|---------|-----------|
| | | AIR CANADA | CP AIR | TOTAL |
| <u>ALL SERVICES</u> | | | | |
| TRAFFIC, HOURS AND MILES: | | | | |
| <u>REVENUE OPERATIONS</u> | | | | |
| 1 | PASSENGER TON-MILES | '000 49,088 | 17,551 | 66,639 |
| 2 | GOODS TON-MILES | " 21,907 | 5,289 | 27,196 |
| 3 | TOTAL TON-MILES | " 70,995 | 22,840 | 93,835 |
| 4 | PASSENGER-MILES | " 490,880 | 175,514 | 666,394 |
| 5 | PASSENGERS | NO. 558,538 | 109,211 | 667,749 |
| 6 | FLIGHT DEPARTURES | " 15,217 | 2,646 | 17,863 |
| 7 | HOURS FLOWN | " 22,998 | 6,138 | 29,136 |
| 8 | MILES FLOWN | '000 7,783 | 2,597 | 10,380 |
| 9 | NON-REVENUE HOURS FLOWN | NO. 371 | 211 | 582 |
| 10 | AVERAGE NUMBER OF EMPLOYEES | " 17,447 | 5,195 | 22,642 |
| <u>UNIT TOLL SERVICES</u> | | | | |
| SCHEDULED (CLASS 1 LICENCE): | | | | |
| <u>REVENUE OPERATIONS</u> | | | | |
| 11 | PASSENGER-MILES | '000 486,673 | 173,161 | 659,834 |
| 12 | AVAILABLE SEAT MILES | " 902,216 | 362,406 | 1,264,622 |
| 13 | PASSENGER LOAD FACTOR | 53.9 | 47.8 | 52.2 |
| <u>REVENUE TON-MILE OPERATIONS</u> | | | | |
| 14 | PASSENGER TON-MILES | '000 48,667 | 17,316 | 65,983 |
| 15 | FREIGHT TON-MILES | " 17,319 | 4,097 | 21,416 |
| 16 | EXPRESS TON-MILES | " 737 | 70 | 807 |
| 17 | EXCESS BAGGAGE TON-MILES | " .. | 67 | .. |
| 18 | MAIL TON-MILES | " 3,265 | 1,055 | 4,320 |
| 19 | TOTAL TON-MILES | " 69,988 | 22,605 | 92,593 |
| 20 | TOTAL AVAILABLE TON-MILES | " 155,103 | 50,471 | 205,574 |
| 21 | TOTAL WEIGHT LOAD FACTOR | 45.1 | 44.8 | 45.0 |
| 22 | MILES SCHEDULED | '000 7,919 | 2,615 | 10,534 |
| 23 | MILES FLOWN | " 7,669 | 2,578 | 10,247 |
| 24 | REGULARITY OF SERVICE | 96.8 | 98.6 | 97.3 |
| 25 | PASSENGERS | NO. 555,744 | 108,251 | 663,995 |
| 26 | FLIGHT DEPARTURES | " 15,098 | 2,634 | 17,732 |
| 27 | HOURS FLOWN | " 22,676 | 6,099 | 28,775 |
| REGULAR, IRREGULAR AND SPECIFIC POINTS (CLASS 2 AND 3 LICENCES): | | | | |
| <u>REVENUE OPERATIONS</u> | | | | |
| 28 | PASSENGER-MILES | '000 - | - | - |
| 29 | PASSENGER TON-MILES | " - | - | - |
| 30 | FREIGHT TON-MILES | " - | - | - |
| 31 | EXPRESS TON-MILES | " - | - | - |
| 32 | EXCESS BAGGAGE TON-MILES | " - | - | - |
| 33 | MAIL TON-MILES | " - | - | - |
| 34 | TOTAL TON-MILES | " - | - | - |
| 35 | PASSENGERS | NO. - | - | - |
| 36 | FLIGHT DEPARTURES | " - | - | - |
| 37 | HOURS FLOWN | " - | - | - |
| 38 | MILES FLOWN | '000 - | - | - |
| <u>CHARTER SERVICES</u> | | | | |
| <u>REVENUE OPERATIONS</u> | | | | |
| 39 | PASSENGER-MILES | '000 4,207 | 2,353 | 6,560 |
| 40 | PASSENGER TON-MILES | " 421 | 235 | 656 |
| 41 | GOODS TON-MILES | " 586 | - | 586 |
| 42 | TOTAL TON-MILES | " 1,007 | 235 | 1,242 |
| 43 | PASSENGERS | NO. 2,794 | 960 | 3,754 |
| 44 | FLIGHT DEPARTURES | " 119 | 12 | 131 |
| 45 | HOURS FLOWN | " 290 | 39 | 329 |
| 46 | MILES FLOWN | '000 114 | 19 | 133 |
| <u>SPECIALTY FLYING</u> | | | | |
| <u>REVENUE OPERATIONS</u> | | | | |
| 47 | HOURS FLOWN | NO. 32 | - | 32 |

TABLEAU 1. STATISTIQUES D'EXPLOITATION - TRANSPORTEURS TRANSCONTINENTAUX, DECEMBRE 1970

| YEAR-TO-DATE - DEPUIS LE DEBUT DE L'ANNEE | | | | | | | | | |
|--|-----------|------------|--------|--|--|--|--|--|----|
| AIR CANADA | CP AIR | TOTAL | | | | | | | N0 |
| <u>TOUS LES SERVICES</u> | | | | | | | | | |
| <u>TRAFIC, HEURES ET MILLES:</u> | | | | | | | | | |
| <u>OPERATIONS PAYANTES</u> | | | | | | | | | |
| 715,344 | 260,119 | 975,463 | '000 | PASSAGERS, TONNES-MILLES | | | | | 1 |
| 228,793 | 52,760 | 281,553 | " | MARCHANDISES, TONNES-MILLES | | | | | 2 |
| 944,137 | 312,879 | 1,257,016 | " | TOTAL, TONNES-MILLES | | | | | 3 |
| 7,153,443 | 2,601,198 | 9,754,641 | " | PASSAGERS-MILLES | | | | | 4 |
| 7,437,445 | 1,449,907 | 8,887,352 | NOMBRE | PASSAGERS | | | | | 5 |
| 197,121 | 33,124 | 230,245 | " | DEPARTS DE VOL | | | | | 6 |
| 300,901 | 77,535 | 378,436 | " | HEURES DE VOL | | | | | 7 |
| 105,798 | 33,628 | 139,426 | '000 | MILLES PARCOURUS | | | | | 8 |
| 4,783 | 2,726 | 7,509 | NOMBRE | HEURES DE VOL NON PAYANTES | | | | | 9 |
| 17,688 | 5,173 | 22,841 | " | NOMBRE MOYEN D'EMPLOYES | | | | | 10 |
| <u>SERVICES A TAXES UNITAIRES</u> | | | | | | | | | |
| <u>A HORAIRES FIXES (PERMIS DE LA CLASSE 1)</u> | | | | | | | | | |
| <u>OPERATIONS PAYANTES</u> | | | | | | | | | |
| 6,681,710 | 2,369,316 | 9,051,026 | '000 | PASSAGERS-MILLES | | | | | 11 |
| 11,652,308 | 4,520,836 | 16,173,144 | " | SIEGES-MILLES DISPONIBLES | | | | | 12 |
| 57.3 | 52.4 | 56.0 | " | COEFFICIENT D'UTILISATION EN PASSAGERS | | | | | 13 |
| <u>TONNES-MILLES D'OPERATIONS PAYANTES</u> | | | | | | | | | |
| 668,171 | 236,931 | 905,102 | '000 | PASSAGERS, TONNES-MILLES | | | | | 14 |
| 184,787 | 43,208 | 227,995 | " | MARCHANDISES, TONNES-MILLES | | | | | 15 |
| 9,741 | 985 | 10,726 | " | MESSAGERIES, TONNES-MILLES | | | | | 16 |
| .. | 729 | .. | " | BAGAGE EXCEDENTAIRE, TONNES-MILLES | | | | | 17 |
| 26,594 | 7,838 | 34,432 | " | COURRIER, TONNES-MILLES | | | | | 18 |
| 889,293 | 289,691 | 1,178,984 | " | TOTAL, TONNES-MILLES | | | | | 19 |
| 1,943,029 | 623,538 | 2,566,567 | " | TOTAL DE TONNES-MILLES DISPONIBLES | | | | | 20 |
| 45.8 | 46.4 | 45.9 | " | COEFFICIENT D'UTILISATION EN CHARGE | | | | | 21 |
| 101,836 | 32,592 | 134,428 | '000 | MILLES PREVUS | | | | | 22 |
| 100,159 | 32,242 | 132,401 | " | MILLES PARCOURUS | | | | | 23 |
| 98.4 | 98.9 | 98.5 | " | REGULARITE DU SERVICE | | | | | 24 |
| 7,283,429 | 1,391,376 | 8,674,805 | NOMBRE | PASSAGERS | | | | | 25 |
| 193,859 | 32,620 | 226,479 | " | DEPARTS DE VOL | | | | | 26 |
| 288,847 | 74,679 | 363,526 | " | HEURES DE VOL | | | | | 27 |
| <u>REGULIERS, IRREGULIERS ET ENTRE POINTS DETERMINES</u> | | | | | | | | | |
| <u>(PERMIS DES CLASSES 2 ET 3):</u> | | | | | | | | | |
| <u>OPERATIONS PAYANTES</u> | | | | | | | | | |
| - | - | - | '000 | PASSAGERS-MILLES | | | | | 28 |
| - | - | - | " | PASSAGERS, TONNES-MILLES | | | | | 29 |
| - | - | - | " | FRET, TONNES-MILLES | | | | | 30 |
| - | - | - | " | MESSAGERIES, TONNES-MILLES | | | | | 31 |
| - | - | - | " | BAGAGE EXCEDENTAIRE, TONNES-MILLES | | | | | 32 |
| - | - | - | " | COURRIER, TONNES-MILLES | | | | | 33 |
| - | - | - | " | TOTAL, TONNES-MILLES | | | | | 34 |
| - | - | - | NOMBRE | PASSAGERS | | | | | 35 |
| - | - | - | " | DEPARTS DE VOL | | | | | 36 |
| - | - | - | " | HEURES DE VOL | | | | | 37 |
| - | - | - | '000 | MILLES PARCOURUS | | | | | 38 |
| <u>SERVICES DE FRETEMENT</u> | | | | | | | | | |
| <u>OPERATIONS PAYANTES</u> | | | | | | | | | |
| 471,733 | 231,882 | 703,615 | '000 | PASSAGERS-MILLES | | | | | 39 |
| 47,173 | 23,188 | 70,361 | " | PASSAGERS, TONNES-MILLES | | | | | 40 |
| 7,671 | - | 7,671 | " | MARCHANDISES, TONNES-MILLES | | | | | 41 |
| 54,844 | 23,188 | 78,032 | " | TOTAL, TONNES-MILLES | | | | | 42 |
| 154,016 | 58,531 | 212,547 | NOMBRE | PASSAGERS | | | | | 43 |
| 3,262 | 504 | 3,766 | " | DEPARTS DE VOL | | | | | 44 |
| 11,741 | 2,856 | 14,597 | " | HEURES DE VOL | | | | | 45 |
| 5,639 | 1,386 | 7,025 | '000 | MILLES PARCOURUS | | | | | 46 |
| <u>SERVICES SPECIALISES</u> | | | | | | | | | |
| <u>OPERATIONS PAYANTES</u> | | | | | | | | | |
| 313 | - | 313 | NOMBRE | HEURES DE VOL | | | | | 47 |

TABLE 2. OPERATING STATISTICS REGIONAL CARRIERS, DECEMBER 1970

| NO. | | | THIS MONTH - - MOIS A L'ETUDE | | |
|--|-----------------------------------|------|---|---------|-----------------------------------|
| | | | EASTERN PROVINCIAL AIRWAYS (1963) | NORDAIR | PACIFIC WESTERN AIR LINES LTD. |
| <u>ALL SERVICES</u> | | | | | |
| TRAFFIC, HOURS AND MILES: | | | | | |
| <u>REVENUE OPERATIONS</u> | | | | | |
| 1 | PASSENGER TON-MILES | '000 | 1,051 | 1,092 | 2,786 |
| 2 | GOODS TON-MILES | " | 253 | 639 | 1,587 |
| 3 | TOTAL TON-MILES | " | 1,304 | 1,731 | 4,373 |
| 4 | PASSENGER-MILES | " | 10,508 | 10,917 | 27,860 |
| 5 | PASSENGERS | NO. | 23,008 | 11,848 | 80,423 |
| 6 | FLIGHT DEPARTURES | " | 1,497 | 701 | 3,103 |
| 7 | HOURS FLOWN | " | 1,841 | 1,186 | 2,866 |
| 8 | MILES FLOWN | '000 | 333 | 320 | 718 |
| 9 | NON-REVENUE HOURS FLOWN | NO. | 144 | 36 | 140 |
| 10 | AVERAGE NUMBER OF EMPLOYEES | " | 541 | 291 | 1,297 |
| <u>UNIT TOLL SERVICES</u> | | | | | |
| SCHEDULED (CLASS 1 LICENCE): | | | | | |
| <u>REVENUE OPERATIONS</u> | | | | | |
| 11 | PASSENGER-MILES | '000 | 257 | - | 18,571 |
| 12 | AVAILABLE SEAT MILES | " | 851 | - | 32,998 |
| 13 | PASSENGER LOAD FACTOR | " | 30.2 | - | 56.3 |
| <u>REVENUE TON-MILE OPERATIONS</u> | | | | | |
| 14 | PASSENGER TON-MILES | '000 | 26 | - | 1,857 |
| 15 | FREIGHT TON-MILES | " | 7 | - | 334 |
| 16 | EXPRESS TON-MILES | " | - | - | 24 |
| 17 | EXCESS BAGGAGE TON-MILES | " | -- | - | 10 |
| 18 | MAIL TON-MILES | " | 7 | - | 67 |
| 19 | TOTAL TON-MILES | " | 40 | - | 2,292 |
| 20 | TOTAL AVAILABLE TON-MILES | " | 106 | - | 5,069 |
| 21 | TOTAL WEIGHT LOAD FACTOR | " | 37.7 | - | 45.2 |
| 22 | MILES SCHEDULED | '000 | 26 | - | 589 |
| 23 | MILES FLOWN | " | 21 | - | 466 |
| 24 | REGULARITY OF SERVICE | " | 80.8 | - | 79.1 |
| 25 | PASSENGERS | NO. | 2,281 | - | 76,140 |
| 26 | FLIGHT DEPARTURES | " | 272 | - | 2,655 |
| 27 | HOURS FLOWN | " | 157 | - | 1,994 |
| REGULAR, IRREGULAR AND SPECIFIC POINTS | | | | | |
| (CLASS 2 AND 3 LICENCES): | | | | | |
| <u>REVENUE OPERATIONS</u> | | | | | |
| 28 | PASSENGER-MILES | '000 | 8,919 | 3,357 | - |
| 29 | PASSENGER TON-MILES | " | 892 | 336 | - |
| 30 | FREIGHT TON-MILES | " | 118 | 463 | - |
| 31 | EXPRESS TON-MILES | " | - | - | - |
| 32 | EXCESS BAGGAGE TON-MILES | " | 7 | 10 | - |
| 33 | MAIL TON-MILES | " | 104 | 85 | - |
| 34 | TOTAL TON-MILES | " | 1,121 | 894 | - |
| 35 | PASSENGERS | NO. | 19,257 | 6,667 | - |
| 36 | FLIGHT DEPARTURES | " | 1,043 | 316 | - |
| 37 | HOURS FLOWN | " | 1,076 | 518 | - |
| 38 | MILES FLOWN | '000 | 234 | 161 | - |
| <u>CHARTER SERVICES</u> | | | | | |
| <u>REVENUE OPERATIONS</u> | | | | | |
| 39 | PASSENGER-MILES | '000 | 1,332 | 7,560 | 9,289 |
| 40 | PASSENGER TON-MILES | " | 133 | 756 | 929 |
| 41 | GOODS TON-MILES | " | 10 | 81 | 1,152 |
| 42 | TOTAL TON-MILES | " | 143 | 837 | 2,081 |
| 43 | PASSENGERS | NO. | 1,470 | 5,181 | 4,283 |
| 44 | FLIGHT DEPARTURES | " | 183 | 385 | 448 |
| 45 | HOURS FLOWN | " | 564 | 668 | 872 |
| 46 | MILES FLOWN | '000 | 78 | 159 | 252 |
| <u>SPECIALTY FLYING</u> | | | | | |
| <u>REVENUE OPERATIONS</u> | | | | | |
| 47 | HOURS FLOWN | NO. | 44 | - | - |

TABLEAU 2. STATISTIQUES D'EXPLOITATION - TRANSPORTEURS REGIONAUX, DECEMBRE 1970

| YEAR-TO-DATE | | | | | |
|---|---------|-----------------------------------|--------|--|----|
| DEPUIS LE DEBUT DE L'ANNEE | | | | | |
| EASTERN PROVINCIAL AIRWAYS (1963) | NORDAIR | PACIFIC WESTERN AIR LINES LTD. | | | NO |
| <u>TOUS LES SERVICES</u> | | | | | |
| TRAFFIC, HEURES ET MILLES: | | | | | |
| <u>OPERATIONS PAYANTES</u> | | | | | |
| 11,200 | 11,796 | 52,451 | '000 | PASSAGERS, TONNES-MILLES | 1 |
| 3,288 | 9,673 | 23,794 | " | MARCHANDISES, TONNES-MILLES | 2 |
| 14,488 | 21,469 | 76,245 | " | TOTAL, TONNES-MILLES | 3 |
| 111,986 | 117,981 | 524,519 | " | PASSAGERS-MILLES | 4 |
| 256,697 | 143,860 | 866,454 | NOMBRE | PASSAGERS | 5 |
| 21,785 | 9,324 | 34,082 | " | DEPARTS DE VOL | 6 |
| 23,616 | 16,687 | 34,121 | " | HEURES DE VOL | 7 |
| 4,113 | 4,267 | 10,672 | '000 | MILLES PARCOURUS | 8 |
| 1,336 | 557 | 1,270 | NOMBRE | HEURES DE VOL NON PAYANTES | 9 |
| 527 | 291 | 1,248 | " | NOMBRE MOYEN D'EMPLOYES | 10 |
| <u>SERVICES A TAXES UNITAIRES</u> | | | | | |
| A HORAIRES FIXES (PERMIS DE LA CLASSE 1) | | | | | |
| <u>OPERATIONS PAYANTES</u> | | | | | |
| 3,092 | - | 203,090 | '000 | PASSAGERS-MILLES | 11 |
| 9,941 | - | 364,848 | " | SIEGES-MILLES DISPONIBLES | 12 |
| 31.1 | - | 55.7 | " | COEFFICIENT D'UTILISATION EN PASSAGERS. | 13 |
| <u>TONNES-MILLES D'OPERATIONS PAYANTES</u> | | | | | |
| 310 | - | 20,308 | '000 | PASSAGERS, TONNES-MILLES | 14 |
| 81 | - | 4,310 | " | MARCHANDISES, TONNES-MILLES | 15 |
| 8 | - | 273 | " | MESSAGERIES, TONNES-MILLES | 16 |
| 3 | - | 141 | " | BAGAGE EXCEDENTAIRE, TONNES- MILLES. | 17 |
| 74 | - | 818 | " | COURRIER, TONNES-MILLES | 18 |
| 476 | - | 25,850 | " | TOTAL, TONNES-MILLES | 19 |
| 1,247 | - | 57,368 | " | TOTAL DE TONNES-MILLES DISPONI- BLES. | 20 |
| 38.2 | - | 45.0 | " | COEFFICIENT D'UTILISATION EN CHARGE. | 21 |
| 256 | - | 5,553 | '000 | MILLES PREVUS | 22 |
| 227 | - | 5,150 | " | MILLES PARCOURUS | 23 |
| 88.7 | - | 92.7 | " | REGULARITE DU SERVICE | 24 |
| 26,685 | - | 768,624 | NOMBRE | PASSAGERS | 25 |
| 3,529 | - | 27,195 | " | DEPARTS DE VOL | 26 |
| 1,901 | - | 19,545 | " | HEURES DE VOL | 27 |
| REGULIERS, IRREGULIERS ET ENTRE POINTS DETERMINES. (PERMIS DES CLASSES 2 ET 3): | | | | | |
| <u>OPERATIONS PAYANTES</u> | | | | | |
| 103,900 | 46,830 | - | '000 | PASSAGERS-MILLES | 28 |
| 10,391 | 4,681 | - | " | PASSAGERS, TONNES-MILLES | 29 |
| 2,020 | 6,493 | - | " | FRET, TONNES-MILLES | 30 |
| 30 | 2 | - | " | MESSAGERIES, TONNES-MILLES | 31 |
| 148 | 118 | - | " | BAGAGE EXCEDENTAIRE, TONNES- MILLES. | 32 |
| 776 | 605 | - | " | COURRIER, TONNES-MILLES | 33 |
| 13,365 | 11,899 | - | " | TOTAL, TONNES-MILLES | 34 |
| 213,480 | 85,357 | - | NOMBRE | PASSAGERS | 35 |
| 12,373 | 3,363 | - | " | DEPARTS DE VOL | 36 |
| 11,916 | 5,725 | - | " | HEURES DE VOL | 37 |
| 2,963 | 2,066 | - | '000 | MILLES PARCOURUS | 38 |
| <u>SERVICES DE FRETEMENT</u> | | | | | |
| <u>OPERATIONS PAYANTES</u> | | | | | |
| 4,994 | 71,151 | 321,429 | '000 | PASSAGERS-MILLES | 39 |
| 499 | 7,115 | 32,143 | " | PASSAGERS, TONNES-MILLES | 40 |
| 148 | 2,455 | 18,252 | " | MARCHANDISES, TONNES-MILLES | 41 |
| 647 | 9,570 | 50,395 | " | TOTAL, TONNES-MILLES | 42 |
| 16,532 | 58,503 | 97,830 | NOMBRE | PASSAGERS | 43 |
| 5,883 | 5,961 | 6,887 | " | DEPARTS DE VOL | 44 |
| 8,748 | 10,023 | 14,576 | " | HEURES DE VOL | 45 |
| 923 | 2,201 | 5,522 | '000 | MILLES PARCOURUS | 46 |
| <u>SERVICES SPECIALISES</u> | | | | | |
| <u>OPERATIONS PAYANTES</u> | | | | | |
| 1,051 | 939 | - | NOMBRE | HEURES DE VOL | 47 |

TABLE 2. OPERATING STATISTICS REGIONAL CARRIERS, DECEMBER 1970 - CONCLUDED

| NO. | | THIS MONTH - - MOIS A L'ETUDE | | | |
|--|-----------------------------------|-------------------------------------|------------------|--------|---------|
| | | QUEBECAIR | TRANSAIR LTD. | TOTAL | |
| <u>ALL SERVICES</u> | | | | | |
| <u>TRAFFIC, HOURS AND MILES:</u> | | | | | |
| <u>REVENUE OPERATIONS</u> | | | | | |
| 1 | PASSENGER TON-MILES | '000 | 883 | 1,015 | 6,827 |
| 2 | GOODS TON-MILES | " | 98 | 310 | 2,887 |
| 3 | TOTAL TON-MILES | " | 981 | 1,325 | 9,714 |
| 4 | PASSENGER-MILES | " | 8,836 | 10,146 | 68,267 |
| 5 | PASSENGERS | NO. | 18,032 | 25,163 | 158,474 |
| 6 | FLIGHT DEPARTURES | " | 1,729 | 1,372 | 8,402 |
| 7 | HOURS FLOWN | " | 1,356 | 1,758 | 9,007 |
| 8 | MILES FLOWN | '000 | 245 | 368 | 1,984 |
| 9 | NON-REVENUE HOURS FLOWN | NO. | 23 | 56 | 399 |
| 10 | AVERAGE NUMBER OF EMPLOYEES | " | 395 | 412 | 2,936 |
| <u>UNIT TOLL SERVICES</u> | | | | | |
| <u>SCHEDULED (CLASS 1 LICENCE):</u> | | | | | |
| <u>REVENUE OPERATIONS</u> | | | | | |
| 11 | PASSENGER-MILES | '000 | 5,264 | 6,439 | 30,531 |
| 12 | AVAILABLE SEAT MILES | " | 10,563 | 16,592 | 61,004 |
| 13 | PASSENGER LOAD FACTOR | " | 49.8 | 38.8 | 50.0 |
| <u>REVENUE TON-MILE OPERATIONS</u> | | | | | |
| 14 | PASSENGER TON-MILES | '000 | 526 | 644 | 3,053 |
| 15 | FREIGHT TON-MILES | " | 78 | 49 | 468 |
| 16 | EXPRESS TON-MILES | " | - | 10 | 34 |
| 17 | EXCESS BAGGAGE TON-MILES | " | 6 | - | 16 |
| 18 | MAIL TON-MILES | " | 13 | 9 | 96 |
| 19 | TOTAL TON-MILES | " | 623 | 712 | 3,667 |
| 20 | TOTAL AVAILABLE TON-MILES | " | 1,213 | 1,901 | 8,289 |
| 21 | TOTAL WEIGHT LOAD FACTOR | " | 51.4 | 37.5 | 44.2 |
| 22 | MILES SCHEDULED | '000 | 193 | 156 | 964 |
| 23 | MILES FLOWN | " | 163 | 156 | 806 |
| 24 | REGULARITY OF SERVICE | " | 84.5 | 100.0 | 83.6 |
| 25 | PASSENGERS | NO. | 14,901 | 16,545 | 109,867 |
| 26 | FLIGHT DEPARTURES | " | 1,582 | 568 | 5,077 |
| 27 | HOURS FLOWN | " | 1,096 | 536 | 3,783 |
| <u>REGULAR, IRREGULAR AND SPECIFIC POINTS</u> (CLASS 2 AND 3 LICENCES): | | | | | |
| <u>REVENUE OPERATIONS</u> | | | | | |
| 28 | PASSENGER-MILES | '000 | - | 2,426 | 14,702 |
| 29 | PASSENGER TON-MILES | " | - | 243 | 1,471 |
| 30 | FREIGHT TON-MILES | " | - | 28 | 609 |
| 31 | EXPRESS TON-MILES | " | - | 6 | 6 |
| 32 | EXCESS BAGGAGE TON-MILES | " | - | - | 17 |
| 33 | MAIL TON-MILES | " | - | 12 | 201 |
| 34 | TOTAL TON-MILES | " | - | 289 | 2,304 |
| 35 | PASSENGERS | NO. | - | 7,172 | 33,096 |
| 36 | FLIGHT DEPARTURES | " | - | 668 | 2,027 |
| 37 | HOURS FLOWN | " | - | 806 | 2,400 |
| 38 | MILES FLOWN | '000 | - | 131 | 526 |
| <u>CHARTER SERVICES</u> | | | | | |
| <u>REVENUE OPERATIONS</u> | | | | | |
| 39 | PASSENGER-MILES | '000 | 3,572 | 1,281 | 23,034 |
| 40 | PASSENGER TON-MILES | " | 357 | 128 | 2,303 |
| 41 | GOODS TON-MILES | " | 1 | 196 | 1,440 |
| 42 | TOTAL TON-MILES | " | 358 | 324 | 3,743 |
| 43 | PASSENGERS | NO. | 3,131 | 1,446 | 15,511 |
| 44 | FLIGHT DEPARTURES | " | 147 | 136 | 1,298 |
| 45 | HOURS FLOWN | " | 260 | 416 | 2,780 |
| 46 | MILES FLOWN | '000 | 82 | 81 | 652 |
| <u>SPECIALTY FLYING</u> | | | | | |
| <u>REVENUE OPERATIONS</u> | | | | | |
| 47 | HOURS FLOWN | NO. | - | - | 44 |

TABLEAU 2. STATISTIQUES D'EXPLOITATION - TRANSPORTEURS REGIONAUX, DECEMBRE 1970 - FIN

| YEAR-TO-DATE - - DEPUIS LE DEBUT DE L'ANNEE | | | | | | |
|---|-------------------|-----------|--------|--|--|----------------|
| QUEBEC AIR | TRANS AIR LTO. | TOTAL | | | | N ^O |
| <u>TOUS LES SERVICES</u> | | | | | | |
| TRAFFIC, HEURES ET MILLES: | | | | | | |
| <u>OPERATIONS PAYANTES</u> | | | | | | |
| 8,942 | 11,324 | 95,713 | '000 | PASSAGERS, TONNES-MILLES | | 1 |
| 1,340 | 4,496 | 42,591 | " | MARCHANDISES, TONNES-MILLES | | 2 |
| 10,282 | 15,820 | 138,304 | " | TOTAL, TONNES-MILLES | | 3 |
| 89,191 | 113,242 | 956,919 | " | PASSAGERS-MILLES | | 4 |
| 222,010 | 261,206 | 1,750,227 | NOMBRE | PASSAGERS | | 5 |
| 20,186 | 15,486 | 100,863 | " | DEPARTS DE VOL | | 6 |
| 15,548 | 21,051 | 111,023 | " | HEURES DE VOL | | 7 |
| 2,906 | 4,506 | 26,464 | '000 | MILLES PARCOURUS | | 8 |
| 402 | 747 | 4,312 | NOMBRE | HEURES DE VOL NON PAYANTES | | 9 |
| 416 | 359 | 2,841 | " | NOMBRE MOYEN D'EMPLOYES | | 10 |
| <u>SERVICES A TAXES UNITAIRES</u> | | | | | | |
| A HORAIRES FIXES (PERMIS DE LA CLASSE 1) | | | | | | |
| <u>OPERATIONS PAYANTES</u> | | | | | | |
| 68,171 | 65,663 | 340,016 | '000 | PASSAGERS-MILLES | | 11 |
| 120,604 | 159,591 | 654,984 | " | SIEGES-MILLES DISPONIBLES | | 12 |
| 56.5 | 41.1 | 51.9 | " | COEFFICIENT D'UTILISATION EN PASSAGERS | | 13 |
| <u>TONNES-MILLES D'OPERATIONS PAYANTES</u> | | | | | | |
| 6,841 | 6,566 | 34,025 | '000 | PASSAGERS, TONNES-MILLES | | 14 |
| 1,021 | 555 | 5,967 | " | MARCHANDISES, TONNES-MILLES | | 15 |
| - | 103 | 384 | " | MESSAGERIES, TONNES-MILLES | | 16 |
| 109 | - | 253 | " | BAGAGE EXCEDENTAIRE, TONNES-MILLES | | 17 |
| 112 | 70 | 1,074 | " | COURRIER, TONNES-MILLES | | 18 |
| 8,083 | 7,294 | 41,703 | " | TOTAL, TONNES-MILLES | | 19 |
| 14,197 | 17,839 | 90,651 | " | TOTAL DE TONNES-MILLES DISPONIBLES | | 20 |
| 56.9 | 40.9 | 46.0 | " | COEFFICIENT D'UTILISATION EN CHARGE | | 21 |
| 2,623 | 1,873 | 10,305 | '000 | MILLES PREVUS | | 22 |
| 2,349 | 1,869 | 9,595 | " | MILLES PARCOURUS | | 23 |
| 89.6 | 99.8 | 93.1 | " | REGULARITE DU SERVICE | | 24 |
| 195,374 | 168,839 | 1,159,522 | NOMBRE | PASSAGERS | | 25 |
| 19,114 | 7,474 | 57,312 | " | DEPARTS DE VOL | | 26 |
| 13,696 | 7,404 | 42,546 | " | HEURES DE VOL | | 27 |
| REGULIERS, IRREGULIERS ET ENTRE POINTS DETERMINES (PERMIS DES CLASSES 2 ET 3): | | | | | | |
| <u>OPERATIONS PAYANTES</u> | | | | | | |
| - | 25,892 | 176,622 | '000 | PASSAGER-MILLES | | 28 |
| - | 2,590 | 17,662 | " | PASSAGERS, TONNES-MILLES | | 29 |
| - | 338 | 8,851 | " | FRET, TONNES-MILLES | | 30 |
| - | 62 | 94 | " | MESSAGERIES, TONNES-MILLES | | 31 |
| - | - | 266 | " | BAGAGE EXCEDENTAIRE, TONNES-MILLES | | 32 |
| - | 97 | 1,478 | " | COURRIER, TONNES-MILLES | | 33 |
| - | 3,087 | 28,351 | " | TOTAL, TONNES-MILLES | | 34 |
| - | 68,646 | 367,483 | NOMBRE | PASSAGERS | | 35 |
| - | 5,722 | 21,458 | " | DEPARTS DE VOL | | 36 |
| - | 7,505 | 25,146 | " | HEURES DE VOL | | 37 |
| - | 1,282 | 6,311 | '000 | MILLES PARCOURUS | | 38 |
| <u>SERVICES DE FRETEMENT</u> | | | | | | |
| <u>OPERATIONS PAYANTES</u> | | | | | | |
| 21,020 | 21,687 | 440,281 | '000 | PASSAGERS-MILLES | | 39 |
| 2,101 | 2,168 | 44,026 | " | PASSAGERS, TONNES-MILLES | | 40 |
| 98 | 3,271 | 24,224 | " | MARCHANDISES, TONNES-MILLES | | 41 |
| 2,199 | 5,439 | 68,250 | " | TOTAL, TONNES-MILLES | | 42 |
| 26,636 | 23,721 | 223,222 | NOMBRE | PASSAGERS | | 43 |
| 1,072 | 2,290 | 22,093 | " | DEPARTS DE VOL | | 44 |
| 1,852 | 6,142 | 41,341 | " | HEURES DE VOL | | 45 |
| 557 | 1,355 | 10,558 | '000 | MILLES PARCOURUS | | 46 |
| <u>SERVICES SPECIALISES</u> | | | | | | |
| <u>OPERATIONS PAYANTES</u> | | | | | | |
| - | - | 1,990 | NOMBRE | HEURES DE VOL | | 47 |

TABLE 3. OPERATING STATISTICS, INTERNATIONAL SERVICES OF TRANSCONTINENTAL AND REGIONAL CARRIERS, DECEMBER 1970

| NO. | | THIS MONTH | | | | TOTAL |
|--|-----------------------------------|-----------------------------------|--|------------------------------|---|---------|
| | | MOIS A L'ETUDE | | | | |
| | | TRANS- BORDER SERVICES | TRANS- ATLANTIC AND POLAR SERVICES | SOUTHERN SERVICES | PACIFIC AND ORIENT SERVICES | |
| | | SERVICES TRANSFRON- TALIERS | SERVICES TRANSATLANTI- QUES ET POLAIRES | SERVICES MERIDIO- NAUX | SERVICES DU PACIFIQUE ET DE L'ORIENT | |
| ALL SERVICES | | | | | | |
| TRAFFIC, HOURS AND MILES: | | | | | | |
| REVENUE OPERATIONS | | | | | | |
| 1 | PASSENGER TON-MILES | '000 13,148 | 12,262 | 7,364 | 1,954 | 34,728 |
| 2 | GOODS TON-MILES | " 2,059 | 10,313 | 2,019 | 1,269 | 15,660 |
| 3 | TOTAL TON-MILES | " 15,207 | 22,575 | 9,383 | 3,223 | 50,388 |
| 4 | PASSENGER-MILES | " 131,488 | 122,613 | 73,629 | 19,542 | 347,272 |
| 5 | PASSENGERS | NO. .. | .. | .. | .. | 231,757 |
| 6 | FLIGHT DEPARTURES | " 3,072 | 963 | 764 | 91 | 4,890 |
| 7 | HOURS FLOWN | " 5,273 | 4,230 | 2,136 | 581 | 12,220 |
| 8 | MILES FLOWN | '000 1,868 | 1,940 | 930 | 290 | 5,028 |
| 9 | NON-REVENUE HOURS FLOWN | NO. ... | ... | ... | ... | ... |
| 10 | AVERAGE NUMBER OF EMPLOYEES | " ... | ... | ... | ... | ... |
| UNIT TOLL SERVICES | | | | | | |
| SCHEDULED (CLASS 1 LICENCES) | | | | | | |
| REVENUE OPERATIONS | | | | | | |
| 11 | PASSENGER-MILES | '000 126,425 | 114,232 | 61,717 | 19,542 | 321,916 |
| 12 | AVAILABLE SEAT MILES | " 253,336 | 245,204 | 124,218 | 52,739 | 675,497 |
| 13 | PASSENGER LOAD FACTOR | 49.9 | 46.6 | 49.7 | 37.0 | 47.7 |
| REVENUE TON-MILE OPERATIONS | | | | | | |
| 14 | PASSENGER TON-MILES | '000 12,642 | 11,424 | 6,172 | 1,954 | 32,192 |
| 15 | FREIGHT TON-MILES | " 1,865 | 9,131 | 1,492 | 655 | 13,143 |
| 16 | EXPRESS TON-MILES | " 41 | - | - | - | 41 |
| 17 | EXCESS BAGGAGE TON-MILES | " .. | .. | .. | 17 | .. |
| 18 | MAIL TON-MILES | " 139 | 885 | 193 | 597 | 1,814 |
| 19 | TOTAL TON-MILES | " 14,687 | 21,461 | 7,881 | 3,223 | 47,252 |
| 20 | TOTAL AVAILABLE TON-MILES | " 37,332 | 47,713 | 18,633 | 8,076 | 111,754 |
| 21 | TOTAL WEIGHT LOAD FACTOR | 39.3 | 45.0 | 42.3 | 39.9 | 42.3 |
| 22 | MILES SCHEDULED | '000 1,807 | 1,896 | 727 | 290 | 4,720 |
| 23 | MILES FLOWN | " 1,764 | 1,844 | 724 | 290 | 4,622 |
| 24 | REGULARITY OF SERVICE | 97.6 | 97.2 | 99.6 | 100.0 | 97.9 |
| 25 | PASSENGERS | NO. .. | .. | .. | .. | 218,679 |
| 26 | FLIGHT DEPARTURES | " 2,926 | 916 | 581 | 91 | 4,514 |
| 27 | HOURS FLOWN | " 4,964 | 4,029 | 1,636 | 581 | 11,210 |
| REGULAR, IRREGULAR AND SPECIFIC POINTS. | | | | | | |
| (CLASS 2 AND 3 LICENCES) | | | | | | |
| REVENUE OPERATIONS | | | | | | |
| 28 | PASSENGER-MILES | '000 - | - | - | - | - |
| 29 | PASSENGER TON-MILES | " - | - | - | - | - |
| 30 | FREIGHT TON-MILES | " - | - | - | - | - |
| 31 | EXPRESS TON-MILES | " - | - | - | - | - |
| 32 | EXCESS BAGGAGE TON-MILES | " - | - | - | - | - |
| 33 | MAIL TON-MILES | " - | - | - | - | - |
| 34 | TOTAL TON-MILES | " - | - | - | - | - |
| 35 | PASSENGERS | NO. - | - | - | - | - |
| 36 | FLIGHT DEPARTURES | " - | - | - | - | - |
| 37 | HOURS FLOWN | " - | - | - | - | - |
| 38 | MILES FLOWN | '000 - | - | - | - | - |
| CHARTER SERVICES | | | | | | |
| REVENUE OPERATIONS | | | | | | |
| 39 | PASSENGER-MILES | '000 5,063 | 8,381 | 11,912 | - | 25,356 |
| 40 | PASSENGER TON-MILES | " 506 | 838 | 1,192 | - | 2,536 |
| 41 | GOODS TON-MILES | " 14 | 276 | 310 | - | 600 |
| 42 | TOTAL TON-MILES | " 520 | 1,114 | 1,502 | - | 3,136 |
| 43 | PASSENGERS | NO. 4,089 | 2,413 | 6,576 | - | 13,078 |
| 44 | FLIGHT DEPARTURES | " 146 | 47 | 183 | - | 376 |
| 45 | HOURS FLOWN | " 309 | 201 | 500 | - | 1,010 |
| 46 | MILES FLOWN | '000 104 | 96 | 206 | - | 406 |

TABLEAU 3. STATISTIQUES D'EXPLOITATION - SERVICES INTERNATIONAUX DE TRANSPORTEURS
TRANSCONTINENTAUX ET REGIONAUX, DECEMBRE 1970

| YEAR-TO-DATE | | | | | | | | |
|-----------------------------------|--|------------------------------|---|-----------|--------|------------------------------------|--|----|
| DEPUIS LE DEBUT DE L'ANNEE | | | | | | | | |
| TRANS- BOROER SERVICES | TRANS- ATLANTIC AND POLAR SERVICES | SOUTHERN SERVICES | PACIFIC AND ORIENT SERVICES | TOTAL | | | | |
| SERVICES TRANSFRON- TALIERS | SERVICES TRANSATLANTI- QUES ET POLAIRES | SERVICES MERIOION- AUX | SERVICES OU PACIFIQUE ET DE L'ORIENT | | | | | NO |
| 148,320 | 296,763 | 79,261 | 33,797 | 558,141 | '000 | <u>TOUS LES SERVICES</u> | | |
| 22,996 | 103,116 | 20,235 | 13,248 | 159,595 | " | TRAFIC, HEURES ET MILLES; | | |
| 171,316 | 399,879 | 99,496 | 47,045 | 717,736 | " | OPERATIONS PAYANTES | | |
| 1,483,158 | 2,967,647 | 792,576 | 337,980 | 5,581,361 | " | PASSAGERS, TONNES-MILLES ... 1 | | |
| .. | .. | .. | .. | 3,161,723 | NOMBRE | MARCHANNOISES, TONNES-MILLES ... 2 | | |
| 36,072 | 15,295 | 8,351 | 1,165 | 60,883 | " | TOTAL, TONNES-MILLES 3 | | |
| 61,645 | 72,958 | 23,833 | 6,934 | 165,370 | " | PASSAGERS-MILLES 4 | | |
| 21,729 | 34,912 | 10,641 | 3,387 | 70,669 | '000 | PASSAGERS 5 | | |
| ... | ... | ... | ... | ... | NOMBRE | DEPARTS DE VOL 6 | | |
| ... | ... | ... | ... | ... | " | HEURES DE VOL 7 | | |
| | | | | | | MILLES PARCOURUS 8 | | |
| | | | | | | HEURES DE VOL NON PAYANTES ... 9 | | |
| | | | | | | NOMBRE MOYEN D'EMPLOYES 10 | | |
| | | | | | | <u>SERVICES A TAXES UNITAIRES</u> | | |
| | | | | | | A HORAIRE FIXE (PERMIS DE LA | | |
| | | | | | | CLASSE 1) | | |
| | | | | | | OPERATIONS PAYANTES | | |
| 1,409,954 | 2,137,505 | 661,581 | 304,167 | 4,513,207 | '000 | PASSAGERS-MILLES 11 | | |
| 2,624,299 | 3,985,326 | 1,323,134 | 598,975 | 8,531,734 | " | SIEGES-MILLES DISPONIBLES .. 12 | | |
| 53.7 | 53.6 | 50.0 | 50.8 | 52.9 | " | COEFFICIENT D'UTILISATION EN 13 | | |
| | | | | | | PASSAGERS. | | |
| | | | | | | <u>TONNES-MILLES D'OPERATIONS</u> | | |
| | | | | | | PAYANTES | | |
| 140,996 | 213,751 | 66,160 | 30,415 | 451,322 | '000 | PASSAGERS, TONNES-MILLES ... 14 | | |
| 21,024 | 91,926 | 16,160 | 8,285 | 137,395 | " | MARCHANNOISES, TONNES-MILLES 15 | | |
| 611 | - | - | - | 611 | " | MESSAGERIES, TONNES-MILLES 16 | | |
| .. | .. | .. | 198 | .. | " | BAGAGE EXCEDENTAIRE, TONNES- 17 | | |
| | | | | | | MILLES. | | |
| 1,242 | 5,061 | 1,959 | 4,765 | 13,027 | " | COURRIER, TONNES-MILLES 18 | | |
| 163,886 | 310,954 | 84,536 | 43,663 | 603,039 | " | TOTAL, TONNES-MILLES ... 19 | | |
| 375,539 | 696,852 | 191,468 | 88,985 | 1,352,844 | " | TOTAL DE TONNES-MILLES 20 | | |
| | | | | | | DISPONIBLES. | | |
| 43.6 | 44.6 | 44.2 | 49.1 | 44.6 | " | COEFFICIENT D'UTILISATION EN 21 | | |
| | | | | | | CHARGE. | | |
| 21,048 | 28,058 | 8,625 | 3,182 | 60,913 | '000 | MILLES PREVUS 22 | | |
| 20,635 | 27,609 | 8,597 | 3,180 | 60,021 | " | MILLES PARCOURUS 23 | | |
| 98.0 | 98.4 | 99.7 | 99.9 | 98.5 | " | REGULARITE OU SERVICE 24 | | |
| .. | .. | .. | .. | 2,835,596 | NOMBRE | PASSAGERS 25 | | |
| 34,688 | 12,592 | 6,815 | 1,100 | 55,195 | " | DEPARTS DE VOL 26 | | |
| 58,777 | 59,000 | 18,980 | 6,519 | 143,276 | " | HEURES DE VOL 27 | | |
| | | | | | | REGULIERS, IRRÉGULIERS ET ENTRE | | |
| | | | | | | POINTS DÉTERMINÉS | | |
| | | | | | | (PERMIS DES CLASSES 2 ET 3) | | |
| | | | | | | <u>OPERATIONS PAYANTES</u> | | |
| - | - | - | - | - | '000 | PASSAGERS-MILLES 28 | | |
| - | - | - | - | - | " | PASSAGERS, TONNES-MILLES ... 29 | | |
| - | - | - | - | - | " | FRET, TONNES-MILLES 30 | | |
| - | - | - | - | - | " | MESSAGERIES, TONNES-MILLES 31 | | |
| - | - | - | - | - | " | BAGAGE EXCEDENTAIRE, TONNES- 32 | | |
| | | | | | | MILLES. | | |
| - | - | - | - | - | " | COURRIER, TONNES-MILLES 33 | | |
| - | - | - | - | - | " | TOTAL, TONNES-MILLES 34 | | |
| - | - | - | - | - | NOMBRE | PASSAGERS 35 | | |
| - | - | - | - | - | " | DEPARTS DE VOL 36 | | |
| - | - | - | - | - | " | HEURES DE VOL 37 | | |
| - | - | - | - | - | '000 | MILLES PARCOURUS 38 | | |
| | | | | | | <u>SERVICES DE FRETEMENT</u> | | |
| | | | | | | <u>OPERATIONS PAYANTES</u> | | |
| 73,204 | 830,142 | 130,995 | 33,813 | 1,068,154 | '000 | PASSAGERS-MILLES 39 | | |
| 7,324 | 83,012 | 13,101 | 3,382 | 106,819 | " | PASSAGERS, TONNES-MILLES 40 | | |
| 106 | 5,913 | 1,859 | - | 7,878 | " | MARCHANNOISES, TONNES-MILLES .. 41 | | |
| 7,430 | 88,925 | 14,960 | 3,382 | 114,697 | " | TOTAL, TONNES-MILLES 42 | | |
| 45,168 | 206,866 | 67,815 | 6,278 | 326,127 | NOMBRE | PASSAGERS 43 | | |
| 1,384 | 2,703 | 1,536 | 65 | 5,688 | " | DEPARTS DE VOL 44 | | |
| 2,868 | 13,958 | 4,853 | 415 | 22,094 | " | HEURES DE VOL 45 | | |
| 1,094 | 7,303 | 2,044 | 207 | 10,648 | '000 | MILLES PARCOURUS 46 | | |

TABLE 4. OPERATING REVENUES AND EXPENSES(1), TRANSCONTINENTAL CARRIERS, DECEMBER 1970

| NO. | THIS MONTH | | |
|---|--|--------|--------|
| | MOIS A L'ETUDE | | |
| | AIR CANADA | CP AIR | TOTAL |
| <u>OPERATING REVENUES</u> | | | |
| <u>UNIT TOLL TRANSPORTATION:</u> | | | |
| 1 | PASSENGERS | | \$'000 |
| 2 | EXPRESS | | " |
| 3 | FREIGHT | | " |
| 4 | EXCESS BAGGAGE | | " |
| 5 | MAIL | | " |
| 6 | TOTAL, UNIT TOLL | | " |
| 7 | CHARTER TRANSPORTATION | | " |
| 8 | TOTAL, TRANSPORTATION | | " |
| 9 | SPECIALTY FLYING SERVICES | | " |
| 10 | TOTAL, FLYING SERVICES | | " |
| 11 | NON-FLYING SERVICES | | " |
| 12 | TOTAL OPERATING REVENUES | | " |
| <u>OPERATING EXPENSES</u> | | | |
| 13 | FLYING OPERATIONS | | \$'000 |
| 14 | MAINTENANCE | | " |
| <u>GENERAL SERVICES AND ADMINISTRATION:</u> | | | |
| 15 | PASSENGER SERVICE | | " |
| 16 | AIRCRAFT AND TRAFFIC SERVICES | | " |
| 17 | PROMOTION AND SALES | | " |
| 18 | GENERAL ADMINISTRATION | | " |
| 19 | TOTAL | | " |
| 20 | DEPRECIATION AND AMORTIZATION | | " |
| 21 | TOTAL OPERATING EXPENSES | | " |
| 22 | <u>OPERATING INCOME (LOSS)</u> | | \$'000 |
| <u>RATIOS</u> | | | |
| 23 | PASSENGER REVENUE PER PASSENGER-MILE (UNIT TOLL SERVICES) | | \$ |
| <u>TOTAL UNIT TOLL REVENUES:</u> | | | |
| 24 | PER AVAILABLE TON-MILE | | " |
| 25 | PER REVENUE TON-MILE | | " |
| 26 | TOTAL OPERATING REVENUES TO TOTAL OPERATING EXPENSES .. | | % |
| 27 | TOTAL OPERATING INCOME TO TOTAL OPERATING REVENUES | | " |
| 28 | TOTAL OPERATING REVENUE PER EMPLOYEE | | \$'000 |

(1) FINANCIAL DATA WILL BE AVAILABLE IN THE 4TH QUARTER EDITION OF "AIR CARRIER OPERATIONS IN CANADA".

TABLEAU 4. RECETTES ET DEPENSES D'EXPLOITATION(1) - TRANSPORTEURS TRANSCONTINENTAUX, DECEMBRE 1970

| YEAR-TO-DATE | | | N ^o |
|--------------------------------------|--------|---|----------------|
| DEPUIS LE DEBUT DE L'ANNEE | | | |
| AIR CANADA | CP AIR | TOTAL | |
| RECETTES D'EXPLOITATION | | | |
| TRANSPORT A TAXES UNITAIRES: | | | |
| \$'000 | | PASSAGERS | 1 |
| " | | MESSAGERIES | 2 |
| " | | FRET | 3 |
| " | | BAGAGE EXCEDENTAIRE | 4 |
| " | | COURRIER | 5 |
| " | | TOTAL, TAXES UNITAIRES | 6 |
| " | | TRANSPORT PAR FRETEMENT | 7 |
| " | | TOTAL, TRANSPORT | 8 |
| " | | SERVICES DE VOL SPECIALISES | 9 |
| " | | TOTAL, SERVICES DE VOL | 10 |
| " | | SERVICES AUTRES QUE CEUX DE VOL | 11 |
| " | | TOTAL, RECETTES D'EXPLOITATION | 12 |
| DEPENSES D'EXPLOITATION | | | |
| \$'000 | | VOLS | 13 |
| " | | ENTRETIEN | 14 |
| SERVICES GENERAUX ET ADMINISTRATION: | | | |
| " | | SERVICE-PASSAGERS | 15 |
| " | | SERVICES D'AERONEF ET DE TRAFIC | 16 |
| " | | PUBLICITE ET VENTES | 17 |
| " | | ADMINISTRATION GENERALE | 18 |
| " | | TOTAL | 19 |
| " | | DEPRECIATION ET AMORTISSEMENT | 20 |
| " | | TOTAL, DEPENSES D'EXPLOITATION | 21 |
| \$'000 | | REVENU D'EXPLOITATION (PERTE) | 22 |
| RAPPORTS | | | |
| \$ | | RECETTES-PASSAGERS PAR TOTAL DE PASSAGERS-MILLES PAYANTS (SERVICES A TAXES UNITAIRES). | 23 |
| " | | TOTAL DES RECETTES A TAXES UNITAIRES | |
| " | | PAR TONNE-MILLE DISPONIBLE | 24 |
| " | | PAR TONNE-MILLE PAYANTE | 25 |
| % | | TOTAL DES RECETTES D'EXPLOITATION PAR RAPPORT AU TOTAL DES DEPENSES D'EXPLOITATION. | 26 |
| " | | TOTAL DU REVENU D'EXPLOITATION PAR RAPPORT AU TOTAL DES RECETTES D'EXPLOITATION. | 27 |
| \$'000 | | TOTAL DES RECETTES D'EXPLOITATION PAR EMPLOYE | 28 |

(1) LES DONNEES FINANCIERES PARAITRONT DANS LA LIVRAISON DU 4^E TRIMESTRE DU BULLETIN "OPERATIONS DES TRANSPORTEURS AERIENS AU CANADA".

TABLE 5. OPERATING REVENUES AND EXPENSES(1), REGIONAL CARRIERS, DECEMBER 1970

| NO. | | THIS MONTH | | |
|---------------------------|---|--|---------|---------------------------------|
| | | MOIS A L'ETUDE | | |
| | | EASTERN PROVINCIAL AIRWAYS (1963) | NOROAIR | PACIFIC WESTERN AIR LINES |
| <u>OPERATING REVENUES</u> | | | | |
| | UNIT TOLL TRANSPORTATION: | | | |
| 1 | PASSENGERS | \$'000 | | |
| 2 | EXPRESS | " | | |
| 3 | FREIGHT | " | | |
| 4 | EXCESS BAGGAGE | " | | |
| 5 | MAIL | " | | |
| 6 | TOTAL, UNIT TOLL | " | | |
| 7 | CHARTER TRANSPORTATION | " | | |
| 8 | TOTAL, TRANSPORTATION | " | | |
| 9 | SPECIALTY FLYING SERVICES | " | | |
| 10 | TOTAL, FLYING SERVICES | " | | |
| 11 | NON-FLYING SERVICES | " | | |
| 12 | TOTAL OPERATING REVENUES | " | | |
| <u>OPERATING EXPENSES</u> | | | | |
| 13 | FLYING OPERATIONS | " | | |
| 14 | MAINTENANCE | " | | |
| | GENERAL SERVICES AND ADMINISTRATION: | | | |
| 15 | PASSENGER SERVICE | " | | |
| 16 | AIRCRAFT AND TRAFFIC SERVICES | " | | |
| 17 | PROMOTION AND SALES | " | | |
| 18 | GENERAL ADMINISTRATION | " | | |
| 19 | TOTAL | " | | |
| 20 | DEPRECIATION AND AMORTIZATION | " | | |
| 21 | TOTAL OPERATING EXPENSES | " | | |
| 22 | OPERATING INCOME (LOSS) | \$'000 | | |
| <u>RATIOS</u> | | | | |
| 23 | PASSENGER REVENUE PER PASSENGER-MILES (UNIT TOLL SERVICES) | \$ | | |
| | TOTAL UNIT TOLL REVENUES: | | | |
| 24 | PER AVAILABLE TON-MILE | " | | |
| 25 | PER REVENUE TON-MILE | " | | |
| 26 | TOTAL OPERATING REVENUES TO TOTAL OPERATING EXPENSES | % | | |
| 27 | TOTAL OPERATING INCOME TO TOTAL OPERATING REVENUES .. | " | | |
| 28 | TOTAL OPERATING REVENUE PER EMPLOYEE | \$'000 | | |

(1) FINANCIAL DATA WILL BE AVAILABLE IN THE 4TH QUARTER EDITION OF "AIR CARRIER OPERATIONS IN CANADA".

TABLEAU 5. RECETTES ET DEPENSES D'EXPLOITATION(1) - TRANSPORTEURS REGIONAUX, DECEMBRE 1970

| YEAR-TO-DATE | | | NO |
|--|---------|---------------------------------|---|
| DEPUIS LE DEBUT DE L'ANNEE | | | |
| EASTERN PROVINCIAL AIRWAYS (1963) | NORDAIR | PACIFIC WESTERN AIR LINES | |
| <u>RECETTES D'EXPLOITATION</u> | | | |
| | | | TRANSPORT A TAXES UNITAIRES: |
| \$'000 | | | PASSAGERS 1 |
| " | | | MESSAGERIES 2 |
| " | | | FRET 3 |
| " | | | BAGAGE EXCEDENTAIRE 4 |
| " | | | COURRIER 5 |
| " | | | TOTAL, TAXES UNITAIRES 6 |
| " | | | TRANSPORT PAR FRETEMENT 7 |
| " | | | TOTAL, TRANSPORT 8 |
| " | | | SERVICES DE VOL SPECIALISES 9 |
| " | | | TOTAL, SERVICES DE VOL 10 |
| " | | | SERVICES AUTRES QUE CEUX DE VOL 11 |
| " | | | TOTAL, RECETTES D'EXPLOITATION 12 |
| <u>DEPENSES D'EXPLOITATION</u> | | | |
| " | | | VOLS 13 |
| " | | | ENTRETIEN 14 |
| SERVICES GENERAUX ET ADMINISTRATION: | | | |
| " | | | SERVICE-PASSAGERS 15 |
| " | | | SERVICES D'AERONEF ET DE TRAFIC 16 |
| " | | | PUBLICITE ET VENTES 17 |
| " | | | ADMINISTRATION GENERALE 18 |
| " | | | TOTAL 19 |
| " | | | DEPRECIATION ET AMORTISSEMENT 20 |
| " | | | TOTAL, DEPENSES D'EXPLOITATION 21 |
| \$'000 | | | <u>REVENU D'EXPLOITATION (PERTE) 22</u> |
| <u>RAPPORTS</u> | | | |
| \$ | | | RECETTES-PASSAGERS PAR TOTAL DE PASSAGERS-MILLES PAYANTS (SERVICES A TAXES UNITAIRES) 23 |
| " | | | TOTAL DES RECETTES A TAXES UNITAIRES PAR TONNE-MILLE DISPONIBLE 24 |
| " | | | PAR TONNE-MILLE PAYANTE 25 |
| % | | | TOTAL DES RECETTES D'EXPLOITATION PAR RAPPORT AU TOTAL DES DEPENSES D'EXPLOITATION. 26 |
| " | | | TOTAL DU REVENU D'EXPLOITATION PAR RAPPORT AU TOTAL DES RECETTES D'EXPLOITATION. 27 |
| \$'000 | | | TOTAL DES RECETTES D'EXPLOITATION PAR EMPLOYE 28 |

(1) LES DONNEES FINANCIERES PARAITRONT DANS LA LIVRAISON DU 4^E TRIMESTRE DU BULLETIN "OPERATIONS DES TRANSPORTEURS AERIENS AU CANADA".

TABLE 5. OPERATING REVENUES AND EXPENSES(1), REGIONAL CARRIERS, DECEMBER 1970 - CONCLUDED

| NO. | THIS MONTH | | |
|---|------------|---------------|--------|
| | QUEBECAIR | TRANSAIR LTD. | TOTAL |
| - - MOIS À L'ÉTUDE | | | |
| <u>OPERATING REVENUES</u> | | | |
| <u>UNIT TOLL TRANSPORTATION:</u> | | | |
| 1 | | | \$'000 |
| 2 | | | " |
| 3 | | | " |
| 4 | | | " |
| 5 | | | " |
| 6 | | | " |
| 7 | | | " |
| 8 | | | " |
| 9 | | | " |
| 10 | | | " |
| 11 | | | " |
| 12 | | | " |
| <u>OPERATING EXPENSES</u> | | | |
| 13 | | | " |
| 14 | | | " |
| <u>GENERAL SERVICES AND ADMINISTRATION:</u> | | | |
| 15 | | | " |
| 16 | | | " |
| 17 | | | " |
| 18 | | | " |
| 19 | | | " |
| 20 | | | " |
| 21 | | | " |
| 22 | | | \$'000 |
| <u>RATIOS</u> | | | |
| 23 | | | \$ |
| 24 | | | " |
| 25 | | | " |
| 26 | | | % |
| 27 | | | " |
| 28 | | | \$'000 |

(1) FINANCIAL DATA WILL BE AVAILABLE IN THE 4TH QUARTER EDITION OF "AIR CARRIER OPERATIONS IN CANADA".

TABLEAU 5. RECETTES ET DEPENSES D'EXPLOITATION(1) - TRANSPORTEURS REGIONAUX, DECEMBRE 1970 - FIN

| YEAR-TO-DATE | | | |
|--------------------------------------|---|-------|----------------|
| DEPUIS LE DEBUT DE L'ANNEE | | | |
| QUEBEC AIR | TRANS AIR LTD. | TOTAL | N ^o |
| <u>RECETTES D'EXPLOITATION</u> | | | |
| TRANSPORT A TAXES UNITAIRES: | | | |
| \$'000 | | | 1 |
| " | PASSAGERS | | 2 |
| " | MESSAGERIES | | 3 |
| " | FRET | | 4 |
| " | BAGAGE EXCEDENTAIRE | | 5 |
| " | COURRIER | | 6 |
| " | TOTAL, TAXES UNITAIRES | | 7 |
| " | TRANSPORT PAR FRETEMET | | 8 |
| " | TOTAL, TRANSPORT | | 9 |
| " | SERVICES DE VOL SPECIALISES | | 10 |
| " | TOTAL, SERVICES DE VOL | | 11 |
| " | SERVICES AUTRES QUE CEUX DE VOL | | 12 |
| " | TOTAL, RECETTES D'EXPLOITATION | | |
| <u>DEPENSES D'EXPLOITATION</u> | | | |
| " | VOLS | | 13 |
| " | ENTRETIEN | | 14 |
| SERVICES GENERAUX ET ADMINISTRATION: | | | |
| " | SERVICE-PASSAGERS | | 15 |
| " | SERVICES D'AERONEF ET DE TRAFIC | | 16 |
| " | PUBLICITE ET VENTES | | 17 |
| " | ADMINISTRATION GENERALE | | 18 |
| " | TOTAL | | 19 |
| " | DEPRECIATION ET AMORTISSEMENT | | 20 |
| " | TOTAL, DEPENSES D'EXPLOITATION | | 21 |
| \$'000 | <u>REVENU D'EXPLOITATION (PERTE)</u> | | 22 |
| <u>RAPPORTS</u> | | | |
| \$ | RECETTES-PASSAGERS PAR TOTAL DE PASSAGERS-MILLES PAYANTS (SERVICES A TAXES UNITAIRES). | | 23 |
| " | TOTAL DES RECETTES A TAXES UNITAIRES PAR TONNE-MILLE DISPONIBLE | | 24 |
| " | PAR TONNE-MILLE PAYANTE | | 25 |
| % | TOTAL DES RECETTES D'EXPLOITATION PAR RAPPORT AU TOTAL DES DEPENSES D'EXPLOITATION. | | 26 |
| " | TOTAL DU REVENU D'EXPLOITATION PAR RAPPORT AU TOTAL DES RECETTES D'EXPLOITATION. | | 27 |
| \$'000 | TOTAL DES RECETTES D'EXPLOITATION PAR EMPLOYE | | 28 |

(1) LES DONNEES FINANCIERES PARAITRONT DANS LA LIVRAISON DU 4^E TRIMESTRE DU BULLETIN "OPERATIONS DES TRANSPORTEURS AERIENS AU CANADA".

TABLE 6. TRANSCONTINENTAL AND REGIONAL CARRIERS TOTAL ALL SERVICES, DECEMBER 1970

| NO. | | | THIS MONTH |
|---|-----------------------------------|------|-------------------------------|
| | | | MOIS A L'ETUDE |
| | | | TOTAL ALL CARRIERS |
| | | | TOTAL, TOUS LES TRANSPORTEURS |
| <u>ALL SERVICES</u> | | | |
| <u>TRAFFIC, HOURS AND MILES:</u> | | | |
| <u>REVENUE OPERATIONS</u> | | | |
| 1 | PASSENGER TON-MILES | '000 | 73,466 |
| 2 | GOODS TON-MILES | " | 30,083 |
| 3 | TOTAL TON-MILES | " | 103,549 |
| 4 | PASSENGER-MILES | " | 734,661 |
| 5 | PASSENGERS | NO. | 826,223 |
| 6 | FLIGHT DEPARTURES | " | 26,265 |
| 7 | HOURS FLOWN | " | 38,143 |
| 8 | MILES FLOWN | '000 | 12,364 |
| 9 | NON-REVENUE HOURS FLOWN | NO. | 981 |
| 10 | AVERAGE NUMBER OF EMPLOYEES | " | 25,578 |
| <u>UNIT TOLL SERVICES</u> | | | |
| <u>SCHEDULED (CLASS 1 LICENCE):</u> | | | |
| <u>REVENUE OPERATIONS</u> | | | |
| 11 | PASSENGER-MILES | '000 | 690,365 |
| 12 | AVAILABLE SEAT MILES | " | 1,325,626 |
| 13 | PASSENGER LOAD FACTOR | " | 52.1 |
| <u>REVENUE TON-MILE OPERATIONS</u> | | | |
| 14 | PASSENGER TON-MILES | '000 | 69,036 |
| 15 | FREIGHT TON-MILES | " | 21,884 |
| 16 | EXPRESS TON-MILES | " | 841 |
| 17 | EXCESS BAGGAGE TON-MILES | " | .. |
| 18 | MAIL TON-MILES | " | 4,416 |
| 19 | TOTAL TON-MILES | " | 96,260 |
| 20 | TOTAL AVAILABLE TON-MILES | " | 213,863 |
| 21 | TOTAL WEIGHT LOAD FACTOR | " | 45.0 |
| 22 | MILES SCHEDULED | '000 | 11,498 |
| 23 | MILES FLOWN | " | 11,053 |
| 24 | REGULARITY OF SERVICE | " | 96.1 |
| 25 | PASSENGERS | NO. | 773,862 |
| 26 | FLIGHT DEPARTURES | " | 22,809 |
| 27 | HOURS FLOWN | " | 32,558 |
| <u>REGULAR, IRREGULAR AND SPECIFIC POINTS (CLASS 2 AND 3 LICENCES):</u> | | | |
| <u>REVENUE OPERATIONS</u> | | | |
| 28 | PASSENGER-MILES | '000 | 14,702 |
| 29 | PASSENGER TON-MILES | " | 1,471 |
| 30 | FREIGHT TON-MILES | " | 609 |
| 31 | EXPRESS TON-MILES | " | 6 |
| 32 | EXCESS BAGGAGE TON-MILES | " | 17 |
| 33 | MAIL TON-MILES | " | 201 |
| 34 | TOTAL TON-MILES | " | 2,304 |
| 35 | PASSENGERS | NO. | 33,096 |
| 36 | FLIGHT DEPARTURES | " | 2,027 |
| 37 | HOURS FLOWN | " | 2,400 |
| 38 | MILES FLOWN | '000 | 526 |
| <u>CHARTER SERVICES</u> | | | |
| <u>REVENUE OPERATIONS</u> | | | |
| 39 | PASSENGER-MILES | '000 | 29,594 |
| 40 | PASSENGER TON-MILES | " | 2,959 |
| 41 | GOODS TON-MILES | " | 2,026 |
| 42 | TOTAL TON-MILES | " | 4,985 |
| 43 | PASSENGERS | NO. | 19,265 |
| 44 | FLIGHT DEPARTURES | " | 1,429 |
| 45 | HOURS FLOWN | " | 3,109 |
| 46 | MILES FLOWN | '000 | 785 |
| <u>SPECIALTY FLYING</u> | | | |
| <u>REVENUE OPERATIONS</u> | | | |
| 47 | HOURS FLOWN | NO. | 76 |

TABLEAU 6. TRANSPORTEURS TRANSCONTINENTAUX ET REGIONAUX - TOTAL DE TOUS LES SERVICES, DECEMBRE 1970

| YEAR-TO-DATE - - DEPUIS LE DEBUT DE L'ANNEE | | | | | | | | | |
|---|--------|--|--|--|--|--|--|----|----|
| TOTAL ALL CARRIERS - - TOTAL, TOUS LES TRANSPORTEURS | | | | | | | | N° | |
| <u>TOUS LES SERVICES</u> | | | | | | | | | |
| <u>TRAFFIC, HEURES ET MILLES:</u> | | | | | | | | | |
| <u>OPERATIONS PAYANTES</u> | | | | | | | | | |
| 1,071,176 | '000 | | PASSAGERS, TONNES-MILLES | | | | | | 1 |
| 324,144 | " | | MARCHANDISES, TONNES-MILLES | | | | | | 2 |
| 1,395,320 | " | | TOTAL, TONNES-MILLES | | | | | | 3 |
| 10,711,560 | " | | PASSAGERS-MILLES | | | | | | 4 |
| 10,637,579 | NOMBRE | | PASSAGERS | | | | | | 5 |
| 331,108 | " | | DEPARTS DE VOL | | | | | | 6 |
| 489,459 | " | | HEURES DE VOL | | | | | | 7 |
| 165,890 | '000 | | MILLES PARCOURUS | | | | | | 8 |
| 11,821 | NOMBRE | | HEURES DE VOL NON PAYANTES | | | | | | 9 |
| 25,682 | " | | NOMBRE MOYEN D'EMPLOYES | | | | | | 10 |
| <u>SERVICES A TAXES UNITAIRES</u> | | | | | | | | | |
| <u>A HORAIRES FIXES (PERMIS DE LA CLASSE 1)</u> | | | | | | | | | |
| <u>OPERATIONS PAYANTES</u> | | | | | | | | | |
| 9,391,042 | '000 | | PASSAGERS-MILLES | | | | | | 11 |
| 16,828,128 | " | | SIEGES-MILLES DISPONIBLES | | | | | | 12 |
| 55.8 | " | | COEFFICIENT D'UTILISATION EN PASSAGERS | | | | | | 13 |
| <u>TONNES-MILLES D'OPERATIONS PAYANTES</u> | | | | | | | | | |
| 939,127 | '000 | | PASSAGERS, TONNES-MILLES | | | | | | 14 |
| 233,962 | " | | MARCHANDISES, TONNES-MILLES | | | | | | 15 |
| 11,110 | " | | MESSAGERIES, TONNES-MILLES | | | | | | 16 |
| .. | " | | BAGAGE EXCEDENTAIRE, TONNES-MILLES | | | | | | 17 |
| 35,506 | " | | COURRIER, TONNES-MILLES | | | | | | 18 |
| 1,220,687 | " | | TOTAL, TONNES-MILLES | | | | | | 19 |
| 2,657,218 | " | | TOTAL DE TONNES-MILLES DISPONIBLES | | | | | | 20 |
| 46.0 | " | | COEFFICIENT D'UTILISATION EN CHARGE | | | | | | 21 |
| 144,733 | '000 | | MILLES PREVUS | | | | | | 22 |
| 141,996 | " | | MILLES PARCOURUS | | | | | | 23 |
| 98.1 | " | | REGULARITE DU SERVICE | | | | | | 24 |
| 9,834,327 | NOMBRE | | PASSAGERS | | | | | | 25 |
| 283,791 | " | | DEPARTS DE VOL | | | | | | 26 |
| 406,072 | " | | HEURES DE VOL | | | | | | 27 |
| <u>REGULIERS, IRRÉGULIERS ET ENTRE POINTS DÉTERMINÉS</u> | | | | | | | | | |
| <u>(PERMIS DES CLASSES 2 ET 3):</u> | | | | | | | | | |
| <u>OPERATIONS PAYANTES</u> | | | | | | | | | |
| 176,622 | '000 | | PASSAGERS-MILLES | | | | | | 28 |
| 17,662 | " | | PASSAGERS, TONNES-MILLES | | | | | | 29 |
| 8,851 | " | | FRET, TONNES-MILLES | | | | | | 30 |
| 94 | " | | MESSAGERIES, TONNES-MILLES | | | | | | 31 |
| 266 | " | | BAGAGE EXCEDENTAIRE, TONNES-MILLES | | | | | | 32 |
| 1,478 | " | | COURRIER, TONNES-MILLES | | | | | | 33 |
| 28,351 | " | | TOTAL, TONNES-MILLES | | | | | | 34 |
| 367,483 | NOMBRE | | PASSAGERS | | | | | | 35 |
| 21,458 | " | | DEPARTS DE VOL | | | | | | 36 |
| 25,146 | " | | HEURES DE VOL | | | | | | 37 |
| 6,311 | '000 | | MILLES PARCOURUS | | | | | | 38 |
| <u>SERVICES DE FRETEMENT</u> | | | | | | | | | |
| <u>OPERATIONS PAYANTES</u> | | | | | | | | | |
| 1,143,896 | '000 | | PASSAGERS-MILLES | | | | | | 39 |
| 114,387 | " | | PASSAGERS, TONNES-MILLES | | | | | | 40 |
| 31,895 | " | | MARCHANDISES, TONNES-MILLES | | | | | | 41 |
| 146,282 | " | | TOTAL, TONNES-MILLES | | | | | | 42 |
| 435,769 | NOMBRE | | PASSAGERS | | | | | | 43 |
| 25,859 | " | | DEPARTS DE VOL | | | | | | 44 |
| 55,938 | " | | HEURES DE VOL | | | | | | 45 |
| 17,583 | '000 | | MILLES PARCOURUS | | | | | | 46 |
| <u>SERVICES SPÉCIALISÉS</u> | | | | | | | | | |
| <u>OPERATIONS PAYANTES</u> | | | | | | | | | |
| 2,303 | NOMBRE | | HEURES DE VOL | | | | | | 47 |

TABLEAU 7. TRANSPORTEURS TRANCONTINENTAUX ET REGIONAUX - RECETTES ET DEPENSES TOTALES D'EXPLOITATION(1), DECEMBRE 1970

| NO. | THIS MONTH | |
|---|---|--------|
| | MOIS A L'ETUDE | |
| | TOTAL ALL CARRIERS | |
| | TOTAL, TOUS LES TRANSPORTEURS | |
| <u>OPERATING REVENUES</u> | | |
| <u>UNIT TOLL TRANSPORTATION:</u> | | |
| 1 | PASSENGERS | \$'000 |
| 2 | EXPRESS | " |
| 3 | FREIGHT | " |
| 4 | EXCESS BAGGAGE | " |
| 5 | MAIL | " |
| 6 | TOTAL, UNIT TOLL | " |
| 7 | CHARTER TRANSPORTATION | " |
| 8 | TOTAL, TRANSPORTATION | " |
| 9 | SPECIALTY FLYING SERVICES | " |
| 10 | TOTAL, FLYING SERVICES | " |
| 11 | NON-FLYING SERVICES | " |
| 12 | TOTAL OPERATING REVENUES | " |
| <u>OPERATING EXPENSES</u> | | |
| 13 | FLYING OPERATIONS | " |
| 14 | MAINTENANCE | " |
| <u>GENERAL SERVICES AND ADMINISTRATION:</u> | | |
| 15 | PASSENGER SERVICE | " |
| 16 | AIRCRAFT AND TRAFFIC SERVICES | " |
| 17 | PROMOTION AND SALES | " |
| 18 | GENERAL ADMINISTRATION | " |
| 19 | TOTAL | " |
| 20 | DEPRECIATION AND AMORTIZATION | " |
| 21 | TOTAL OPERATION EXPENSES | " |
| 22 | <u>OPERATING INCOME (LOSS)</u> | \$'000 |
| <u>RATIOS</u> | | |
| 23 | PASSENGER REVENUE PER PASSENGER-MILE (UNIT TOLL SERVICES) | \$ |
| <u>TOTAL UNIT TOLL REVENUES:</u> | | |
| 24 | PER AVAILABLE TON-MILE | " |
| 25 | PER REVENUE TON-MILE | " |
| 26 | TOTAL OPERATING REVENUES TO TOTAL OPERATING EXPENSES | % |
| 27 | TOTAL OPERATING INCOME TO TOTAL OPERATING REVENUES | " |
| 28 | TOTAL OPERATING REVENUE PER EMPLOYEE | \$'000 |

(1) LES DONNEES FINANCIERES PARAITRONT DANS LA LIVRAISON DU 4^E TRIMESTRE DU BULLETIN "OPERATIONS DES TRANSPORTEURS AERIENS AU CANADA".

TABLE 7. TRANSCONTINENTAL AND REGIONAL CARRIERS, TOTAL OPERATING REVENUES AND EXPENSES(1), DECEMBER 1970

| YEAR-TO-DATE | | |
|---------------------------------------|---|----|
| DEPUIS LE DEBUT DE L'ANNEE | | |
| TOTAL ALL CARRIERS | | |
| TOTAL, TOUS LES TRANSPORTEURS | | NO |
| <u>RECETTES D'EXPLOITATION</u> | | |
| TRANSPORT A TAXES UNITAIRES: | | |
| \$'000 | PASSAGERS | 1 |
| " | MESSAGERIES | 2 |
| " | FRET | 3 |
| " | BAGAGE EXCEDENTAIRE | 4 |
| " | COURRIER | 5 |
| " | TOTAL, TAXES UNITAIRES | 6 |
| " | TRANSPORT PAR FRETEMENT | 7 |
| " | TOTAL, TRANSPORT | 8 |
| " | SERVICES DE VOL SPECIALISES | 9 |
| " | TOTAL, SERVICES DE VOL | 10 |
| " | SERVICES AUTRES QUE CEUX DE VOL | 11 |
| " | TOTAL, RECETTES D'EXPLOITATION | 12 |
| <u>DEPENSES D'EXPLOITATION</u> | | |
| " | VOLS | 13 |
| " | ENTRETIEN | 14 |
| SERVICES GENERAUX ET ADMINISTRATION: | | |
| " | SERVICE-PASSAGERS | 15 |
| " | SERVICES D'AERONEF ET DE TRAFIC | 16 |
| " | PUBLICITE ET VENTES | 17 |
| " | ADMINISTRATION GENERALE | 18 |
| " | TOTAL | 19 |
| " | DEPRECIATION ET AMORTISSEMENT | 20 |
| " | TOTAL, DEPENSES D'EXPLOITATION | 21 |
| \$'000 | <u>REVENU D'EXPLOITATION (PERTE)</u> | 22 |
| <u>RAPPORTS</u> | | |
| \$ | RECETTES-PASSAGERS PAR TOTAL DE PASSAGERS-MILLES PAYANTS (SERVICES A TAXES UNITAIRES) | 23 |
| TOTAL DES RECETTES A TAXES UNITAIRES: | | |
| " | PAR TONNE-MILLE DISPONIBLE | 24 |
| " | PAR TONNE-MILLE PAYANTE | 25 |
| % | TOTAL DES RECETTES D'EXPLOITATION PAR RAPPORT AU TOTAL DES DEPENSES D'EXPLOITATION | 26 |
| " | TOTAL DU REVENU D'EXPLOITATION PAR RAPPORT AU TOTAL DES RECETTES D'EXPLOITATION | 27 |
| \$'000 | TOTAL DES RECETTES D'EXPLOITATION PAR EMPLOYE | 28 |

(1) FINANCIAL DATA WILL BE AVAILABLE IN THE 4TH QUARTER EDITION OF "AIR CARRIER OPERATIONS IN CANADA".

EXPLANATORY NOTES TO TABLES

NOTES EXPLICATIVES DES TABLEAUX

The following comments are a guide to understanding the content of information published for Transcontinental and Regional air carrier operations. The notes are applicable to all tables where the under mentioned is published.

Les commentaires suivants ont pour objet de préciser le contenu des renseignements publiés sur l'activité des transporteurs aériens transcontinentaux et régionaux. Les notes s'appliquent à tous les tableaux dans lesquels figurent les rubriques ci-après.

- (1) Excess Baggage - Air Canada and Transair do not report excess baggage weight or ton-miles.
- (2) Mainline Services - Flights over certain routes of scheduled air services (Class 1 licenses) include points with Class 2 licence authority only. These routes pertain to services performed by Transair and Eastern Provincial Airways.

- 1) Bagage excédentaire - Air Canada et Transair ne déclarent pas le bagage excédentaire (poids ou tonnes-milles).
- 2) Service des grandes lignes - Sur certaines routes des services aériens à horaire fixe (permis de la classe 1) une partie du vol se fait entre des points pour lesquels il faut un permis de classe 2. Le service de ces lignes est assuré par Transair et Eastern Provincial Airways.

In such cases of mixed classes of licence the totals for a route are allocated to that class of licence which predominates on the route.

Dans ce cas, c'est-à-dire lorsque plus d'une classe de permis est en cause, le total pour la route est attribué à la classe de permis qui prédomine sur cette route.

e.g. - A class 1 licence scheduled service with a class 2 licenced point will be allocated to scheduled service.

ex. - S'il s'agit d'un service à horaire fixe avec permis de classe 1 et d'un point avec permis de classe 2, c'est le service à horaire fixe qui l'emporte.

The volume of traffic reported for routes with mixed authority is very small and should not affect any statistical analysis.

Le volume du trafic déclaré pour les routes où le service relève de plus d'une autorité est très faible et ne devrait pas modifier les résultats des analyses statistiques.

- (3) Charter Traffic - Passenger-miles and goods ton-miles. Excludes services performed by aircraft under 18,000 lbs. gross take off weight.
- (4) Traffic - miles and hours. These data exclude non-transportation services except for hours flown.
- (5) Passenger weight - Standard passenger weight is calculated at 200 lbs. per person.
- (6) Eastern Provincial Airways - The statement of income submitted by Eastern Provincial Airways has been revised beginning in February 1970. Subsidies claimed under the National Transportation Act were previously included with operating revenues and were reflected in amounts shown for operating income. As a result of these revisions the figures shown for operating revenues and operating income of Eastern Provincial Airways are lower than they would otherwise appear.

- 3) Trafic de frètement - Passager-milles et tonnes-milles de marchandises. Ne comprend pas les services assurés par les aéronefs dont le poids brut au décollage est inférieur à 18,000 livres.
- 4) Trafic - milles et heures. Ces données ne comprennent pas les services qui ne sont pas des services de transport, sauf pour ce qui est des heures de vol.
- 5) Poids des passagers - On compte un poids standard de 200 livres par personne.
- 6) Eastern Provincial Airways - L'état des revenus présenté par la Eastern Provincial Airways a été révisé à compter de février 1970. Les subventions réclamées en vertu de la Loi nationale sur les transports figuraient auparavant dans les recettes d'exploitation et étaient comptées dans les montants concernant le revenu d'exploitation. Cette révision entraîne une diminution apparente des recettes d'exploitation et du revenu d'exploitation de la Eastern Provincial Airways.

GLOSSARY OF TERMS

Aircraft and traffic servicing expenses - This includes compensation paid to ground personnel and other expenses incurred on the ground to control the in-flight movement of aircraft and prepare aircraft crews for flight assignment, handle and service aircraft, and service and handle traffic on the ground, and in-flight expenses of handling all non-passenger traffic including baggage.

Available seat-miles - The number of aircraft-miles flown multiplied by the number of seats on the aircraft. This figure represents the total passenger-carrying capacity offered.

Available ton-miles - The number of aircraft-miles flown multiplied by the usable weight capacity of the aircraft. This represents the load carrying capacity offered for passengers and goods.

Capital gains or losses - Gains or losses on retirements of operating property and equipment, flight equipment expendable parts or miscellaneous materials and supplies when sold or otherwise retired in connection with a general retirement program and not as incidental sales performed as a service to others.

Cargo - Property carried on an aircraft other than mail, stores, stewards' supplies and baggage (freight and express).

Charter transportation - Public transport of passengers or goods from a designated base at a toll per mile or per hour for the hire of all or part of the capacity of an aircraft.

Contract transportation - Transportation not available to the public performed in accordance with one or more specific contracts.

Departures - Take-offs of revenue transportation flights (unit toll and charter and contract services only) including non-scheduled take-offs after operational stops.

Depreciation and amortization - Includes all charges to expense to record losses suffered through current exhaustion of the serviceability of property and equipment due to wear and tear from use and the action of time and the elements, which are not replaced by current repairs, as well as losses in serviceability occasioned by obsolescence, supercession, discoveries, change in popular demand or action by public authority. It also includes charges for the amortization of capitalized developmental and pre-operating costs, and other intangible assets applicable to the performance of air transportation.

Excess baggage - Baggage which in terms of weight, number of pieces or size exceeds the free baggage allowance stated in the air carrier's tariffs and for which a charge is levied.

Express - Property shipments within North America which are given priority over air freight. The rate charged includes door-to-door service on the ground as well.

Extra-section miles - Miles flown on flights which are added to those timetabled because of extra demand for air service.

Freight - Property shipments for which a standard tariff rate is charged per unit of weight or volume.

General administration expenses - This term includes expenses of a general corporate nature and expenses incurred in performing activities which contribute to more than a single operating function such as general financial accounting activities, purchasing activities, representation at law, and other general operational administration not directly applicable to a particular function.

Goods - This term includes all types of non-passenger traffic i.e. freight, express, excess baggage and mail.

Goods ton-miles - A ton-mile represents the carriage of one ton of goods for one mile. Ton-mile figures are obtained by totalling the number of miles flown with each ton of goods.

Group I carriers - See Transcontinental carriers.

Group II carriers - See Regional carriers and introduction re Nordair.

Incidental revenues - net - Revenues less related expenses from services incidental to air transportation, such as sales of service supplies, and parts; and rental of operating property and equipment.

Interest expense - Interest on all classes of debt including premium, discount, and expense on short term obligations; and amortization of premium discount, and expense on short term and long term obligations.

Mile - Statute mile of 5,280 ft.

Non-operating income and expense - Income and loss of commercial ventures not part of the air transport services of the accounting entity; other revenues and expenses attributable to financing or other activities that are extraneous to and not an integral part of air transportation or its incidental services; and special recurrent items of a non-periodic nature.

Operating expense - Expenses incurred in the performance of air transportation. It includes direct aircraft operating expenses and ground and indirect operating expenses.

Operating income - The profit or loss from performance of air transportation based on total operating revenues and total operating expenses. It does not include non-operating income and expenses or special items and is a "before income taxes" figure.

Operating revenue - Revenues from the performance of air transportation and related incidental services. It includes (1) transport revenues from all classes of traffic and (2) non-transport revenues consisting of payments under the National Transportation Act (where applicable) and the net amount of revenues less related expenses from services incidental to air transportation.

Pacific and Orient services - Services to Australia, Fiji, Japan and Hong Kong but excluding services to Hawaii. Note: Prior to 1970, statistics for flights to Hawaii were included under the heading Pacific and Orient but are now included under the heading "Transborder".

Passenger load factor - This ratio is calculated by dividing the number of revenue passenger-miles by the number of available seat-miles. Seats not available for the carriage of passengers because of the weight of fuel or other considerations have been excluded.

Passenger-miles - A passenger-mile represents the carriage of one passenger for one mile. Passenger-mile figures are obtained by totalling the number of miles flown by each passenger.

Passenger service expense - Costs of activities contributing to the comfort, safety and convenience of passengers while in flight and when flights are interrupted. It includes salaries and expenses of cabin attendants and passenger food expense.

Passenger revenue per passenger-mile - This ratio is calculated by dividing the revenue earned in unit toll passenger service by the number of revenue passenger-miles reported for unit toll services.

Passenger ton-mile - This is a figure calculated by multiplying the number of revenue passengers carried by an arbitrary weight of 200 pounds which is assumed to be an average weight for a passenger and his free baggage allowance. The result is then divided by 2000 to give a ton-mile figure.

Promotion and sales expense - Costs incurred in promoting the use of air transportation generally and creating a public preference for the services of particular air carriers. It includes the functions of selling, advertising and publicity, space reservations, and developing tariffs and flight schedules for publication.

Regional carrier - Any Canadian airline designated by the Minister of Transport as a "regional" carrier. The regional carriers are Eastern Provincial Airways, Nordair, Pacific Western Airlines, Quebecair and Transair.

Regular, irregular and specific point air carriers - Any carrier having a Class 2, 9-2, 3 or 9-3 licence to perform regular or irregular unit toll service to specified points. Class 1 or Class 8 licences are considered to be "scheduled" carriers.

Scheduled carrier - Any airline having a Class 1 or Class 8 licence to perform scheduled unit toll operations. It should be noted that a scheduled carrier may also operate services under authority of Class 2, 9-2, 3 or 9-3 licences which are considered to be "non-scheduled" services. (see unit toll transportation)

Scheduled miles - The number of miles scheduled as per timetables. The actual mileage flown may differ because of cancelled flights, reroutings or extra section flights.

Southern services - Services between Canada and Bermuda, the Caribbean, Mexico, Central America and South America but excluding Florida. Note: Prior to 1970, statistics for flights to Florida were included under the heading "Southern".

Specialty flying - Revenue flying services performed under authority of a Class 7 licence. Specialty flying consists of activities such as sightseeing, flying training, aerial photography and survey, etc. or other types of flying which do not involve the transport of passengers or goods from one place to another.

Total operating revenues per employee - This ratio is calculated by dividing the total operating revenues by the average number of employees reported for the month.

Ton - Short ton of 2,000 lbs.

Ton-mile - It represents the carriage of one ton of goods for one mile. Ton mileage is the sum of the miles flown with each ton of goods.

Trans-Atlantic and Polar Services - Services between Canada and Europe or between Canada and the Soviet Union.

Transborder services - Services between points in Canada and Alaska, Canada and Hawaii, and Canada and continental United States. Note: Prior to 1970, statistics for flights to Hawaii were included under the heading "Pacific and Orient".

Transcontinental carriers - Air Canada and CP Air.

Unit toll transportation - Transportation performed under the following classes of licence as issued by the Air Transport Committee of the Canadian Transport Commission:

Class 1 or Class 8; Scheduled service licences - Public transportation of persons and/or goods between designated points in accordance with a service schedule and at a price per passenger per mile or per pound per mile.

Class 2 or Class 9-2, Regular specific point licences - Public transportation of persons and/or goods between designated points on a route pattern and with some degree of regularity, at a price per person per mile or per pound per mile.

Class 3 or Class 9-3, Irregular specific point licences - Public transportation of persons and/or goods from a designated base serving a defined area or a specific point or points at a price per person per mile or per pound per mile.

Weight load factor - This ratio is calculated by dividing the sum of revenue goods ton-miles and revenue passenger ton-miles by the total number of available ton-miles.

GLOSSAIRE

Cargaison - Biens autres que le courrier, les provisions de bord, l'équipement de commissariat et les bagages. Comprend le fret et les envois exprès.

Coefficient de chargement - Ce coefficient se calcule en divisant la somme des tonnes-milles de marchandises payantes et de tonnes-milles de passagers payants par le nombre total de tonnes-milles disponibles.

Coefficient de remplissage - Ce coefficient est obtenu en divisant le nombre de milles-passagers payants par le nombre de milles-sièges disponibles. Les sièges condamnés en raison des limitations de chargement de la cabine à cause du poids de carburant embarqué ou pour d'autres raisons ne sont pas comptés.

Départs - Décollages de vols de transport payant (à taxe unitaire, à la demande et à forfait seulement) y compris les décollages non prévus à la suite d'une escale technique.

Dépréciation et amortissement - Comprend toutes les imputations pour tenir compte des pertes provenant de l'épuisement normal de la vie utile de biens et de matériel en raison de l'usure normale due à l'accumulation du temps d'exploitation et à l'action des éléments, qui ne sont pas compensées par un programme systématique de réparation, ainsi que la perte de vie utile découlant du retrait du service de matériel périmé, remplacé par un modèle plus perfectionné ou techniquement dépassé, d'une évolution de la demande du public ou de l'intervention des services officiels. Comprend aussi les frais imputés pour l'amortissement des frais de mise en valeur ou de lancement capitalisés et d'autres actifs intangibles liés à l'exercice du transport aérien.

Envois exprès - Envois à l'intérieur de l'Amérique du Nord de biens ayant priorité sur le fret aérien. Le prix comprend le service à domicile.

Excédent de bagages - Partie des bagages qui dépasse en poids, en dimension ou en nombre l'allocation gratuite prévue aux barèmes du transporteur aérien et qui donnent lieu à la perception d'un supplément.

Frais d'entretien - aéronefs et exploitation - Comprend la rémunération du personnel au sol et les autres frais, au sol, pour le contrôle des aéronefs en vol et la préparation des équipages aux vols, la manoeuvre au sol et l'entretien en piste des aéronefs et les frais en vol pour l'acheminement du trafic sauf les passagers et y compris les bagages.

Frais d'exploitation - Frais provenant de l'exercice du transport aérien. Comprend les frais directs d'exploitation des aéronefs et les frais au sol et les frais indirects d'exploitation.

Frais de gestion générale - Comprend les frais des sociétés et les frais occasionnés par les activités qui profitent à plusieurs fonctions comme la comptabilité financière générale, les achats, le service de contentieux, et d'autres services administratifs généraux et qui ne peuvent pas être imputés directement à une fonction déterminée.

Frais de publicité et des services de ventes - Frais de promotion générale des transports aériens et de publicité près du public pour l'inciter à voyager par une compagnie aérienne donnée. Comprend les ventes, la publicité, les annonces, la location des supports publicitaires, et la création et la diffusion de barèmes et d'horaires des vols.

Frais pour le service aux passagers - Coût des services fournis en vue du confort, de la sécurité et de l'agrément des passagers pendant le vol et lors de l'interruption du vol. Comprend les salaires du personnel navigant commercial et le coût de la nourriture des passagers.

Fret - Envois de biens auxquels un barème standard par unité de poids ou de volume est applicable.

Gains ou pertes de capital - Gains ou pertes lors du retrait du service de biens et de matériel d'exploitation, des pièces consommables de matériel volant ou de divers matériaux et fournitures lorsque les susdits sont vendus ou retirés du service en vertu d'un plan général de remplacement et non lorsqu'il s'agit de ventes occasionnelles à des tiers.

Intérêts payés - Intérêts sur toutes les formes de dettes y compris les primes, les pertes et les dépenses liées aux obligations à court terme, l'amortissement des primes, des pertes et des frais liés aux obligations à court terme et à long terme.

Lignes du Pacifique et de l'Orient - Lignes de l'Australie, des îles Fidji, du Japon et de Hong-kong, sauf les lignes d'Hawaï. Nota: Avant 1970, les résultats des lignes desservant Hawaï figuraient sous la rubrique Pacifique et Orient; ces résultats figureront désormais sous la rubrique des lignes transfrontalières.

Lignes polaires et transatlantiques - Lignes entre le Canada et l'Europe et entre le Canada et l'Union soviétique.

Lignes transfrontalières - Lignes entre des points du Canada et de l'Alaska, du Canada et Hawaï, et le Canada et les 48 Etats américains. Nota: Avant 1970, les résultats des vols à destination d'Hawaï étaient comptés à la rubrique des lignes du Pacifique et de l'Orient.

Lignes du sud - Lignes entre le Canada et les Bermudes, les Caraïbes, le Mexique, l'Amérique centrale et l'Amérique du Sud, mais à l'exception de la Floride. Nota: Avant 1970 les résultats des vols à destination de la Floride étaient comptés à la rubrique des lignes du Sud.

Marchandises - Comprend tout trafic autre que le trafic passagers (fret, envois exprès, excédents de bagages et courrier).

Mille - Mille terrestre de 5280 pieds.

Nombre de milles prévus - Nombre de milles prévus aux horaires. Le millage réel peut être différent de ce chiffre à cause d'annulations de vols, de déroutements ou d'étapes supplémentaires.

Nombre de milles supplémentaires - Distance en milles des vols ajoutés aux horaires pour répondre à une demande supplémentaire.

Passagers-milles - Le passager-mille correspond au transport d'un passager sur une distance d'un mille. Pour obtenir le nombre de passagers-milles il faut additionner la distance en milles sur laquelle chaque passager a été transporté.

Recettes accessoires nettes - Recettes (moins les frais correspondants) provenant de services accessoires du transport aérien, comme par exemple: vente de fournitures d'entretien et de pièces de rechange et location de biens et de matériel d'exploitation.

Recettes d'exploitation - Recettes provenant du transport aérien et des services accessoires. Comprend: 1) les recettes de transport pour toutes les classes de trafic et 2) les recettes autres que les recettes de transport constituées par les versements en vertu de la Loi nationale sur les transports (le cas échéant) et le montant net des recettes, moins les dépenses correspondantes, provenant des services accessoires du transport aérien.

Recettes passagers par mille-passager - Ce rapport se calcule en divisant la recette d'un service à taxe unitaire par le nombre de milles-passagers payants enregistré pour le service à taxe unitaire.

Recettes totales d'exploitation par employé - Ce rapport se calcule en divisant les recettes totales d'exploitation par le nombre d'employés déclarés pour le mois.

Revenu d'exploitation - Bénéfice ou perte du transport aérien calculé pour l'ensemble des recettes et des frais d'exploitation. Ne comprend pas les revenus ou dépenses hors exploitation ni les postes spéciaux: Il s'agit du chiffre avant déduction de l'impôt.

Revenus et dépenses hors exploitation - Revenus et pertes sur des entreprises commerciales hors du domaine des services aériens, de l'unité comptable; autres recettes et dépenses imputables aux opérations de financement ou autres, étrangères au service du transport aérien et à ses services accessoires; postes spéciaux dont la répétition n'est pas de nature périodique.

Sièges-milles disponibles - Distance en milles du vol multipliée par la capacité de l'avion en sièges. Ce chiffre correspond à la capacité totale de transport passagers disponibles.

Tonne - Tonne courte de 2000 livres.

Tonne-mille - Correspond au transport d'une tonne de marchandises sur un mille. Le nombre total de tonnes-milles est la somme des distances sur lesquelles chaque tonne de marchandises a été transportée.

Tonnes-milles disponibles - Distance en milles du vol multipliée par la capacité de charge utilisable de l'avion. Ce chiffre correspond à la capacité de charge disponible (passagers et marchandises).

Tonnes-milles de marchandises - La tonne-mille correspond au transport d'une tonne sur un mille. Pour obtenir le nombre de tonnes-milles il faut additionner les distances en milles sur lesquelles chaque tonne de marchandises a été transportée.

Tonne-mille passager - On obtient ce chiffre en multipliant le nombre de passagers payants par un poids forfaitaire de 200 livres qui est censé correspondre à un passager moyen avec ses bagages en franchise. On divise ensuite le total par 2,000 pour obtenir le résultat en tonnes-milles.

Transport à forfait - Transport qui n'est pas mis à la disposition du public et effectué en vertu d'un ou de plusieurs contrats précis.

Transport à la demande - Transport public de passagers ou de marchandises à partir d'une base désignée, suivant un barème au mille ou à l'heure de location de l'aéronef ou d'une partie de l'aéronef.

Transport à taxe unitaire - Transport effectué en vertu de l'une des catégories suivantes de licences délivrées par le Comité des transports aériens de la Commission canadienne des transports:

Service régulier, classes 1 ou 8 - Transport public de personnes et (ou de marchandises) entre des points désignés suivant un horaire régulier et un barème par passager par mille ou par livre par mille.

Service régulier entre points déterminés, classes 2 ou 9-2 - Transport public de personnes et (ou) de marchandises entre des points désignés formant un réseau et ayant une certaine régularité suivant un barème par personne par mille ou par livre par mille.

Service irrégulier entre points déterminés; classes 3 ou 9-3 - Transport public de personnes et (ou) de marchandises à partir d'une base désignée desservant une zone donnée de points déterminés suivant un barème par personne par mille ou par livre par mille.

Transporteurs aériens assurant un service régulier ou irrégulier entre points déterminés - Tout transporteur aérien titulaire d'une licence des classes 2, 9-2, 3 ou 9-3 l'autorisant à effectuer un service régulier ou irrégulier à taxe unitaire entre des points déterminés. Les titulaires d'une licence de la classe 1 ou 8 sont considérés comme des transporteurs à horaire régulier.

Transporteurs à horaire fixe - Compagnie aérienne titulaire d'une licence de la classe 1 ou 8 l'autorisant à effectuer un service à horaire régulier à taxe unitaire. Il faut noter qu'un transporteur à service à horaire régulier peut également être titulaire d'une licence des classes 2, 9-2, 3 ou 9-3, ces licences l'autorisant à effectuer des services considérés comme étant sans horaire fixe. (voir transport à taxe unitaire)

Transporteurs du groupe I - Voir transporteurs transcontinentaux.

Transporteurs de groupe II - Voir transporteurs régionaux et se reporter au passage de l'introduction sur Nordair.

Transporteurs régionaux - Toute compagnie aérienne canadienne désignée par le ministère des Transports comme transporteur régional. Sont des transporteurs régionaux Eastern Provincial Airways, Nordair, Pacific Western Airlines, Québecair et Transair.

Transporteurs transcontinentaux - Air Canada et CP Air.

Vols spécialisés - Services aériens spécialisés exécutés en vertu d'une licence de la classe 7. Le vol spécialisé comprend les excursions aériennes, l'entraînement au vol, la photographie et les relevés aériens, etc. et d'autres types de vols qui ne consistent pas à transporter des passagers ou des marchandises entre deux points.

STATISTICS CANADA LIBRARY
BIBLIOTHÈQUE STATISTIQUE CANADA



1010528276