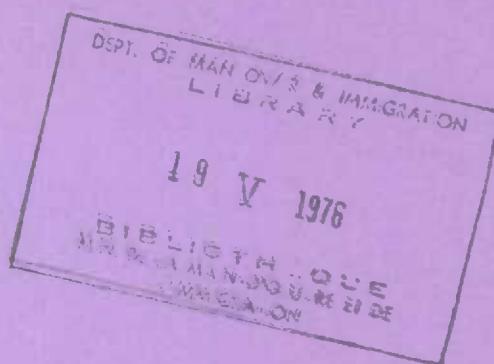


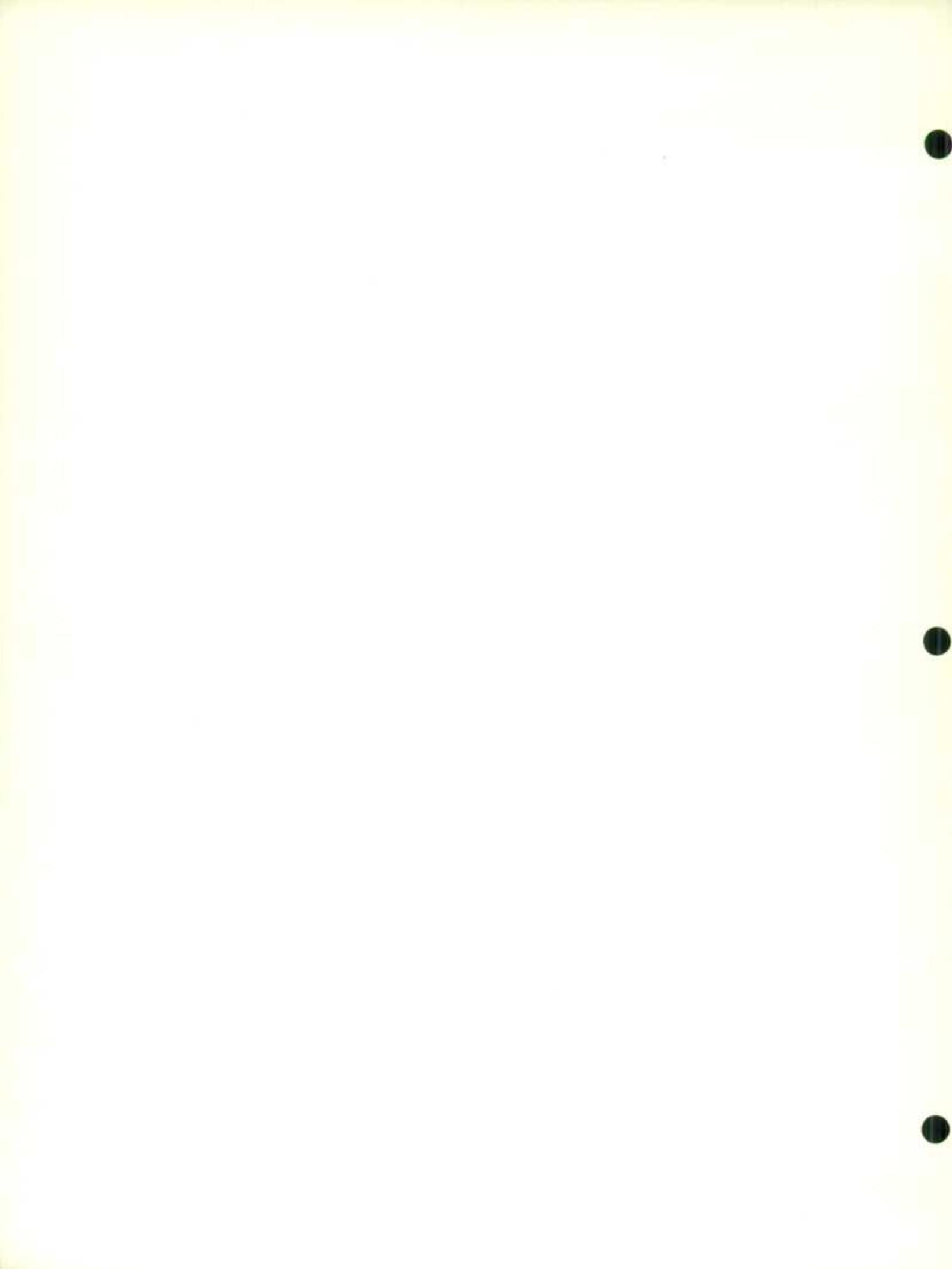
International air charter statistics

OCTOBER-DECEMBER 1975

Statistique des affrètements aériens internationaux

OCTOBRE-DÉCEMBRE 1975





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INTERNATIONAL AIR CHARTER STATISTICS

STATISTIQUE DES AFFRÈTEMENTS AÉRIENS INTERNATIONAUX

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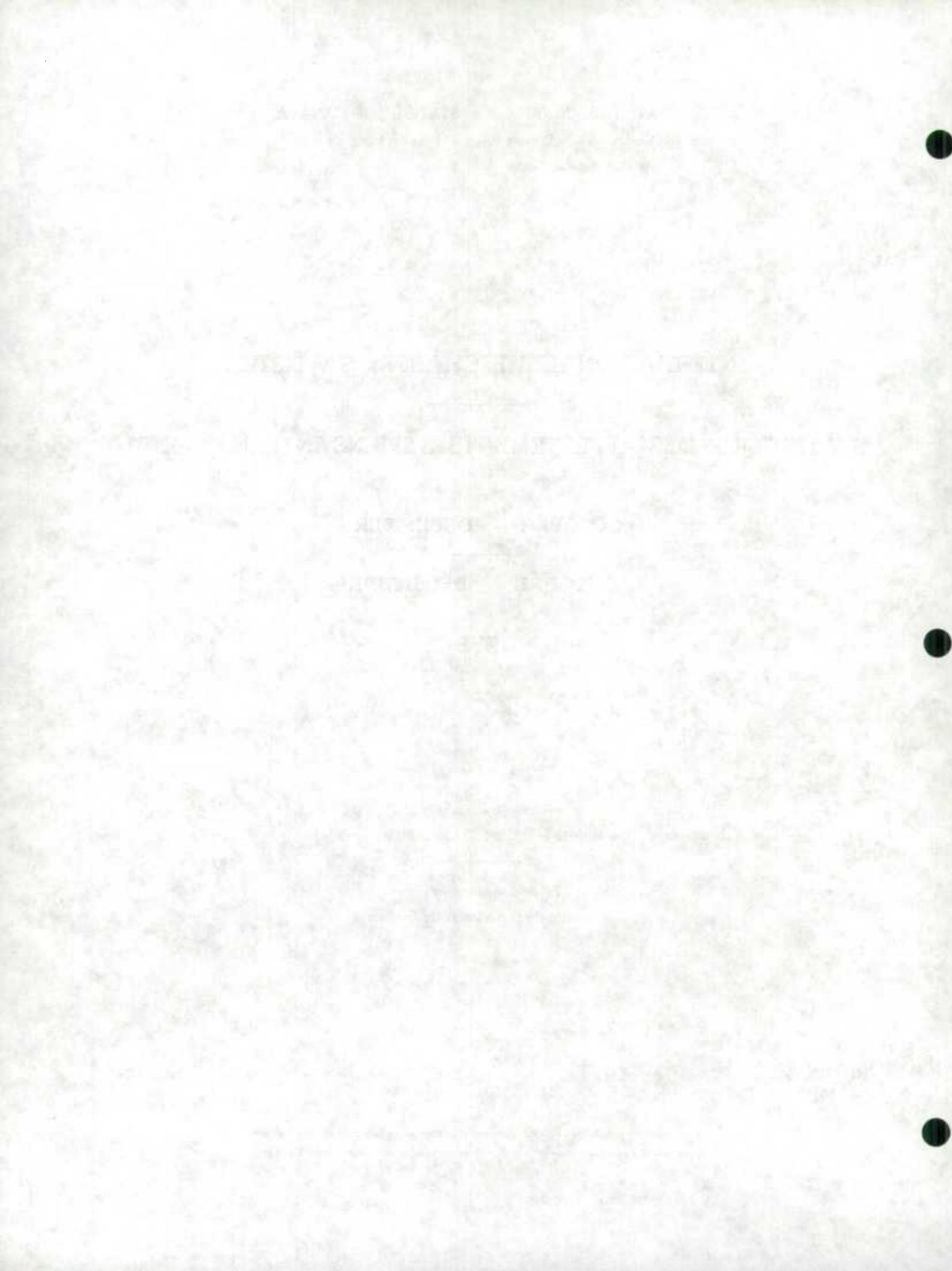
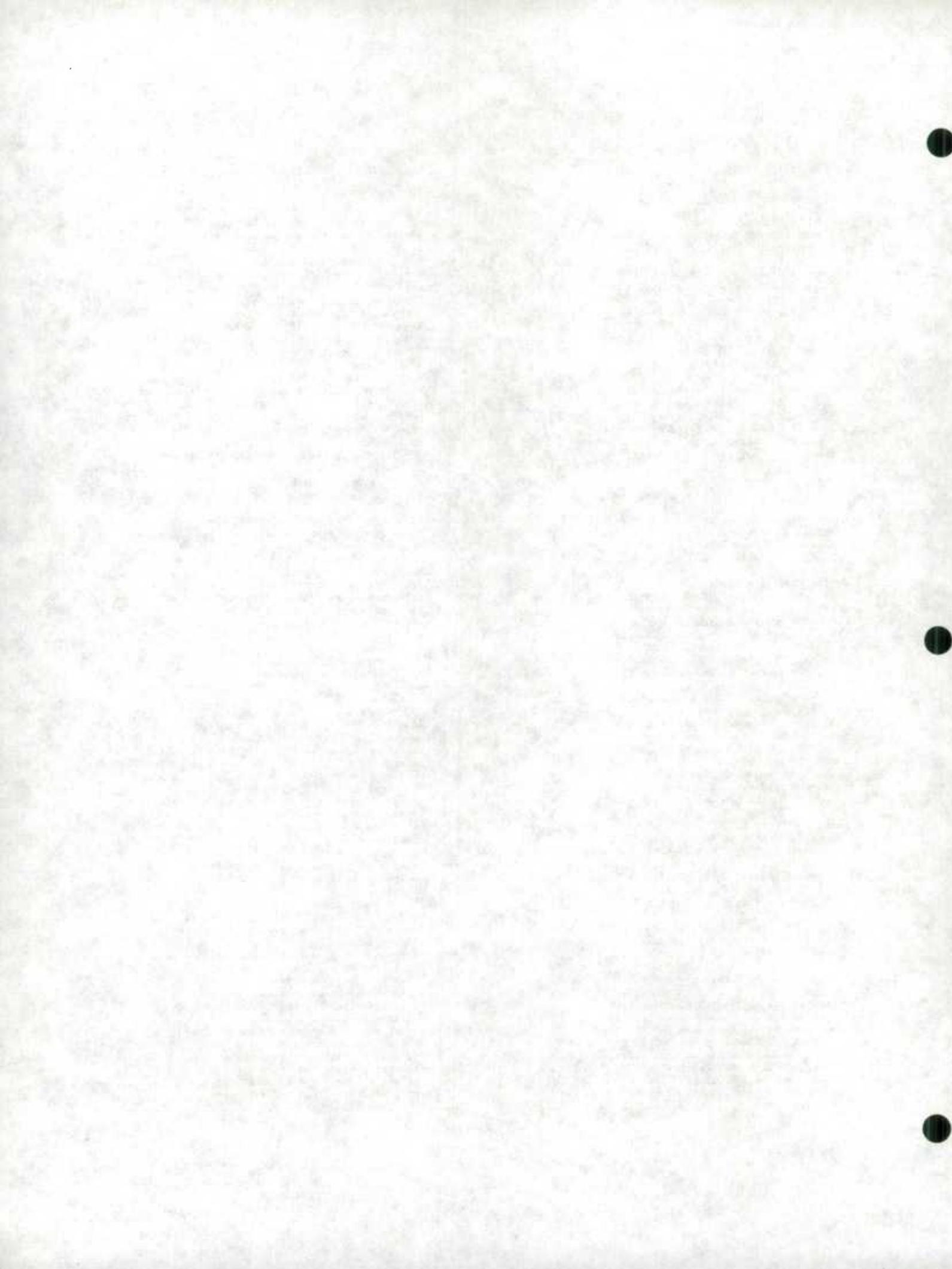


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COVERAGE

The International Air Charter Survey is derived from reports filed on a monthly basis by commercial air carriers performing charter services into and out of Canada. These carriers report all their charter flights performed by aircraft having a maximum authorized take-off weight of more than 18,000 pounds. The charter reports are filed under authority of the Aeronautics Act administered by the Air Transport Committee of the Canadian Transport Commission.

For data presentation, the world has been divided into the following six regions:

1. Africa (including that part of Egypt located in Asia);
2. Asia (including that part of Turkey located in Europe, as well as Sumatra, Java, Borneo, New Guinea, the Philippine Islands and other islands adjacent thereto);
3. Europe (including Iceland, Greenland and the Azores);
4. Pacific (composed of Australia, New Zealand, Melanesia, Micronesia and Polynesia, except islands in the Pacific Ocean under U.S. Administration);
5. Southern (composed of Bermuda, the Bahamas, the Caribbean Islands - except Puerto Rico and the U.S. Virgin Islands -, Mexico, Central America and South America);
6. United States of America (all areas under its sovereignty, jurisdiction or trusteeship).

Geographical terms used in the above description of regions have the meanings assigned to them by Webster's Geographical Dictionary, G.C. Merriam Co., Publishers, Springfield, Mass. 1969. In Tables 1-4 and 6-10, the data are broken down according to the foreign destination or origin, as the case may be, of the charter traffic; with respect to regions 1 through 5, destination and origin are shown by countries, except that, where deemed meaningful for the purpose of this publication, some areas distant from the metropolitan territory of the country they would be regarded as part of in the international law, are shown as separate destinations or origins. Region 6 is divided into the following areas: Arizona, California, Florida, the State of Hawaii, Nevada, Puerto Rico, U.S. Virgin Islands and other U.S.

DEFINITIONS AND CONCEPTS

I. Charter Types

1. International charters are air transportation operations where the entire capacity of an aircraft has been engaged by one or a limited number of charterers for flights between Canada and any other country. Charters are classified either as passenger or as cargo flights, according to the predominance of one or the other type of load aboard. In this publication, passengers transported on a cargo charter or cargo transported on a passenger charter are not reported; in other words, incidental load of a type different from that the charter was operated for is disregarded here.
2. Passenger charters may be divided into two basic types: entity charters on the one hand, and, on the other, charters in which the charterer is permitted to resell space (seats) on the chartered aircraft to individuals subject to conditions governing the charterworthiness of the operation. The most important or most conspicuous charterworthiness conditions serve as criteria for the grouping of the resaleable charters: this publication distinguishes among pro rata, inclusive tour and advance booking passenger charters in addition to entity passenger charters. Since detailed charterworthiness conditions vary considerably from country to country and charters are governed in most cases, or primari-

CHAMP DE L'ENQUETE

L'enquête sur les affrètements aériens internationaux est fondée sur les déclarations mensuelles des transporteurs aériens assurant des services d'affrètement en provenance et à destination du Canada. Ces transporteurs déclarent les vols d'affrètement effectués par des aéronefs d'un poids supérieur à 18,000 livres. Les déclarations d'affrètement sont présentées, en vertu de la Loi sur l'aéronautique, au Comité des transports aériens de la Commission canadienne des transports.

Pour la présentation statistique, le monde a été divisé en six régions comme suit:

1. Afrique (incluant la partie de l'Egypte située en Asie);
2. Asie (incluant la partie de la Turquie située en Europe, ainsi que Sumatra, Java, Bornéo, la Nouvelle-Guinée, les Philippines et les autres îles environnantes);
3. Europe (incluant l'Islande, le Groenland et les Açores);
4. Pacifique (comprend l'Australie, la Nouvelle-Zélande, la Mélanésie, la Micronésie et la Polynésie, sauf les îles de l'océan Pacifique sous la juridiction des Etats-Unis);
5. Sud (comprend les Bermudes, les Bahamas, les Caraïbes - excepté Puerto Rico et les îles Vierges sous tutelle américaine -, le Mexique, les Amériques Centrale et du Sud);
6. Les Etats-Unis d'Amérique (comprend toutes les régions sous sa souveraineté, juridiction ou tutelle).

Les définitions géographiques mentionnées ci-haut sont tirées du Webster's Geographical Dictionary, G.C. Merriam Co., Publishers, Springfield, Mass. 1969. Dans les tableaux 1 à 4 et 6 à 10, les données sont, suivant le cas, présentées selon l'origine ou la destination étrangère; en ce qui concerne les régions 1 à 5, la destination et l'origine sont montrées par pays, sauf que, dans les cas où elles sont jugées importantes pour cette publication, quelques régions éloignées du pays dont elles font partie selon la loi internationale sont montrées comme destination ou origine séparées. La région 6 est divisée comme suit: Arizona, Californie, Floride, Hawaï, Nevada, Puerto Rico, les îles Vierges américaines et autres E.U.

DEFINITIONS ET CONCEPTS

I. Affrètements

1. Les affrètements internationaux sont des opérations de transport aérien où la capacité totale d'un aéronef a été louée par un ou un nombre limité d'affréteurs pour des vols entre le Canada et un autre pays. Les affrètements sont classés comme vols de passagers ou comme vols de marchandises selon la prédominance de l'un ou de l'autre. Dans cette publication, les passagers transportés sur un affrètement de marchandises ou des marchandises transportées sur un affrètement de passagers ne sont pas rapportés; en d'autres mots, une cargaison fortuite d'un affrètement différent de celui qui a été opéré n'est pas considérée.
2. Les affrètements de passagers peuvent être divisés en deux types: les affrètements sans participation d'une part, et, d'autre part, les affrètements où l'affréteur a le droit de revendre l'espace (les sièges) sur l'aéronef nolisé à des particuliers sujet aux conditions qui régissent la bonne exécution d'un affrètement. Les conditions les plus importantes ou les plus éminentes de la bonne exécution d'un affrètement servent de critères pour le regroupement des affrètements sujets à revente; en plus des affrètements de passagers sans participation, cette publication considère aussi les affrètements de passagers avec participation, pour voyage tout compris et à réservation anticipée. Puisque les conditions détaillées de la bonne exécution d'un affrètement varient considérablement d'un

DEFINITIONS AND CONCEPTS - Continued

I. Charter Type - Continued

2. Passenger charters - Continued

ly, by the charter rules of the country where the charter flight originates, only broad descriptions* accommodate the diverse requirements and restrictions international charters are subject to under the respective regulations of each country of origin. The descriptions are as follows:

(a) "Entity": means a charter in which the charterer engages, and pays for, the entire capacity of the chartered aircraft, without any contribution to the charter price from any other person (including passengers) who is not a charterer (however, charters with aircraft of a maximum take-off weight of not more than 35,000 pounds originating in the United States classified as entity operations in this publication may not correspond entirely to this description).

(b) "Pro rata": means a charter in which the charterer resells seats on the chartered aircraft to prospective passengers or in which the prospective passengers, as a group, act as charterers, in both cases subject to various charterworthiness conditions. In this publication, any international passenger charter flight on which transportation is available at a per seat price, other than inclusive tour or advance booking charters (see (c) and (d) below), is classified as a pro rata charter. Examples of pro rata type charter operations: affinity charters (where passengers have to belong to an organization with activities more diversified than limited to arranging international transportation); common purpose or special event charters (where the purpose of travel is attendance at a particular, distinctive event); student charters (where charter travel serves an educational purpose), etc.

DEFINITIONS ET CONCEPTS - suite

I. Affrètements - suite

2. Les affrètements de passagers - suite

pays à l'autre et que les affrètements sont régis dans la plupart des cas, ou en principe, par les règlements du pays d'où le vol tire son origine, il n'y a que des définitions* générales qui répondent aux différentes exigences et restrictions auxquelles les affrètements internationaux sont sujets. Ces définitions s'établissent comme suit:

a) "Affrètement sans participation": est un affrètement aux termes duquel l'affréteur engage et paie pour la capacité totale de l'aéronef nolisé sans aucune contribution de la part d'aucune autre personne (incluant les passagers) qui n'est pas un affréteur (cependant, dans cette publication, ces mêmes affrètements effectués avec des aéronefs ayant un poids maximum brut au décollage de 18,001 à 35,000 livres et qui ont pour origine les Etats-Unis peuvent ne pas correspondre entièrement à cette définition).

b) "Affrètement avec participation": est un affrètement aux termes duquel l'affréteur revend les sièges de l'aéronef nolisé à des passagers éventuels ou aux termes duquel les passagers éventuels, comme groupes, deviennent affréteurs. Dans les deux cas, ces affrètements sont sujets aux différentes conditions qui régissent les affrètements conformément aux règles y applicables. Dans cette publication, tout vol d'affrètement de passagers international, autre qu'un affrètement pour "voyage tout compris" ou "à réservation anticipée" (voir (c) et (d) ci-après), pour lequel on doit payer un prix par siège est classé comme un affrètement avec participation. En voici quelques exemples: les affrètements avec participation dont le groupe a une affinité (i.e. dont les passagers sont des membres en règle d'un organisme dont les activités principales ne se limitent pas seulement à l'organisation de voyages internationaux; les affrètements avec participation dont le groupe a un but commun ou assiste à un événement spécial

* The descriptions in this publication do not adequately reproduce Canadian international charter rules. For Canadian requirements see the Air Carrier Regulations, SOR/72-145 and amendments thereto.

* Les définitions de cette publication ne reflètent pas complètement les règlements canadiens sur les affrètements internationaux. Ces exigences canadiennes sont reproduites dans les règlements sur les transports aériens, DCRs/71-145 et leurs amendements.

DEFINITIONS AND CONCEPTS - Continued

I. Charter Type - Concluded

II. Passenger charters - Concluded

(c) "Inclusive tour (ITC)": means a charter in which the prospective passengers purchase from the charterer sleeping accommodation for each night of the period of time spent abroad in addition to transportation on the chartered aircraft. Inclusive tour revenue includes the cost of transportation only in this publication.

(d) "Advance booking (ABC)": means a return charter in which the prospective passengers observe a minimum prebooking deadline set with reference to the planned date of departure of the outbound charter flight.

3. Cargo charters are entity charters (see 2(a) above) performed for the transportation of goods. However, the regulations of some foreign countries may permit the resale of the chartered cargo capacity to freight forwarders or shippers.

II. Summary of Interrelationship of Tables

Table 5, which shows a summary of passenger charters by carrier, is an aggregate of Tables 1-4.

Table 6, which shows a summary of Canadian origin passenger charters by country of destination and type of charter, is the summation of the Canadian origin information contained in Tables 1-4.

Table 7 gives a summary of foreign origin passenger charters by country of origin and type of charter and is a summation of the foreign origin information contained in Tables 1-4.

Table 10, which lists entity cargo charters by country of origin and destination is the sum of the related information included in Table 9.

Tables 11 and 12 break out the information on passenger origin and destination by city pairs.

DEFINITIONS ET CONCEPTS - suite

I. Affrètements - fin

2. Les affrètements de passagers - fin

b) "Affrètement avec participation": - fin

(i.e. dont le but du voyage est d'assister à une manifestation particulière, distinctive); les affrètements avec participation dont le groupe est formé d'étudiants (i.e. dont le voyage a un but éducatif), etc.

c) "Affrètement pour voyage tout compris": est un affrètement aux termes duquel les passagers éventuels achètent de l'affréteur des facilités de logement pour chacune des nuits de voyage en plus de payer les frais de transport. Toutefois, les revenus de ces affrètements présentés dans cette publication ne correspondent qu'aux recettes de vol seulement.

d) "Affrètement à réservation anticipée": est un affrètement aller-retour aux termes duquel les passagers éventuels observent une délimitation de temps minimale établie à partir de la date de départ de la portion "aller" du vol d'affrètement.

3. Les affrètements de marchandises sont des affrètements sans participation (voir 2(a) ci-dessus) dont le but est d'assurer le transport des marchandises. Cependant, les règlements de certains pays étrangers peuvent permettre la revente de la cargaison à des intermédiaires de transport ou des expéditeurs.

II. Sommaire de l'interrelation des tableaux

Le tableau 5, qui donne un sommaire des affrètements de passagers par transporteur, est une sommation des tableaux 1 à 4.

Le tableau 6, qui présente un sommaire des affrètements de passagers d'origine canadienne par pays de destination et genre d'affrètement, est une sommation de l'information sur les vols d'origine canadienne qui apparaît dans les tableaux 1 à 4.

Le tableau 7 donne un sommaire des affrètements de passagers d'origine étrangère par pays d'origine et genre d'affrètement et est une sommation de l'information sur les vols d'origine étrangère qui est contenue dans les tableaux 1 à 4.

Le tableau 10, qui offre les affrètements de marchandises par pays d'origine et de destination, est une sommation de la statistique renfermée dans le tableau 9.

Les tableaux 11 et 12 présentent la statistique par l'origine et la destination par paires de villes.

DEFINITIONS AND CONCEPTS - Continued

III. Origin and Destination

1. In Tables 1-4 and 6-10, the "Canadian origin" charter traffic was destined to a foreign country or area as shown; conversely, the "foreign origin" charter traffic was flown to Canada from the country or area as shown. In the mentioned Tables (except Table 8), as well as in Table 5, the data relating to both the outbound and inbound legs of a return charter operation are assigned to the initial origin thereof: for example, a Canadian origin outbound and the subsequent return flight are reported as two Canadian origin flights, with a similar summation of all other outbound and inbound data. A large majority of passenger charters are return operations, while a return cargo charter, though conceivable, almost never occurs in practice.
2. Tables 11 and 12, in addition to showing the origin of the charter traffic, also specify the direction of the passenger movement; outbound means "outbound from Canada", while inbound means "inbound into Canada" whether the flight originated in Canada or elsewhere.

IV. Explanation of Data Reported

1. With reference to flights, it should be noted that when there is a multiple origin or destination, the flight count is based on the number of origins or destinations. For example, a one-way charter flight whose origins are Montreal and Toronto and the destination is Miami would be treated as one flight for Montreal-Miami and one flight for Toronto-Miami; a return charter Montreal/Toronto/Miami/Toronto/Montreal would be shown as four flights.
2. Passenger trips relate to the actual number of passengers who occupied a seat on a charter flight and not to the number of seats that were sold for the flight. Passenger trips are counted one-way: a passenger on a return voyage would be making two passenger trips.
3. Seats available pertain to the number of seats that are for sale on each flight, and are also counted one-way.
4. Load factors are calculated by dividing the actual number of passengers by the number of seats available; seats that may be available on ferry or positioning flight are not taken into consideration. Please note that load factors are rounded to the nearest percent.
5. Cargo refers to the goods or property carried on a charter flight. The short ton, which is 2,000 pounds or 907.18 kilograms is the measure used to express the amount of cargo carried.
6. Revenues shown in the publication are those derived from air transportation exclusively and represent the amount paid by the charterer to the air carrier: hence, they may not be in a direct relationship to the per seat and per trip fare that individual passengers paid for the charter transportation.

For revenue figures prior to 1971, the total round trip flight revenues were allocated to the quarter in which the origination leg, but not necessarily the return leg, of the charter operation was performed. For example, prior to 1971, a return flight which departed in March and returned in April would have had all its revenues allocated to the January-March period. From 1971 on, this flight would see its revenues for the originating leg allocated to the January-March period and its revenues for the return leg allocated to the April-June period.

DEFINITIONS ET CONCEPTS - suite

III. Origine et destination

1. Comme il est indiqué dans les tableaux 1 à 4 et 6 à 10, le trafic d'affrètement d'origine canadienne était destiné vers un autre pays ou une région étrangère; réciproquement, le trafic d'affrètement d'origine étrangère était acheminée vers le Canada à partir d'un autre pays ou d'une région étrangère. Dans les tableaux ci-haut mentionnés (sauf le tableau 8), ainsi que dans le tableau 5, les données pertinentes à la fois aux portions "sortant" et "entrant" d'un affrètement aller-retour sont attribuées à l'origine initiale de l'opération: par exemple, un vol "sortant" d'origine canadienne ainsi que son retour sont considérés comme deux vols d'origine canadienne, une sommation similaire est faite pour toutes les autres données des portions "sortant" et "entrant". La majeure partie des affrètements de passagers sont des opérations aller-retour, alors que les affrètements de marchandises aller-retour, quoique possible, ne se présentent presque jamais.
2. Les tableaux 11 et 12, en plus de montrer l'origine du trafic d'affrètement, spécifient aussi la direction du mouvement des passagers; sortant signifie "sortant du Canada", alors que entrant signifie "entrant au Canada" que le vol soit originaire ou non du Canada.

IV. Explication des données

1. En ce qui concerne les vols, il faudrait noter que lorsqu'il y a une origine ou destination multiple, le calcul du nombre de vols est basé sur le nombre d'origine ou de destinations. Par exemple, un vol d'affrètement à sens unique dont les origines sont Montréal et Toronto et dont la destination est Miami serait considéré comme un vol pour Montréal-Miami et un vol pour Toronto-Miami, un affrètement aller-retour Montréal/Toronto/Miami/Toronto/Montréal serait indiqué comme 4 vols.
2. Les passagers réfèrent au nombre actuel de passagers qui ont occupé un siège sur un vol d'affrètement et non au nombre de sièges qui ont été vendus pour ce vol. Les passagers sont calculés à sens unique; ainsi, un passager sur un voyage aller-retour sera compté comme deux passagers.
3. Les sièges disponibles réfèrent au nombre de sièges qui sont en vente pour chaque vol et sont aussi calculés à sens unique.
4. Les coefficients de remplissage sont obtenus en divisant le nombre actuel de passagers par le nombre de sièges disponibles, les sièges qui sont disponibles lors de vols de mise en place ou de traverse ne sont pas considérés. Veuillez noter que les coefficients de remplissage sont arrondis au pour cent le plus près.
5. Les marchandises se rapportent aux biens ou propriétés transportés sur un vol d'affrètement. La tonne courte, qui s'évalue à 2,000 livres ou 907.18 kilogrammes, est la mesure utilisée pour exprimer la charge de marchandises transportées.
6. Les revenus montrés dans cette publication sont dérivés du Transport aérien exclusivement. Ils représentent le montant payé par l'affréteur au transporteur aérien: cependant, il se peut qu'ils ne soient pas en relation directe avec le prix par siège ou par voyage que chaque passager a déboursé pour ce transport.

En ce qui a trait aux revenus antérieurs à 1971, le total des revenus d'un vol aller-retour était alors assigné au trimestre au cours duquel le vol de départ, mais pas nécessairement le vol de retour, avait été accompli. Par exemple, avant 1971, un vol aller-retour dont le départ se faisait en mars et le retour en avril voyait tous ses revenus alloués au trimestre couvrant la période janvier à mars. Depuis 1971, ce vol voit ses revenus de départ alloués au trimestre janvier-mars et ses revenus de retour au trimestre avril-juin.

DEFINITIONS AND CONCEPTS - Concluded

V. Sub-totals

1. The sub-total figures in Tables 1-5 and 9 refer to the total operations of the Canadian or the foreign carriers for a given type of charter.
2. The numbers appearing at the left side of the world areas throughout the publication relate to the division of the world for data presentation and the lines shown against them represent totals for the world areas.

VI. Average Duration of Stay

The method of calculation of the average duration (Table 8) is weighted for each group by multiplying the number of days the group stayed at the destination by the number of people in the group. This gives a measure in "passenger days". When the number of passenger-days for all groups is totalled and divided by the total number of passengers involved, the result is an average duration of stay per passenger.

The following example demonstrates the method used:

Group A 40 passengers x 10 days = 400 passenger-days
Group B 150 passengers x 21 days = 3,150 passenger-days
Group C 250 passengers x 42 days = 10,500 passenger-days

440 passengers 14,050 passenger-days

Average duration of stay per passenger = $\frac{14,050}{440} = 31.9$ days

With reference to ABC flights originating in the United Kingdom and also performed by United Kingdom carriers, in most cases, an arbitrary coverage duration of 30 days is applied. This is made necessary by the U.K. carriers' inability to report actual data in this respect in 1974, due to a rule in the ABC regulations of the United Kingdom which gave the passenger the option to choose his own return date.

VII. List of Abbreviations

The following abbreviations are used throughout the publication:

| | | |
|--------|---|------------------|
| AB | = | Advance Booking |
| Avail. | = | Available |
| C | = | Charter |
| EP | = | Entity Passenger |
| Flts. | = | Flights |
| Incl. | = | Inclusive |
| IT | = | Inclusive Tour |
| Pass. | = | Passenger |
| PR | = | Pro Rata |
| Rev. | = | Revenue |

Please note that some preliminary data are available on a monthly basis from publication 51-004. However, the addition of three months will not necessarily correspond to the quarterly figure since the latter include figures that have been filed by the Carrier after due date.

For further information, contact Mrs. N. Asselin at the Aviation Statistics Centre, telephone: 613-995-9897.

DEFINITIONS ET CONCEPTS - fin

V. Sous-total

1. Les données sur le sous-total dans les tableaux 1 à 5 se rapportent aux opérations totales des transporteurs canadiens ou étrangers pour un type d'affrètement donné.
2. Les chiffres qui apparaissent à la gauche des régions du monde réfèrent à la division du monde pour la présentation statistique et les lignes ci-contre représentent la totalité du trafic pour ces régions du monde.

VI. Durée moyenne de séjour

La méthode de calcul du séjour moyen (Tableau 8) est pondérée pour chaque groupe en multipliant le nombre de jours que le groupe a passés au point de destination par le nombre de personnes faisant partie du groupe. On obtient ainsi une mesure en "jours-passagers". Quand le nombre de "jours-passagers" est additionné pour tous les groupes et divisé par le nombre total de passagers impliqués, on obtient une durée moyenne de séjour par passager.

L'exemple qui suit démontre la méthode utilisée:

Groupe A 40 passagers x 10 jours = 400 jours-passagers
Groupe B 150 passagers x 21 jours = 3,150 jours-passagers
Groupe C 250 passagers x 42 jours = 10,500 jours-passagers

440 passagers 14,050 jours-passagers

La durée moyenne de séjour par passager est donc de $\frac{14,050}{440}$, soit 31.9 jours.

En ce qui concerne les vols d'affrètement à réservation anticipée ayant origine au Royaume-Uni et opérés par des transporteurs du Royaume-Uni, on applique une durée moyenne de séjours arbitraire de 30 jours. Ceci est rendu nécessaire en raison de l'incapacité des transporteurs du Royaume-Uni à déclarer les données à cet effet pour 1974. De fait, un statut dans les règlements pour les affrètements à réservation anticipée du Royaume-Uni donne à chaque passager le loisir de décider de sa date de retour.

VII. Abbréviations

Les abréviations suivantes sont utilisées dans cette publication:

| | | |
|------------------|---|----------------------------|
| Avec Partic. | = | Avec Participation |
| Coef. Remp. | = | Coefficient de Remplissage |
| Pass. | = | Passagers |
| Reserv. Antici. | = | Réservation Anticipée |
| Rev. | = | Revenus |
| Sans Partic. | = | Sans Participation |
| Siège Disp. | = | Siège Disponible |
| Voy. To. Compris | = | Voyage Tout Compris |

Veuillez noter qu'un certain nombre de données préliminaires concernant les affrètements aériens internationaux sont disponibles sur une base mensuelle publication 51-004. Il faut cependant noter que l'addition des trois mois ne correspond pas nécessairement aux données trimestrielles étant donné que celles-ci sont ajustées lorsqu'un transporteur soumet son rapport après la date limite.

Pour de plus amples informations, communiquer avec Mme N. Asselin au Centre des statistiques de l'aviation, téléphone: 613-995-9897.

Chart - 1

Graphique - 1

**Number of Passengers Carried on International Charter Flights by World Area,
by Quarter, 1971-75**

**Nombre de passagers transportés en affrètements aériens internationaux
suivant la région du monde, par trimestre, 1971-75**

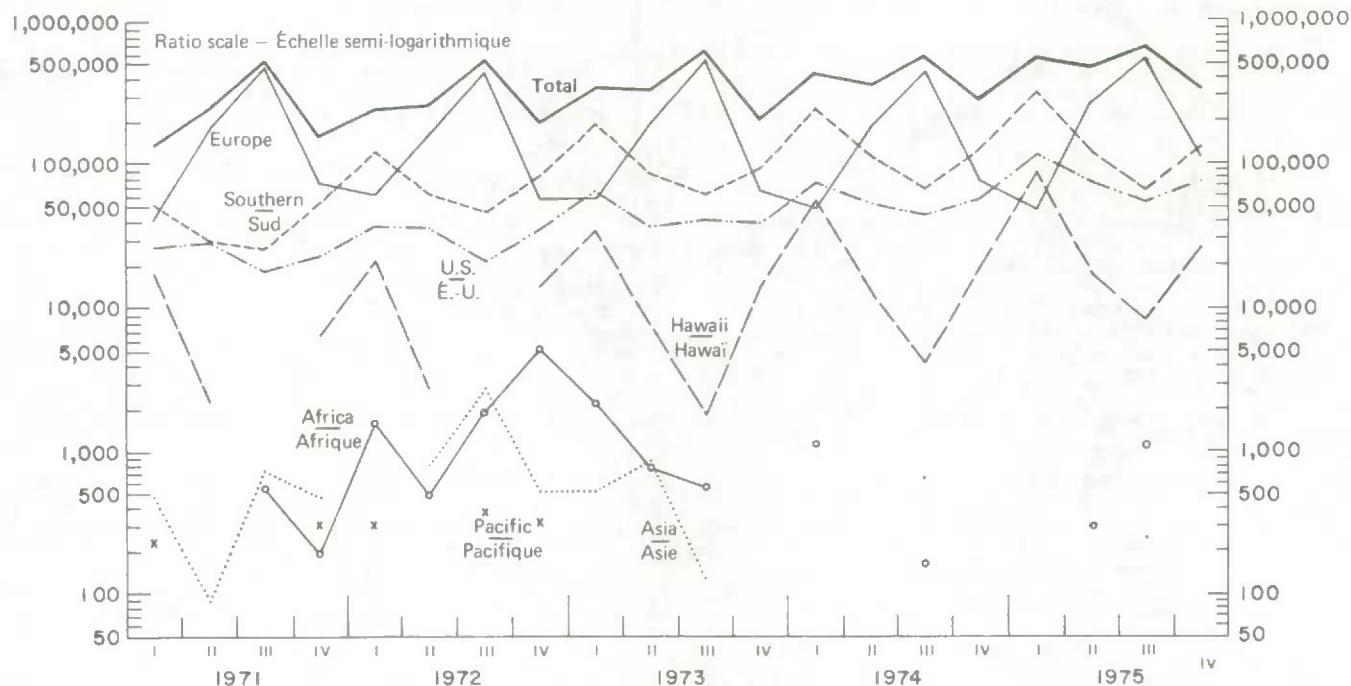


Chart - 2

Graphique - 2

**Number of Passengers Carried on International Charter Flights by Canadian
and Foreign Origin, Canadian and Foreign Carriers, by Quarter, 1974-75**

**Nombre de passagers en affrètements aériens internationaux par origine canadienne
et étrangère, par transporteurs canadiens et étrangers, par trimestre 1974-75**

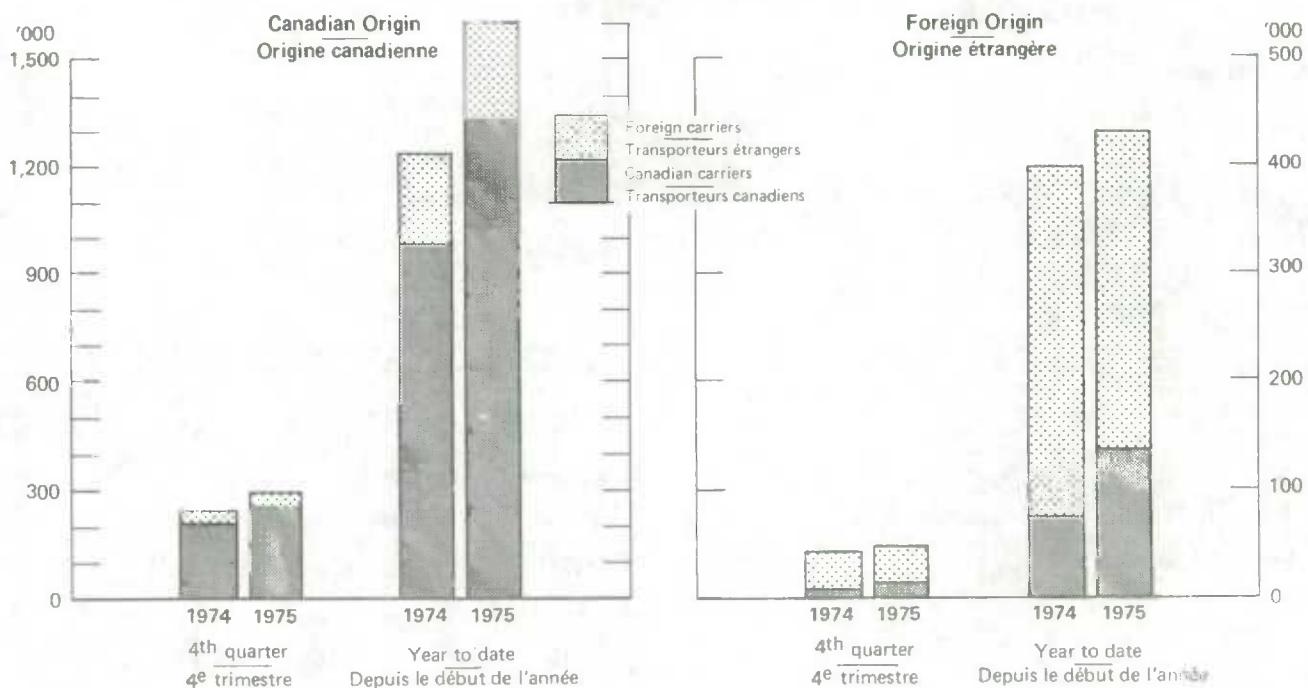


Chart - 3

Graphique - 3

**Number of Passengers Carried on International Charter Flights by Type of Charter,
by Quarter, 1974-75**

**Nombre de passagers transportés en affrètements aériens internationaux
suivant le genre d'affrètement, par trimestre, 1974-75**

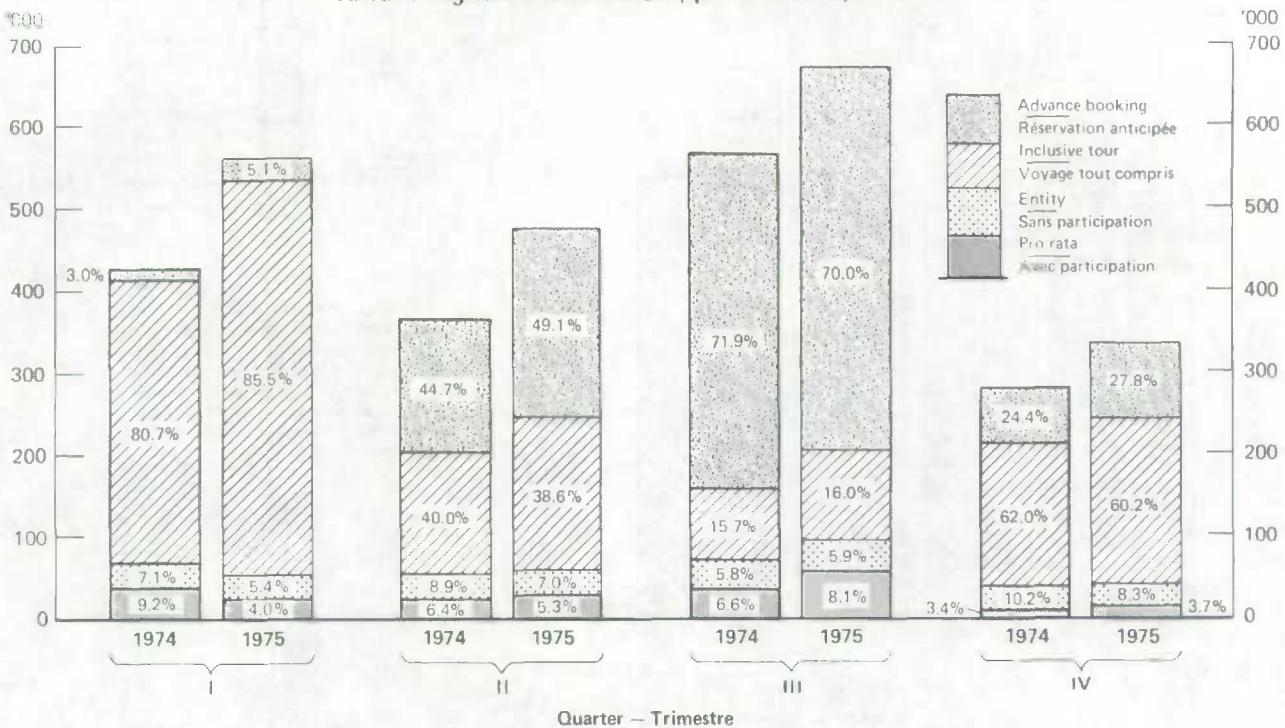


Chart - 4

Graphique - 4

**Number of Passengers Carried on International Charter Flights
by Type of Charter, Year-to-date, 1974-75**

**Nombre de passagers transportés en affrètements aériens internationaux
suivant le genre d'affrètement, depuis le début de l'année, 1974-75**

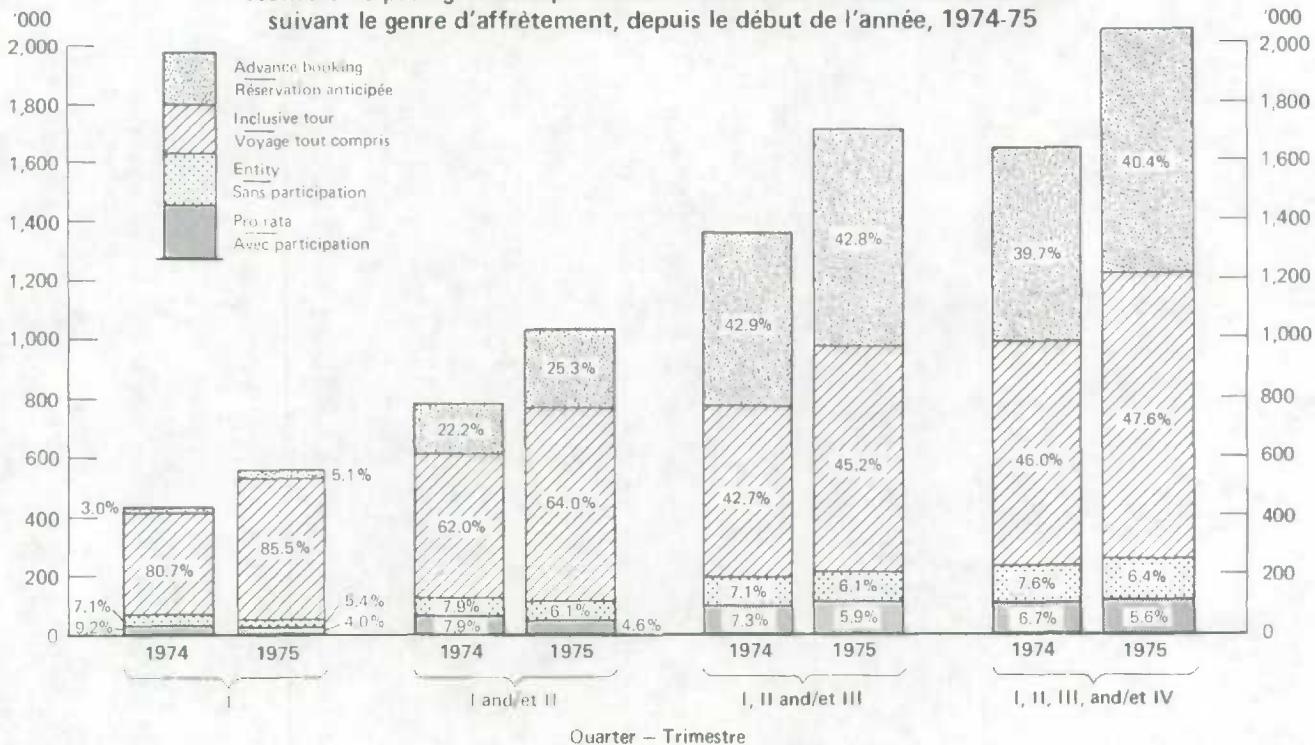


Chart - 5

Graphique - 5

Number of Passengers Carried on International Services by Canadian Carriers and Foreign Carriers, by Quarter, 1974-75

Nombre de passagers transportés en services internationaux par les transporteurs canadiens et étrangers, par trimestre, 1974-75

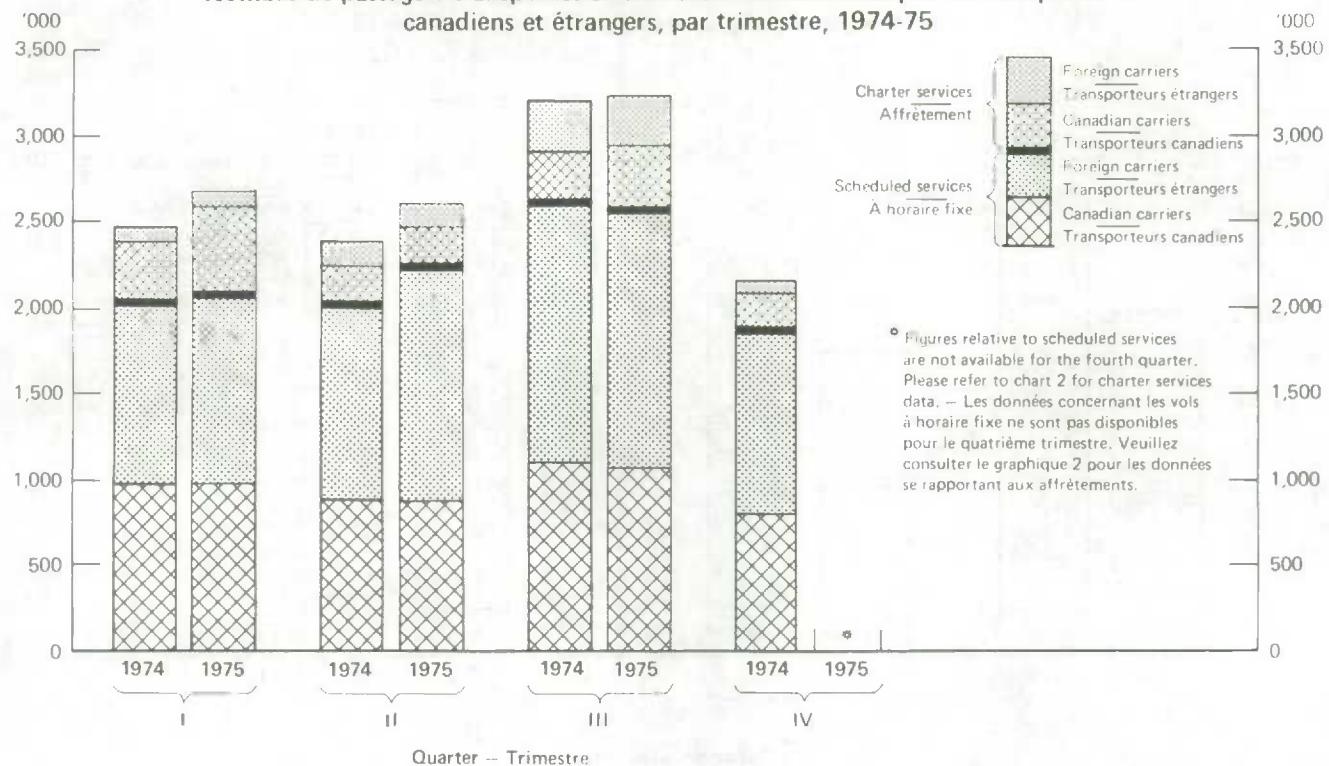


TABLE 1
ADVANCE BOOKING CHARTER OPERATIONS
FLIGHTS, PASSENGER TRIPS, SEATS AVAILABLE, LOAD FACTORS AND REVENUES
BY CARRIER AND BY COUNTRY OF ORIGIN AND DESTINATION

TABLEAU 1
AFFRETEMENTS A RESERVATION ANTICIPÉE
VOLS, PASSAGERS, SIEGES DISPONIBLES, COEFFICIENT DE REMPLISSAGE ET REVENUS
PAR TRANSPORTEUR ET PAYS D'ORIGINE ET DE DESTINATION

| CARRIER | COUNTRY | CANADIAN ORIGIN | | | | | | FOREIGN ORIGIN | | | | | | TOTAL | | | | | |
|---------------------------|---------------------------|-----------------|--------|--------|-----------------|-------|-------|----------------|--------|--------|-----------------|-------|--------|--------|--------|-------|-----------------|--|--|
| | | PASS. | | | SEATS LOAD REV. | | | PASS. | | | SEATS LOAD REV. | | | PASS. | | | SEATS LOAD REV. | | |
| | | FLTS. | TRIPS | AVAIL. | FACTOR | \$000 | FLTS. | TRIPS | AVAIL. | FACTOR | \$000 | FLTS. | TRIPS | AVAIL. | FACTOR | \$000 | | | |
| ORIGINE CANADIENNE | | | | | | | | | | | | | | | | | | | |
| AIR CANADA | BELGIUM | 2 | 266 | 272 | 98 | 33 | 0 | 0 | 0 | 0 | 0 | 2 | 266 | 272 | 98 | 33 | | | |
| ENGLAND | ANGLETERRE | 10 | 1,699 | 1,981 | 86 | 231 | 10 | 1,884 | 1,936 | 97 | 206 | 20 | 3,583 | 3,917 | 91 | 437 | | | |
| FRANCE | | 5 | 713 | 936 | 76 | 115 | 0 | 0 | 0 | 0 | 0 | 5 | 713 | 936 | 76 | 115 | | | |
| GERMANY | ALLEMAGNE | 0 | 0 | 0 | 0 | 0 | 4 | 780 | 800 | 98 | 83 | 4 | 780 | 800 | 98 | 83 | | | |
| S.IRELAND | IRLANDE S. | 1 | 126 | 136 | 93 | 15 | 1 | 198 | 200 | 99 | 20 | 2 | 324 | 336 | 96 | 35 | | | |
| 3 EUROPE | | 18 | 2,804 | 3,325 | 84 | 394 | 15 | 2,862 | 2,936 | 97 | 309 | 33 | 5,666 | 6,261 | 90 | 703 | | | |
| CARRIER-TOTAL-TRANSP. | | 18 | 2,804 | 3,325 | 84 | 394 | 15 | 2,862 | 2,936 | 97 | 309 | 33 | 5,666 | 6,261 | 90 | 703 | | | |
| CP AIR | CP AIR | | | | | | | | | | | | | | | | | | |
| ENGLAND | ANGLETERRE | 7 | 949 | 1,197 | 79 | 146 | 3 | 401 | 513 | 78 | 47 | 10 | 1,350 | 1,710 | 79 | 193 | | | |
| GERMANY | ALLEMAGNE | 1 | 168 | 171 | 98 | 23 | 0 | 0 | 0 | 0 | 0 | 1 | 168 | 171 | 98 | 23 | | | |
| 3 EUROPE | | 8 | 1,117 | 1,368 | 82 | 169 | 3 | 401 | 513 | 78 | 47 | 11 | 1,518 | 1,881 | 81 | 216 | | | |
| CARRIER-TOTAL-TRANSP. | | 8 | 1,117 | 1,368 | 82 | 169 | 3 | 401 | 513 | 78 | 47 | 11 | 1,518 | 1,881 | 81 | 216 | | | |
| NORDAIR | NORDAIR | | | | | | | | | | | | | | | | | | |
| TRINIDAD-TOBAGO | | 1 | 250 | 250 | 100 | 25 | 0 | 0 | 0 | 0 | 0 | 1 | 250 | 250 | 100 | 25 | | | |
| 5 SOUTH | SUD | 1 | 250 | 250 | 100 | 25 | 0 | 0 | 0 | 0 | 0 | 1 | 250 | 250 | 100 | 25 | | | |
| CARRIER-TOTAL-TRANSP. | | 1 | 250 | 250 | 100 | 25 | 0 | 0 | 0 | 0 | 0 | 1 | 250 | 250 | 100 | 25 | | | |
| QUEBECAIR | QUEBECAIR | | | | | | | | | | | | | | | | | | |
| FRANCE | | 2 | 318 | 362 | 88 | 39 | 0 | 0 | 0 | 0 | 0 | 2 | 318 | 362 | 88 | 39 | | | |
| GERMANY | ALLEMAGNE | 0 | 0 | 0 | 0 | 0 | 2 | 286 | 362 | 79 | 14 | 2 | 286 | 362 | 79 | 14 | | | |
| 3 EUROPE | | 2 | 318 | 362 | 88 | 39 | 2 | 286 | 362 | 79 | 14 | 4 | 604 | 724 | 83 | 53 | | | |
| CARRIER-TOTAL-TRANSP. | | 2 | 318 | 362 | 88 | 39 | 2 | 286 | 362 | 79 | 14 | 4 | 604 | 724 | 83 | 53 | | | |
| WARDAIR | WARDAIR | | | | | | | | | | | | | | | | | | |
| ENGLAND | ANGLETERRE | 107 | 21,660 | 34,288 | 63 | 4,541 | 44 | 9,276 | 13,670 | 68 | 1,229 | 151 | 30,936 | 47,958 | 65 | 5,770 | | | |
| GERMANY | ALLEMAGNE | 9 | 1,278 | 1,647 | 78 | 211 | 0 | 0 | 0 | 0 | 0 | 9 | 1,278 | 1,647 | 78 | 211 | | | |
| NETHERL. | PAYS-BAS | 12 | 2,358 | 3,285 | 72 | 362 | 0 | 0 | 0 | 0 | 0 | 12 | 2,358 | 3,285 | 72 | 362 | | | |
| 3 EUROPE | | 128 | 25,296 | 39,220 | 64 | 5,114 | 44 | 9,276 | 13,670 | 68 | 1,229 | 172 | 34,572 | 52,890 | 65 | 6,343 | | | |
| FLORIDA | FLORIDE | 2 | 403 | 910 | 44 | 61 | 0 | 0 | 0 | 0 | 0 | 2 | 403 | 910 | 44 | 61 | | | |
| HAWAII | HAWAII | 3 | 1,120 | 1,365 | 82 | 168 | 0 | 0 | 0 | 0 | 0 | 3 | 1,120 | 1,365 | 82 | 168 | | | |
| 6 U.S.A. | E.U. | 5 | 1,523 | 2,275 | 67 | 229 | 0 | 0 | 0 | 0 | 0 | 5 | 1,523 | 2,275 | 67 | 229 | | | |
| CARRIER-TOTAL-TRANSP. | | 133 | 26,819 | 41,495 | 65 | 5,343 | 44 | 9,276 | 13,670 | 68 | 1,229 | 177 | 36,095 | 55,165 | 65 | 6,572 | | | |
| SUBTOTAL - SOUS-TOTAL | | 162 | 31,308 | 46,800 | 67 | 5,970 | 64 | 12,825 | 17,481 | 73 | 1,599 | 226 | 44,133 | 64,281 | 69 | 7,569 | | | |
| AIR FRANCE | AIR FRANCE | | | | | | | | | | | | | | | | | | |
| FRANCE | | 2 | 281 | 328 | 86 | 39 | 0 | 0 | 0 | 0 | 0 | 2 | 281 | 328 | 86 | 39 | | | |
| 3 EUROPE | | 2 | 281 | 328 | 86 | 39 | 0 | 0 | 0 | 0 | 0 | 2 | 281 | 328 | 86 | 39 | | | |
| CARRIER-TOTAL-TRANSP. | | 2 | 281 | 328 | 86 | 39 | 0 | 0 | 0 | 0 | 0 | 2 | 281 | 328 | 86 | 39 | | | |
| BRITISH CALEDONIAN AIRWAY | BRITISH CALEDONIAN AIRWAY | | | | | | | | | | | | | | | | | | |
| ENGLAND | ANGLETERRE | 14 | 2,091 | 2,527 | 83 | 324 | 12 | 2,004 | 2,256 | 89 | 215 | 26 | 4,095 | 4,783 | 86 | 539 | | | |
| FRANCE | | 0 | 0 | 0 | 0 | 0 | 1 | 129 | 188 | 69 | 17 | 1 | 129 | 188 | 69 | 17 | | | |
| 3 EUROPE | | 14 | 2,091 | 2,527 | 83 | 324 | 13 | 2,133 | 2,444 | 87 | 232 | 27 | 4,224 | 4,971 | 85 | 556 | | | |
| CARRIER-TOTAL-TRANSP. | | 14 | 2,091 | 2,527 | 83 | 324 | 13 | 2,133 | 2,444 | 87 | 232 | 27 | 4,224 | 4,971 | 85 | 556 | | | |
| BRITISH OVERSEAS AIRWAYS | BRITISH OVERSEAS AIRWAYS | | | | | | | | | | | | | | | | | | |
| ENGLAND | ANGLETERRE | 20 | 3,430- | 4,716 | 73 | 543 | 15 | 2,578 | 3,846 | 67 | 381 | 35 | 6,008 | 8,562 | 70 | 924 | | | |
| 3 EUROPE | | 20 | 3,430 | 4,716 | 73 | 543 | 15 | 2,578 | 3,846 | 67 | 381 | 35 | 6,008 | 8,562 | 70 | 924 | | | |
| CARRIER-TOTAL-TRANSP. | | 20 | 3,430 | 4,716 | 73 | 543 | 15 | 2,578 | 3,846 | 67 | 381 | 35 | 6,008 | 8,562 | 70 | 924 | | | |
| BRITISH WEST INDIAN AIRWA | BRITISH WEST INDIAN AIRWA | | | | | | | | | | | | | | | | | | |
| TRINIDAD-TOBAGO | | 5 | 686 | 770 | 89 | 93 | 2 | 292 | 308 | 95 | 27 | 7 | 978 | 1,078 | 91 | 120 | | | |
| 5 SOUTH | SUD | 5 | 686 | 770 | 89 | 93 | 2 | 292 | 308 | 95 | 27 | 7 | 978 | 1,078 | 91 | 120 | | | |
| CARRIER-TOTAL-TRANSP. | | 5 | 686 | 770 | 89 | 93 | 2 | 292 | 308 | 95 | 27 | 7 | 978 | 1,078 | 91 | 120 | | | |
| DAN-AIR | DAN-AIR | | | | | | | | | | | | | | | | | | |
| ENGLAND | ANGLETERRE | 11 | 2,050 | 2,079 | 99 | 227 | 21 | 3,969 | 3,969 | 100 | 363 | 32 | 6,019 | 6,048 | 100 | 590 | | | |
| 3 EUROPE | | 11 | 2,050 | 2,079 | 99 | 227 | 21 | 3,969 | 3,969 | 100 | 363 | 32 | 6,019 | 6,048 | 100 | 590 | | | |
| CARRIER-TOTAL-TRANSP. | | 11 | 2,050 | 2,079 | 99 | 227 | 21 | 3,969 | 3,969 | 100 | 363 | 32 | 6,019 | 6,048 | 100 | 590 | | | |

TABLE I

ADVANCE BOOKING CHARTER OPERATIONS OCTOBER
FLIGHTS, PASSENGER TRIPS, SEATS AVAILABLE, LOAD FACTORS AND REVENUES
BY CARRIER AND BY COUNTRY OF ORIGIN AND DESTINATION

OCTOBER 1975 TO DECEMBER 1975

TABLEAU 1

AFFRETEMENTS A RESERVATION ANTICIPEE
VOLS, PASSAGERS, SIEGES DISPONIBLES, COEFFICIENT DE
PAR TRANSPORTEUR ET PAYS D'ORIGINE ET D'ARRIVEE

OCTOBRE 1975 A DECEMBRE 1975
ET REVENUS
ON

| | CANADIAN ORIGIN | | | | FOREIGN ORIGIN | | | | TOTAL | | | |
|--|--------------------|--------|--------|---------------|-------------------|-------|--------|---------------|-------|---------|---------|---------------|
| | PASS. | SEATS | LOAD | REV. | PASS. | SEATS | LOAD | REV. | PASS. | SEATS | LOAD | REV. |
| | FLTS. | TRIPS | AVAIL. | FACTOR(\$000) | FLTS. | TRIPS | AVAIL. | FACTOR(\$000) | FLTS. | TRIPS | AVAIL. | FACTOR(\$000) |
| | ORIGINE CANADIENNE | | | | ORIGINE ETRANGERE | | | | TOTAL | | | |
| | VOLS | PASS. | SIEGE | COEF. | REV. | VOLS | PASS. | SIEGE | COEF. | REV. | SIEGE | COEF. |
| | | | DISP. | REMP. | (\$000) | | | DISP. | REMP. | (\$000) | DISP. | REMP. (\$000) |
| IRISH INTERNATIONAL AIRLINES IRELAND IRLANDE S. 3 EUROPE | 1 | 176 | 176 | 100 | 20 | 0 | 0 | 0 | 0 | 0 | 176 | 176 |
| CARRIER-TOTAL-TRANSP. | 1 | 176 | 176 | 100 | 20 | 0 | 0 | 0 | 0 | 0 | 176 | 176 |
| KLM ROYAL DUTCH AIRLINES NETHERL. PAYS-BAS 3 EUROPE | 2 | 568 | 658 | 86 | 85 | 13 | 1,038 | 1,074 | 97 | 166 | 1,606 | 1,732 |
| CARRIER-TOTAL-TRANSP. | 2 | 568 | 658 | 86 | 85 | 13 | 1,038 | 1,074 | 97 | 166 | 1,606 | 1,732 |
| LAKER AIRWAYS ENGLAND ANGLETERRE 3 EUROPE | 86 | 13,307 | 20,320 | 65 | 2,480 | 67 | 14,711 | 21,275 | 69 | 1,915 | 28,018 | 41,595 |
| CARRIER-TOTAL-TRANSP. | 86 | 13,307 | 20,320 | 65 | 2,480 | 67 | 14,711 | 21,275 | 69 | 1,915 | 28,018 | 41,595 |
| LOT POLISH AIRLINES POLAND POLOGNE 3 EUROPE | 2 | 136 | 336 | 40 | 48 | 0 | 0 | 0 | 0 | 0 | 136 | 336 |
| CARRIER-TOTAL-TRANSP. | 2 | 136 | 336 | 40 | 48 | 0 | 0 | 0 | 0 | 0 | 136 | 336 |
| LUFTHANSA GERMAN AIRLINES GERMANY ALLEMAGNE 3 EUROPE | 3 | 452 | 452 | 100 | 57 | 0 | 0 | 0 | 0 | 0 | 452 | 452 |
| CARRIER-TOTAL-TRANSP. | 3 | 452 | 452 | 100 | 57 | 0 | 0 | 0 | 0 | 0 | 452 | 452 |
| SABENA BELGIAN AIRLINES BELGIUM BELGIQUE 3 EUROPE | 1 | 142 | 172 | 83 | 20 | 0 | 0 | 0 | 0 | 0 | 142 | 172 |
| CARRIER-TOTAL-TRANSP. | 1 | 142 | 172 | 83 | 20 | 0 | 0 | 0 | 0 | 0 | 142 | 172 |
| TRANSAVIA HOLLAND NETHERL. PAYS-BAS 3 EUROPE | 0 | 0 | 0 | 0 | 0 | 1 | 188 | 189 | 99 | 55 | 188 | 189 |
| CARRIER-TOTAL-TRANSP. | 0 | 0 | 0 | 0 | 0 | 1 | 188 | 189 | 99 | 55 | 188 | 189 |
| YUGOSLAV AIRLINES YUGOSLAVIA YOUGOSLA. 3 EUROPE | 10 | 1,444 | 1,740 | 83 | 262 | 0 | 0 | 0 | 0 | 0 | 1,444 | 1,740 |
| CARRIER-TOTAL-TRANSP. | 10 | 1,444 | 1,740 | 83 | 262 | 0 | 0 | 0 | 0 | 0 | 1,444 | 1,740 |
| SUBTOTAL - SOUS-TOTAL | 157 | 24,763 | 34,274 | 72 | 4,198 | 132 | 24,909 | 33,105 | 75 | 3,139 | 289 | 49,672 |
| AB TOTAL | 319 | 56,071 | 81,074 | 69 | 10,168 | 196 | 37,734 | 50,586 | 75 | 4,738 | 515 | 93,805 |
| | | | | | | | | | | | 131,660 | 71 14,906 |

TABLE 2 ENTITY PASSENGER CHARTER OPERATIONS OCTOBER 1975 TO DECEMBER 1975
FLIGHTS, PASSENGER TRIPS, SEATS AVAILABLE, LOAD FACTORS AND REVENUES
BY CARRIER AND BY COUNTRY OF ORIGIN AND DESTINATION

TABLEAU 2 AFFRETEMENTS SANS PARTICIPATION OCTOBRE 1975 A DECEMBRE 1975
VOLS, PASSAGERS, SIEGES DISPONIBLES, COEFFICIENT DE REMPLISSAGE ET REVENUS
PAR TRANSPORTEUR ET PAYS D'ORIGINE ET DE DESTINATION

| | | CANADIAN ORIGIN FOREIGN ORIGIN | | | | | | | | | | | | TOTAL | | | | |
|---------------------------|-------------|--------------------------------|-------|-------------|-------------------|-----------------------|-------|--------------------|------|----------------------------------|-------------------|-------------|----------------------------------|-------|-------|---------------------|-----|-----|
| | | PASS. SEATS LOAD REV. | | | | PASS. SEATS LOAD REV. | | | | FLTS. TRIPS AVAIL. FACTOR(\$000) | | | FLTS. TRIPS AVAIL. FACTOR(\$000) | | | | | |
| | | ORIGINE CANADIENNE | | | ORIGINE ETRANGERE | | | ORIGINE CANADIENNE | | | ORIGINE ETRANGERE | | | TOTAL | | | | |
| | | VOLS | PASS. | SIEGE COEF. | REV. | VOLS | PASS. | SIEGE COEF. | REV. | VOLS | PASS. | SIEGE COEF. | REV. | VOLS | PASS. | DISP. REMP. (\$000) | | |
| AIR CANADA | | | | | | | | | | | | | | | | | | |
| ENGLAND | ANGLETERRE | 1 | 186 | 200 | 93 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 186 | 200 | 93 | 24 |
| FRANCE | | 5 | 821 | 936 | 88 | 126 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 821 | 936 | 88 | 126 |
| GERMANY | ALLEMAGNE | 2 | 286 | 297 | 96 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 286 | 297 | 96 | 45 |
| SPAIN | ESPAGNE | 1 | 325 | 362 | 90 | 62 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 325 | 362 | 90 | 62 |
| YUGOSLAVIA | YUGOSLAVIA | 2 | 393 | 400 | 98 | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 393 | 400 | 98 | 66 |
| 3 EUROPE | | 11 | 2,011 | 2,195 | 92 | 323 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 2,011 | 2,195 | 92 | 323 |
| MEXICO | MEXIQUE | 4 | 704 | 800 | 88 | 93 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 704 | 800 | 88 | 93 |
| NETH.ANT. | ANTI.NEER. | 6 | 799 | 820 | 97 | 104 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 799 | 820 | 97 | 104 |
| 5 SOUTH | SUD | 10 | 1,503 | 1,620 | 93 | 197 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 1,503 | 1,620 | 93 | 197 |
| CALIFORNIA | CALIFORNIE | 1 | 102 | 136 | 75 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 102 | 136 | 75 | 19 |
| NEVADA | | 6 | 1,012 | 1,072 | 94 | 107 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1,012 | 1,072 | 94 | 107 |
| OTHER U.S. | AUTRES E.U. | 7 | 655 | 747 | 88 | 68 | 2 | 128 | 190 | 67 | 12 | 9 | 783 | 937 | 84 | 80 | | |
| PUERTO RICO | | 4 | 688 | 722 | 95 | 81 | 0 | 0 | 0 | 0 | 0 | 4 | 688 | 722 | 95 | 81 | | |
| 6 U.S.A. | E.U. | 18 | 2,457 | 2,677 | 92 | 275 | 2 | 128 | 190 | 67 | 12 | 20 | 2,585 | 2,867 | 90 | 287 | | |
| CARRIER-TOTAL-TRANS. | | 39 | 5,971 | 6,492 | 92 | 795 | 2 | 128 | 190 | 67 | 12 | 41 | 6,099 | 6,682 | 91 | 807 | | |
| CP AIR | | | | | | | | | | | | | | | | | | |
| CALIFORNIA | CALIFORNIE | 4 | 230 | 522 | 44 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 230 | 522 | 44 | 39 |
| OTHER U.S. | AUTRES E.U. | .1 | 28 | 102 | 27 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 28 | 102 | 27 | 4 |
| 6 U.S.A. | E.U. | 5 | 258 | 624 | 41 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 258 | 624 | 41 | 43 |
| CARRIER-TOTAL-TRANS. | | 5 | 258 | 624 | 41 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 258 | 624 | 41 | 43 |
| EASTERN PROVINCIAL AIRWAY | | | | | | | | | | | | | | | | | | |
| SURINAM | | 8 | 318 | 872 | 36 | 120 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 318 | 872 | 36 | 120 |
| 5 SOUTH | SUD | 8 | 318 | 872 | 36 | 120 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 318 | 872 | 36 | 120 |
| CARRIER-TOTAL-TRANS. | | 8 | 318 | 872 | 36 | 120 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 318 | 872 | 36 | 120 |
| GREAT LAKES AIRLINES | | | | | | | | | | | | | | | | | | |
| OTHER U.S. | AUTRES E.U. | 19 | 670 | 1,008 | 66 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 670 | 1,008 | 66 | 51 |
| 6 U.S.A. | E.U. | 19 | 670 | 1,008 | 66 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 670 | 1,008 | 66 | 51 |
| CARRIER-TOTAL-TRANS. | | 19 | 670 | 1,008 | 66 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 670 | 1,008 | 66 | 51 |
| HARRISON AIRWAYS | | | | | | | | | | | | | | | | | | |
| CALIFORNIA | CALIFORNIE | 1 | 23 | 52 | 44 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 23 | 52 | 44 | 6 |
| NEVADA | | 3 | 142 | 142 | 100 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 142 | 142 | 100 | 8 |
| OTHER U.S. | AUTRES E.U. | 6 | 275 | 296 | 93 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 275 | 296 | 93 | 12 |
| 6 U.S.A. | E.U. | 10 | 440 | 490 | 90 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 440 | 490 | 90 | 26 |
| CARRIER-TOTAL-TRANS. | | 10 | 440 | 490 | 90 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 440 | 490 | 90 | 26 |
| INTERNATIONAL JET AIR LTD | | | | | | | | | | | | | | | | | | |
| CALIFORNIA | CALIFORNIE | 4 | 360 | 360 | 100 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 360 | 360 | 100 | 22 |
| 6 U.S.A. | E.U. | 4 | 360 | 360 | 100 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 360 | 360 | 100 | 22 |
| CARRIER-TOTAL-TRANS. | | 4 | 360 | 360 | 100 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 360 | 360 | 100 | 22 |
| MACKENZIE | | | | | | | | | | | | | | | | | | |
| OTHER U.S. | AUTRES E.U. | 2 | 64 | 80 | 80 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 64 | 80 | 80 | 11 |
| 6 U.S.A. | E.U. | 2 | 64 | 80 | 80 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 64 | 80 | 80 | 11 |
| CARRIER-TOTAL-TRANS. | | 2 | 64 | 80 | 80 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 64 | 80 | 80 | 11 |
| MILLARD AIR | | | | | | | | | | | | | | | | | | |
| OTHER U.S. | AUTRES E.U. | 4 | 34 | 66 | 52 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 34 | 66 | 52 | 5 |
| 6 U.S.A. | E.U. | 4 | 34 | 66 | 52 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 34 | 66 | 52 | 5 |
| CARRIER-TOTAL-TRANS. | | 4 | 34 | 66 | 52 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 34 | 66 | 52 | 5 |
| NORCANAIR | | | | | | | | | | | | | | | | | | |
| NEVADA | | 2 | 80 | 80 | 100 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 80 | 80 | 100 | 5 |
| 6 U.S.A. | E.U. | 2 | 80 | 80 | 100 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 80 | 80 | 100 | 5 |
| CARRIER-TOTAL-TRANS. | | 2 | 80 | 80 | 100 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 80 | 80 | 100 | 5 |
| NOROAIR | | | | | | | | | | | | | | | | | | |
| SPAIN | ESPAGNE | 2 | 500 | 500 | 100 | 71 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 500 | 500 | 100 | 71 |
| 3 EUROPE | | 2 | 500 | 500 | 100 | 71 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 500 | 500 | 100 | 71 |

TABLE 2 ENTITY PASSENGER CHARTER OPERATIONS OCTOBER 1975 TO DECEMBER 1975
FLIGHTS, PASSENGER TRIPS, SEATS AVAILABLE, LOAD FACTORS AND REVENUES BY CARRIER AND BY COUNTRY OF ORIGIN AND DESTINATION

| TABLEAU 2 AFFRETEMENTS SANS PARTICIPATION OCTOBRE 1975 A DECEMBRE 1975 VOLS, PASSAGERS, SIEGES DISPONIBLES, COEFFICIENT DE REMPLISSAGE ET REVENUS PAR TRANSPORTEUR ET PAYS D'ORIGINE ET DE DESTINATION | | | | | | | | | | | | |
|--|--------------------------------|--------|-----------------------|-------|-------|-----------------------|----------|-------|-----------------------|-----------------------|-----------------------|-------|
| | CANADIAN ORIGIN FOREIGN ORIGIN | | | | | TOTAL | | | | | | |
| | PASS. | SEATS | LOAD | REV. | PASS. | SEATS | LOAD | REV. | PASS. | SEATS | LOAD | REV. |
| | FLTS. | TRIPS | AVAIL. FACTOR (\$000) | FLTS. | TRIPS | AVAIL. FACTOR (\$000) | FLTS. | TRIPS | AVAIL. FACTOR (\$000) | AVAIL. FACTOR (\$000) | AVAIL. FACTOR (\$000) | |
| ORIGINE CANADIENNE DRIGINE ETRANGERE | | | | | | | | | | | | |
| VOLS PASS. SIEGE COEF. REV. DISP. REMP. (\$000) VOLS PASS. SIEGE COEF. REV. DISP. REMP. (\$000) VOLS PASS. SIEGE COEF. REV. DISP. REMP. (\$000) | | | | | | | | | | | | |
| NORDAIR | | | | | | | | | | | | |
| OTHER U.S. AUTRES E.U. | 2 | 190 | 226 84 | 9 | 3 | 135 | 339 40 | 9 | 5 | 325 | 565 58 | 18 |
| 6 U.S.A. E.U. | 2 | 190 | 226 84 | 9 | 3 | 135 | 339 40 | 9 | 5 | 325 | 565 58 | 18 |
| CARRIER-TOTAL-TRANS. | 4 | 690 | 726 95 | 80 | 3 | 135 | 339 40 | 9 | 7 | 825 | 1,065 77 | 89 |
| PACIFIC WESTERN AIRLINES | | | | | | | | | | | | |
| CALIFORNIA CALIFORNIE | 1 | 31 | 117 26 | 5 | 0 | 0 | 0 0 | 0 | 1 | 31 | 117 26 | 5 |
| NEVADA | 2 | 166 | 234 71 | 16 | 0 | 0 | 0 0 | 0 | 2 | 166 | 234 71 | 16 |
| OTHER U.S. AUTRES E.U. | 2 | 219 | 234 94 | 10 | 0 | 0 | 0 0 | 0 | 2 | 219 | 234 94 | 10 |
| 6 U.S.A. E.U. | 5 | 416 | 585 71 | 31 | 0 | 0 | 0 0 | 0 | 5 | 416 | 585 71 | 31 |
| CARRIER-TOTAL-TRANS. | 5 | 416 | 585 71 | 31 | 0 | 0 | 0 0 | 0 | 5 | 416 | 585 71 | 31 |
| QUEBECAIR | | | | | | | | | | | | |
| OTHER U.S. AUTRES E.U. | 6 | 199 | 310 64 | 12 | 1 | 36 | 79 46 | 3 | 7 | 235 | 389 60 | 15 |
| 6 U.S.A. E.U. | 6 | 199 | 310 64 | 12 | 1 | 36 | 79 46 | 3 | 7 | 235 | 389 60 | 15 |
| CARRIER-TOTAL-TRANS. | 6 | 199 | 310 64 | 12 | 1 | 36 | 79 46 | 3 | 7 | 235 | 389 60 | 15 |
| TRANSAIR | | | | | | | | | | | | |
| JAPAN JAPON | 2 | 42 | 370 11 | 41 | 0 | 0 | 0 0 | 0 | 2 | 42 | 370 11 | 41 |
| 2 ASIA ASIE | 2 | 42 | 370 11 | 41 | 0 | 0 | 0 0 | 0 | 2 | 42 | 370 11 | 41 |
| CALIFORNIA CALIFORNIE | 2 | 112 | 300 37 | 27 | 1 | 15 | 22 68 | 36 | 3 | 127 | 322 39 | 63 |
| HAWAII HAWAII | 1 | 15 | 22 68 | 36 | 0 | 0 | 0 0 | 0 | 1 | 15 | 22 68 | 36 |
| NEVADA | 18 | 2,047 | 2,420 85 | 151 | 0 | 0 | 0 0 | 0 | 18 | 2,047 | 2,420 85 | 151 |
| OTHER U.S. AUTRES E.U. | 5 | 476 | 575 83 | 46 | 1 | 15 | 22 68 | 57 | 6 | 491 | 597 82 | 103 |
| 6 U.S.A. E.U. | 26 | 2,650 | 3,317 80 | 260 | 2 | 30 | 44 68 | 93 | 28 | 2,680 | 3,361 80 | 353 |
| CARRIER-TOTAL-TRANS. | 28 | 2,692 | 3,687 73 | 301 | 2 | 30 | 44 68 | 93 | 30 | 2,722 | 3,731 73 | 394 |
| SUBTOTAL - SOUS-TOTAL | 136 | 12,192 | 15,380 79 | 1,502 | 8 | 329 | 652 50 | 117 | 144 | 12,521 | 16,032 78 | 1,619 |
| AIR JAMAICA | | | | | | | | | | | | |
| JAMAICA JAMAIQUE | 10 | 1,802 | 1,802 100 | 205 | 0 | 0 | 0 0 | 0 | 10 | 1,802 | 1,802 100 | 205 |
| 5 SOUTH SUD | 10 | 1,802 | 1,802 100 | 205 | 0 | 0 | 0 0 | 0 | 10 | 1,802 | 1,802 100 | 205 |
| CARRIER-TOTAL-TRANS. | 10 | 1,802 | 1,802 100 | 205 | 0 | 0 | 0 0 | 0 | 10 | 1,802 | 1,802 100 | 205 |
| AIR NEW ENGLAND | | | | | | | | | | | | |
| OTHER U.S. AUTRES E.U. | 0 | 0 | 0 0 | 0 | 6 | 210 | 264 80 | 12 | 6 | 210 | 264 80 | 12 |
| 6 U.S.A. E.U. | 0 | 0 | 0 0 | 0 | 6 | 210 | 264 80 | 12 | 6 | 210 | 264 80 | 12 |
| CARRIER-TOTAL-TRANS. | 0 | 0 | 0 0 | 0 | 6 | 210 | 264 80 | 12 | 6 | 210 | 264 80 | 12 |
| ALLEGHENY AIRLINES | | | | | | | | | | | | |
| OTHER U.S. AUTRES E.U. | 3 | 109 | 132 83 | 10 | 2 | 200 | 200 100 | 7 | 5 | 309 | 332 93 | 17 |
| 6 U.S.A. E.U. | 3 | 109 | 132 83 | 10 | 2 | 200 | 200 100 | 7 | 5 | 309 | 332 93 | 17 |
| CARRIER-TOTAL-TRANS. | 3 | 109 | 132 83 | 10 | 2 | 200 | 200 100 | 7 | 5 | 309 | 332 93 | 17 |
| AMERICAN AIRLINES | | | | | | | | | | | | |
| CALIFORNIA CALIFORNIE | 1 | 97 | 173 56 | 11 | 4 | 303 | 692 44 | 42 | 5 | 600 | 865 46 | 53 |
| NEVADA | 4 | 647 | 692 93 | 40 | 0 | 0 | 0 0 | 0 | 4 | 647 | 692 93 | 40 |
| OTHER U.S. AUTRES E.U. | 0 | 0 | 0 0 | 0 | 21 | 2,251 | 3,073 73 | 228 | 21 | 2,251 | 3,073 73 | 228 |
| 6 U.S.A. E.U. | 5 | 744 | 865 86 | 51 | 25 | 2,554 | 3,765 68 | 270 | 30 | 3,298 | 4,630 71 | 321 |
| CARRIER-TOTAL-TRANS. | 5 | 744 | 865 86 | 51 | 25 | 2,554 | 3,765 68 | 270 | 30 | 3,298 | 4,630 71 | 321 |
| BRITISH CALEDONIAN AIRWAY | | | | | | | | | | | | |
| ENGLAND ANGLETERRE | 1 | 179 | 188 95 | 23 | 0 | 0 | 0 0 | 0 | 1 | 179 | 188 95 | 23 |
| 3 EUROPE | 1 | 179 | 188 95 | 23 | 0 | 0 | 0 0 | 0 | 1 | 179 | 188 95 | 23 |
| CARRIER-TOTAL-TRANS. | 1 | 179 | 188 95 | 23 | 0 | 0 | 0 0 | 0 | 1 | 179 | 188 95 | 23 |
| BRITISH WEST INDIAN AIRWA | | | | | | | | | | | | |
| BARBADOS BARBADES | 3 | 298 | 307 97 | 40 | 0 | 0 | 0 0 | 0 | 3 | 298 | 307 97 | 40 |
| TRINIDAD-TOBAGO | 4 | 451 | 463 97 | 49 | 0 | 0 | 0 0 | 0 | 4 | 451 | 463 97 | 49 |
| 5 SOUTH SUD | 7 | 749 | 770 97 | 89 | 0 | 0 | 0 0 | 0 | 7 | 749 | 770 97 | 89 |
| CARRIER-TOTAL-TRANS. | 7 | 749 | 770 97 | 89 | 0 | 0 | 0 0 | 0 | 7 | 749 | 770 97 | 89 |
| CAPITAL INTERNATIONAL AIR | | | | | | | | | | | | |
| SPAIN ESPAGNE | 2 | 486 | 504 96 | 88 | 0 | 0 | 0 0 | 0 | 2 | 486 | 504 96 | 88 |
| 3 EUROPE | 2 | 486 | 504 96 | 88 | 0 | 0 | 0 0 | 0 | 2 | 486 | 504 96 | 88 |
| CARRIER-TOTAL-TRANS. | 2 | 486 | 504 96 | 88 | 0 | 0 | 0 0 | 0 | 2 | 486 | 504 96 | 88 |

TABLE 2

ENTITY PASSENGER CHARTER OPERATIONS
FLIGHTS, PASSENGER TRIPS, SEATS AVAILABLE, LOAD FACTORS AND REVENUES
BY CARRIER AND BY COUNTRY OF ORIGIN AND DESTINATION

OCTOBER 1975 TO DECEMBER 1975

TABLEAU 2

AFFRETEMENTS SANS PARTICIPATION
VOLS, PASSAGERS, SIEGES DISPONIBLES, COEFFICIENT DE REMPLISSAGE ET REVENUS
PAR TRANSPORTEUR ET PAYS D'ORIGINE ET DE DESTINATION

OCTOBRE 1975 A DECEMBRE 1975

| | CANADIAN ORIGIN | | | | | | FOREIGN ORIGIN | | | | | | TOTAL | | | | | |
|---------------------------|--------------------|-------|--------|---------------|---------|-------|-------------------|---------------|-------|---------|--------|---------------|-------|-------|--------|---------------|---------|--|
| | PASS. | SEATS | LOAD | REV. | PASS. | SEATS | LOAD | REV. | PASS. | SEATS | LOAD | REV. | PASS. | SEATS | LOAD | REV. | | |
| | FLTS. | TRIPS | AVAIL. | FACTOR(\$000) | FLTS. | TRIPS | AVAIL. | FACTOR(\$000) | FLTS. | TRIPS | AVAIL. | FACTOR(\$000) | FLTS. | TRIPS | AVAIL. | FACTOR(\$000) | | |
| | ORIGINE CANADIENNE | | | | | | ORIGINE ETRANGERE | | | | | | TOTAL | | | | | |
| | VOLS | PASS. | SIEGE | COEF. | REV. | VOLS | PASS. | SIEGE | COEF. | REV. | VOLS | PASS. | VOLS | PASS. | SIEGE | COEF. | REV. | |
| | | | DISP. | REMP. | (\$000) | | | DISP. | REMP. | (\$000) | | | | | DISP. | REMP. | (\$000) | |
| CHRYSLER CORP. | | | | | | | | | | | | | | | | | | |
| CALIFORNIA CALIFORNIE | 0 | 0 | 0 | 0 | 0 | 1 | 12 | 14 | 86 | 4 | 1 | 12 | 14 | 86 | 4 | 14 | 4 | |
| OTHER U.S. AUTRES E.U. | 0 | 0 | 0 | 0 | 0 | 3 | 36 | 42 | 86 | 10 | 3 | 36 | 42 | 86 | 10 | 10 | 10 | |
| 6 U.S.A. E.U. | 0 | 0 | 0 | 0 | 0 | 4 | 48 | 56 | 86 | 14 | 4 | 48 | 56 | 86 | 14 | 14 | 14 | |
| CARRIER-TOTAL-TRANSP. | 0 | 0 | 0 | 0 | 0 | 4 | 48 | 56 | 86 | 14 | 4 | 48 | 56 | 86 | 14 | 14 | 14 | |
| EASTERN AIRLINES | | | | | | | | | | | | | | | | | | |
| OTHER U.S. AUTRES E.U. | 2 | 264 | 264 | 100 | 25 | 0 | 0 | 0 | 0 | 0 | 2 | 264 | 264 | 100 | 25 | 25 | 25 | |
| 6 U.S.A. E.U. | 2 | 264 | 264 | 100 | 25 | 0 | 0 | 0 | 0 | 0 | 2 | 264 | 264 | 100 | 25 | 25 | 25 | |
| CARRIER-TOTAL-TRANSP. | 2 | 264 | 264 | 100 | 25 | 0 | 0 | 0 | 0 | 0 | 2 | 264 | 264 | 100 | 25 | 25 | 25 | |
| EXECUTIVE AIR FLEET CORP | | | | | | | | | | | | | | | | | | |
| OTHER U.S. AUTRES E.U. | 0 | 0 | 0 | 0 | 0 | 7 | 13 | 63 | 21 | 8 | 7 | 13 | 63 | 21 | 8 | 8 | 8 | |
| 6 U.S.A. E.U. | 0 | 0 | 0 | 0 | 0 | 7 | 13 | 63 | 21 | 8 | 7 | 13 | 63 | 21 | 8 | 8 | 8 | |
| CARRIER-TOTAL-TRANSP. | 0 | 0 | 0 | 0 | 0 | 7 | 13 | 63 | 21 | 8 | 7 | 13 | 63 | 21 | 8 | 8 | 8 | |
| MCCULLOCH INTERNATIONAL | | | | | | | | | | | | | | | | | | |
| CALIFORNIA CALIFORNIE | 0 | 0 | 0 | 0 | 0 | 1 | 25 | 40 | 63 | 5 | 1 | 25 | 40 | 63 | 5 | 5 | 5 | |
| NEVADA | 3 | 118 | 210 | 56 | 37 | 0 | 0 | 0 | 0 | 0 | 3 | 118 | 210 | 56 | 37 | 37 | 37 | |
| OTHER U.S. AUTRES E.U. | 0 | 0 | 0 | 0 | 0 | 5 | 109 | 200 | 55 | 6 | 5 | 109 | 200 | 55 | 6 | 6 | 6 | |
| 6 U.S.A. E.U. | 3 | 118 | 210 | 56 | 37 | 6 | 134 | 240 | 56 | 11 | 9 | 252 | 450 | 56 | 48 | 48 | 48 | |
| CARRIER-TOTAL-TRANSP. | 3 | 118 | 210 | 56 | 37 | 6 | 134 | 240 | 56 | 11 | 9 | 252 | 450 | 56 | 48 | 48 | 48 | |
| NORTH CENTRAL AIRLINES | | | | | | | | | | | | | | | | | | |
| OTHER U.S. AUTRES E.U. | 0 | 0 | 0 | 0 | 0 | 2 | 196 | 198 | 99 | 10 | 2 | 196 | 198 | 99 | 10 | 10 | 10 | |
| 6 U.S.A. E.U. | 0 | 0 | 0 | 0 | 0 | 2 | 196 | 198 | 99 | 10 | 2 | 196 | 198 | 99 | 10 | 10 | 10 | |
| CARRIER-TOTAL-TRANSP. | 0 | 0 | 0 | 0 | 0 | 2 | 196 | 198 | 99 | 10 | 2 | 196 | 198 | 99 | 10 | 10 | 10 | |
| PIAZZA AIR LINES | | | | | | | | | | | | | | | | | | |
| OTHER U.S. AUTRES E.U. | 0 | 0 | 0 | 0 | 0 | 2 | 82 | 150 | 55 | 8 | 2 | 82 | 150 | 55 | 8 | 8 | 8 | |
| 6 U.S.A. E.U. | 0 | 0 | 0 | 0 | 0 | 2 | 82 | 150 | 55 | 8 | 2 | 82 | 150 | 55 | 8 | 8 | 8 | |
| CARRIER-TOTAL-TRANSP. | 0 | 0 | 0 | 0 | 0 | 2 | 82 | 150 | 55 | 8 | 2 | 82 | 150 | 55 | 8 | 8 | 8 | |
| TRANS INTERNATIONAL AIRL | | | | | | | | | | | | | | | | | | |
| FRANCE | 0 | 0 | 0 | 0 | 0 | 1 | 254 | 254 | 100 | 28 | 1 | 254 | 254 | 100 | 28 | 28 | 28 | |
| NETHERL. PAYS-BAS | 0 | 0 | 0 | 0 | 0 | 1 | 254 | 254 | 100 | 31 | 1 | 254 | 254 | 100 | 31 | 31 | 31 | |
| 3 EUROPE | 0 | 0 | 0 | 0 | 0 | 2 | 508 | 508 | 100 | 59 | 2 | 508 | 508 | 100 | 59 | 59 | 59 | |
| CALIFORNIA CALIFORNIE | 1 | 32 | 39 | 82 | 16 | 0 | 0 | 0 | 0 | 0 | 1 | 32 | 39 | 82 | 16 | 16 | 16 | |
| 6 U.S.A. E.U. | 1 | 32 | 39 | 82 | 16 | 0 | 0 | 0 | 0 | 0 | 1 | 32 | 39 | 82 | 16 | 16 | 16 | |
| CARRIER-TOTAL-TRANSP. | 1 | 32 | 39 | 82 | 16 | 2 | 508 | 508 | 100 | 59 | 3 | 540 | 547 | 99 | 75 | 75 | 75 | |
| TRANS WORLD AIRLINES | | | | | | | | | | | | | | | | | | |
| NEVADA | 4 | 586 | 712 | 82 | 56 | 0 | 0 | 0 | 0 | 0 | 4 | 586 | 712 | 82 | 56 | 56 | 56 | |
| 6 U.S.A. E.U. | 4 | 586 | 712 | 82 | 56 | 0 | 0 | 0 | 0 | 0 | 4 | 586 | 712 | 82 | 56 | 56 | 56 | |
| CARRIER-TOTAL-TRANSP. | 4 | 586 | 712 | 82 | 56 | 0 | 0 | 0 | 0 | 0 | 4 | 586 | 712 | 82 | 56 | 56 | 56 | |
| TRANSPORTES AEREOS PORTUG | | | | | | | | | | | | | | | | | | |
| SPAIN ESPAGNE | 2 | 252 | 336 | 75 | 38 | 0 | 0 | 0 | 0 | 0 | 2 | 252 | 336 | 75 | 38 | 38 | 38 | |
| 3 EUROPE | 2 | 252 | 336 | 75 | 38 | 0 | 0 | 0 | 0 | 0 | 2 | 252 | 336 | 75 | 38 | 38 | 38 | |
| CARRIER-TOTAL-TRANSP. | 2 | 252 | 336 | 75 | 38 | 0 | 0 | 0 | 0 | 0 | 2 | 252 | 336 | 75 | 38 | 38 | 38 | |
| UNITED AIRLINES | | | | | | | | | | | | | | | | | | |
| NEVADA | 26 | 4,951 | 5,157 | 96 | 312 | 0 | 0 | 0 | 0 | 0 | 26 | 4,951 | 5,157 | 96 | 312 | 312 | 312 | |
| OTHER U.S. AUTRES E.U. | 2 | 440 | 446 | 99 | 17 | 1 | 66 | 95 | 69 | 4 | 3 | 506 | 541 | 94 | 21 | 21 | 21 | |
| 6 U.S.A. E.U. | 28 | 5,391 | 5,603 | 96 | 329 | 1 | 66 | 95 | 69 | 4 | 29 | 5,457 | 5,698 | 96 | 333 | 333 | 333 | |
| CARRIER-TOTAL-TRANSP. | 28 | 5,391 | 5,603 | 96 | 329 | 1 | 66 | 95 | 69 | 4 | 29 | 5,457 | 5,698 | 96 | 333 | 333 | 333 | |
| WESTERN AIRLINES | | | | | | | | | | | | | | | | | | |
| CALIFORNIA CALIFORNIE | 1 | 32 | 99 | 32 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 32 | 99 | 32 | 4 | 4 | 4 | |
| 6 U.S.A. E.U. | 1 | 32 | 99 | 32 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 32 | 99 | 32 | 4 | 4 | 4 | |
| CARRIER-TOTAL-TRANSP. | 1 | 32 | 99 | 32 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 32 | 99 | 32 | 4 | 4 | 4 | |

TABLE 2

ENTITY PASSENGER CHARTER OPERATIONS
FLIGHTS, PASSENGER TRIPS, SEATS AVAILABLE, LOAD FACTORS AND REVENUES
BY CARRIER AND BY COUNTRY OF ORIGIN AND DESTINATION

OCTOBER 1975 TO DECEMBER 1975

TABLEAU 2

AFFRETEMENTS SANS PARTICIPATION
VOLS, PASSAGERS, SIEGES DISPONIBLES, COEFFICIENT DE REMPLISSAGE ET REVENUS
PAR TRANSPORTEUR ET PAYS D'ORIGINE ET DE DESTINATION

OCTOBRE 1975 A DECEMBRE 1975

| | CANADIAN ORIGIN | | | | | | FOREIGN ORIGIN | | | | | | TOTAL | | | | | | |
|---|-----------------|--------|----------------------|-------|-------|----------------------|----------------|-------|----------------------|-------|-------|----------------------|--------|-------|----------------------|-------|-------|-----|----|
| | PASS. | SEATS | LOAD | REV. | PASS. | SEATS | LOAD | REV. | PASS. | SEATS | LOAD | REV. | PASS. | SEATS | LOAD | REV. | PASS. | | |
| | VOLS. | TRIPS | AVAIL. FACTOR(\$000) | FLTS. | TRIPS | AVAIL. FACTOR(\$000) | FLTS. | TRIPS | AVAIL. FACTOR(\$000) | FLTS. | TRIPS | AVAIL. FACTOR(\$000) | FLTS. | TRIPS | AVAIL. FACTOR(\$000) | FLTS. | TRIPS | | |
| ORIGINE CANADIENNE | | | | | | | | | | | | | | | | | | | |
| ORIGINE ETRANGERE | | | | | | | | | | | | | | | | | | | |
| WIEN AIR ALASKA | | | | | | | | | | | | | | | | | | | |
| OTHER U.S. AUTRES E.U. 6 U.S.A. E.U. | 0 | 0 | 0 | 0 | 0 | 4 | 414 | 448 | 92 | 12 | 4 | 414 | 448 | 92 | 12 | 4 | 414 | 448 | 92 |
| CARRIER-TOTAL-TRANSP. | 0 | 0 | 0 | 0 | 0 | 4 | 414 | 448 | 92 | 12 | 4 | 414 | 448 | 92 | 12 | 4 | 414 | 448 | 92 |
| WRIGHT AIR LINES | | | | | | | | | | | | | | | | | | | |
| OTHER U.S. AUTRES E.U. 6 U.S.A. E.U. | 0 | 0 | 0 | 0 | 0 | 4 | 140 | 176 | 80 | 6 | 4 | 140 | 176 | 80 | 6 | 4 | 140 | 176 | 80 |
| CARRIER-TOTAL-TRANSP. | 0 | 0 | 0 | 0 | 0 | 4 | 140 | 176 | 80 | 6 | 4 | 140 | 176 | 80 | 6 | 4 | 140 | 176 | 80 |
| ZANTOP AIRWAYS INC | | | | | | | | | | | | | | | | | | | |
| OTHER U.S. AUTRES E.U. 6 U.S.A. E.U. | 0 | 0 | 0 | 0 | 0 | 2 | 16 | 24 | 67 | 2 | 2 | 16 | 24 | 67 | 2 | 2 | 16 | 24 | 67 |
| CARRIER-TOTAL-TRANSP. | 0 | 0 | 0 | 0 | 0 | 2 | 16 | 24 | 67 | 2 | 2 | 16 | 24 | 67 | 2 | 2 | 16 | 24 | 67 |
| SUBTOTAL - SOUS-TOTAL | 69 | 10,744 | 11,524 | 93 | 971 | 67 | 4,581 | 6,187 | 74 | 423 | 136 | 15,325 | 17,711 | 87 | 1,394 | | | | |
| EP TOTAL | 205 | 22,936 | 26,904 | 85 | 2,473 | 75 | 4,910 | 6,839 | 72 | 540 | 280 | 27,846 | 33,743 | 83 | 3,013 | | | | |

TABLE 3

INCLUSIVE TOUR CHARTER OPERATIONS
FLIGHTS, PASSENGER TRIPS, SEATS AVAILABLE, LOAD FACTORS AND REVENUES
BY CARRIER AND BY COUNTRY OF ORIGIN AND DESTINATION

OCTOBER 1975 TO DECEMBER 1975

TABLEAU 3

AFFRETEMENTS VOYAGE TOUT COMPRIS
VOLS, PASSAGERS, SIEGES DISPONIBLES, COEFFICIENT DE REMPLISSAGE ET REVENUS
PAR TRANSPORTEUR ET PAYS D'ORIGINE ET DE DESTINATION

OCTOBRE 1975 A DECEMBRE 1975

| | | CANADIAN ORIGIN | | | | | | FOREIGN ORIGIN | | | | | | TOTAL | | | | | |
|---|-------------|-----------------|--------|--------|---------------|-------|-------|----------------|---------------|-------|-------|--------|---------------|--------|--------|--------|---------------|--|--|
| | | PASS. | SEATS | LOAD | REV. | PASS. | SEATS | LOAD | REV. | PASS. | SEATS | LOAD | REV. | PASS. | SEATS | LOAD | REV. | | |
| | | FLTS. | TRIPS | AVAIL. | FACTOR(\$000) | FLTS. | TRIPS | AVAIL. | FACTOR(\$000) | FLTS. | TRIPS | AVAIL. | FACTOR(\$000) | FLTS. | TRIPS | AVAIL. | FACTOR(\$000) | | |
| ORIGINE CANADIENNE | | | | | | | | | | | | | | | | | | | |
| SIEGE COEF. REV. DISP. REMP. (\$000) | | | | | | | | | | | | | | | | | | | |
| ORIGINE ETRANGERE | | | | | | | | | | | | | | | | | | | |
| SIEGE COEF. REV. DISP. REMP. (\$000) | | | | | | | | | | | | | | | | | | | |
| AIR CANADA | | | | | | | | | | | | | | | | | | | |
| BAHAMAS | | 70 | 6,273 | 7,149 | 88 | 380 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 6,273 | 7,149 | 88 | 380 | | |
| BARBADOS | BARBADES | 7 | 996 | 1,208 | 82 | 142 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 996 | 1,208 | 82 | 142 | | |
| CUBA | | 59 | 7,970 | 9,743 | 82 | 618 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 7,970 | 9,743 | 82 | 618 | | |
| MEXICO | MEXIQUE | 18 | 1,611 | 2,666 | 60 | 220 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 1,611 | 2,666 | 60 | 220 | | |
| 5 SOUTH | SUD | 154 | 16,850 | 20,766 | 81 | 1,360 | 0 | 0 | 0 | 0 | 0 | 0 | 154 | 16,850 | 20,766 | 81 | 1,360 | | |
| FLORIDA | FLORIDE | 37 | 3,382 | 3,983 | 85 | 228 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 3,382 | 3,983 | 85 | 228 | | |
| HAWAII | HAWAII | 4 | 603 | 644 | 94 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 603 | 644 | 94 | 68 | | |
| OTHER U.S. | AUTRES E.U. | 3 | 575 | 600 | 96 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 575 | 600 | 96 | 36 | | |
| 6 U.S.A. | E.U. | 44 | 4,560 | 5,227 | 87 | 332 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 4,560 | 5,227 | 87 | 332 | | |
| CARRIER-TOTAL-TRANSP. | | 198 | 21,410 | 25,993 | 82 | 1,692 | 0 | 0 | 0 | 0 | 0 | 0 | 198 | 21,410 | 25,993 | 82 | 1,692 | | |
| CP AIR | | | | | | | | | | | | | | | | | | | |
| MEXICO | MEXIQUE | 14 | 1,430 | 2,049 | 70 | 141 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 1,430 | 2,049 | 70 | 141 | | |
| NETH.ANT. | ANTI.NEER. | 5 | 597 | 855 | 70 | 63 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 597 | 855 | 70 | 63 | | |
| ST. LUCIA | | 1 | 155 | 171 | 91 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 155 | 171 | 91 | 13 | | |
| 5 SOUTH | SUD | 20 | 2,182 | 3,075 | 71 | 217 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 2,182 | 3,075 | 71 | 217 | | |
| FLORIDA | FLORIDE | 1 | 83 | 201 | 41 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 83 | 201 | 41 | 8 | | |
| HAWAII | HAWAII | 19 | 2,229 | 2,889 | 77 | 282 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 2,229 | 2,889 | 77 | 282 | | |
| NEVADA | | 22 | 1,863 | 2,239 | 83 | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 1,863 | 2,239 | 83 | 80 | | |
| 6 U.S.A. | E.U. | 42 | 4,175 | 5,329 | 78 | 370 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 4,175 | 5,329 | 78 | 370 | | |
| CARRIER-TOTAL-TRANSP. | | 62 | 6,357 | 8,404 | 76 | 587 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 6,357 | 8,404 | 76 | 587 | | |
| EASTERN PROVINCIAL AIRWAY | | | | | | | | | | | | | | | | | | | |
| BAHAMAS | | 196 | 19,638 | 21,674 | 91 | 902 | 0 | 0 | 0 | 0 | 0 | 0 | 196 | 19,638 | 21,674 | 91 | 902 | | |
| 5 SOUTH | SUD | 196 | 19,638 | 21,674 | 91 | 902 | 0 | 0 | 0 | 0 | 0 | 0 | 196 | 19,638 | 21,674 | 91 | 902 | | |
| FLORIDA | FLORIDE | 3 | 196 | 327 | 60 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 196 | 327 | 60 | 23 | | |
| 6 U.S.A. | E.U. | 3 | 196 | 327 | 60 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 196 | 327 | 60 | 23 | | |
| CARRIER-TOTAL-TRANSP. | | 199 | 19,834 | 21,801 | 91 | 925 | 0 | 0 | 0 | 0 | 0 | 0 | 199 | 19,834 | 21,801 | 91 | 925 | | |
| NORDAIR | | | | | | | | | | | | | | | | | | | |
| BAHAMAS | | 96 | 8,502 | 10,838 | 78 | 643 | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 8,502 | 10,838 | 78 | 643 | | |
| BARBADOS | BARBADES | 11 | 1,403 | 1,930 | 73 | 134 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 1,403 | 1,930 | 73 | 134 | | |
| COLOMBIA | COLOMBIE | 1 | 250 | 250 | 100 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 250 | 250 | 100 | 29 | | |
| CUBA | | 12 | 1,206 | 1,356 | 89 | 81 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1,206 | 1,356 | 89 | 81 | | |
| GAUDELOUPE | | 4 | 219 | 699 | 31 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 219 | 699 | 31 | 45 | | |
| HAITI | HAITI | 1 | 96 | 113 | 85 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 96 | 113 | 85 | 14 | | |
| JAMAICA | JAMAIQUE | 56 | 4,916 | 6,629 | 74 | 407 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 4,916 | 6,629 | 74 | 407 | | |
| MARTINIQUE | | 1 | 130 | 162 | 80 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 130 | 162 | 80 | 6 | | |
| MEXICO | MEXIQUE | 36 | 4,036 | 5,390 | 75 | 357 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 4,036 | 5,390 | 75 | 357 | | |
| NETH.ANT. | ANTI.NEER. | 26 | 3,185 | 5,130 | 62 | 418 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 3,185 | 5,130 | 62 | 418 | | |
| ST. LUCIA | | 4 | 867 | 1,000 | 87 | 88 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 867 | 1,000 | 87 | 88 | | |
| 5 SOUTH | SUD | 248 | 24,810 | 33,997 | 74 | 2,222 | 0 | 0 | 0 | 0 | 0 | 0 | 248 | 24,810 | 33,997 | 74 | 2,222 | | |
| FLORIDA | FLORIDE | 198 | 19,969 | 22,374 | 89 | 949 | 0 | 0 | 0 | 0 | 0 | 0 | 198 | 19,969 | 22,374 | 89 | 949 | | |
| PUERTO RICO | | 4 | 762 | 1,000 | 76 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 762 | 1,000 | 76 | 57 | | |
| 6 U.S.A. | E.U. | 202 | 20,731 | 23,374 | 89 | 1,006 | 0 | 0 | 0 | 0 | 0 | 0 | 202 | 20,731 | 23,374 | 89 | 1,006 | | |
| CARRIER-TOTAL-TRANSP. | | 450 | 45,541 | 56,871 | 80 | 3,228 | 0 | 0 | 0 | 0 | 0 | 0 | 450 | 45,541 | 56,871 | 80 | 3,228 | | |
| PACIFIC WESTERN AIRLINES | | | | | | | | | | | | | | | | | | | |
| SPAIN | ESPAGNE | 10 | 1,460 | 1,530 | 95 | 182 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 1,460 | 1,530 | 95 | 182 | | |
| 3 EUROPE | | 10 | 1,460 | 1,530 | 95 | 182 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 1,460 | 1,530 | 95 | 182 | | |
| CUBA | | 1 | 153 | 153 | 100 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 153 | 153 | 100 | 27 | | |
| MEXICO | MEXIQUE | 28 | 2,586 | 3,348 | 77 | 232 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 2,586 | 3,348 | 77 | 232 | | |
| 5 SOUTH | SUD | 29 | 2,739 | 3,501 | 78 | 259 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 2,739 | 3,501 | 78 | 259 | | |
| CALIFORNIA | CALIFORNIE | 11 | 1,190 | 1,289 | 92 | 82 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 1,190 | 1,289 | 92 | 82 | | |
| HAWAII | HAWAII | 77 | 9,545 | 11,781 | 81 | 875 | 0 | 0 | 0 | 0 | 0 | 0 | 77 | 9,545 | 11,781 | 81 | 875 | | |
| NEVADA | | 43 | 4,775 | 5,031 | 95 | 138 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 4,775 | 5,031 | 95 | 138 | | |
| OTHER U.S. | AUTRES E.U. | 2 | 158 | 234 | 68 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 158 | 234 | 68 | 23 | | |
| 6 U.S.A. | E.U. | 133 | 15,668 | 18,335 | 85 | 1,118 | 0 | 0 | 0 | 0 | 0 | 0 | 133 | 15,668 | 18,335 | 85 | 1,118 | | |
| CARRIER-TOTAL-TRANSP. | | 172 | 19,867 | 23,366 | 85 | 1,559 | 0 | 0 | 0 | 0 | 0 | 0 | 172 | 19,867 | 23,366 | 85 | 1,559 | | |
| QUEBECAIR | | | | | | | | | | | | | | | | | | | |
| SPAIN | ESPAGNE | 8 | 1,134 | 1,448 | 78 | 134 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1,134 | 1,448 | 78 | 134 | | |
| 3 EUROPE | | 8 | 1,134 | 1,448 | 78 | 134 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1,134 | 1,448 | 78 | 134 | | |
| BAHAMAS | BARBADES | 42 | 4,820 | 5,800 | 83 | 259 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 4,820 | 5,800 | 83 | 259 | | |
| BARBADOS | | 32 | 4,653 | 5,792 | 80 | 420 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 4,653 | 5,792 | 80 | 259 | | |

TABLE 3

INCLUSIVE TOUR CHARTER OPERATIONS
FLIGHTS, PASSENGER TRIPS, SEATS AVAILABLE, LOAD FACTORS AND REVENUES
BY CARRIER AND BY COUNTRY OF ORIGIN AND DESTINATION

OCTOBER 1975 TO DECEMBER 1975

TABLEAU 3

AFFRETEMENTS VOYAGE TOUT COMPRIS
VOLS, PASSAGERS, SIEGES DISPONIBLES, COEFFICIENT DE REMPLISSAGE ET REVENUS
PAR TRANSPORTEUR ET PAYS D'ORIGINE ET DE DESTINATION

OCTOBRE 1975 A DECEMBRE 1975

| | | CANADIAN ORIGIN | | | | | | FOREIGN ORIGIN | | | | | | TOTAL | | | | | |
|---------------------------|------------|-----------------|----------------|-----------------|----------------------|-----------------|-------|----------------|-----------------|----------------------|-----------------|-------|----------------|-----------------|----------------------|-----------------|--|--|--|
| | | FLTS. | PASS. TRIPS | SEATS AVAIL. | LOAD FACTR(\$000) | REV. (\$000) | FLTS. | PASS. TRIPS | SEATS AVAIL. | LOAD FACTR(\$000) | REV. (\$000) | FLTS. | PASS. TRIPS | SEATS AVAIL. | LOAD FACTR(\$000) | REV. (\$000) | | | |
| | | | | | | | | | | | | | | | | | | | |
| QUEBECAIR | | | | | | | | | | | | | | | | | | | |
| CUBA | | 27 | 3,735 | 4,127 | 91 | 200 | 0 | 0 | 0 | 0 | 0 | 27 | 3,735 | 4,127 | 91 | 200 | | | |
| HAITI | HAITI | 9 | 697 | 952 | 73 | 53 | 0 | 0 | 0 | 0 | 0 | 9 | 697 | 952 | 73 | 53 | | | |
| JAMAICA | JAMAIQUE | 23 | 2,293 | 2,640 | 87 | 200 | 0 | 0 | 0 | 0 | 0 | 23 | 2,293 | 2,640 | 87 | 200 | | | |
| MARTINIQUE | | 1 | 119 | 119 | 100 | 15 | 0 | 0 | 0 | 0 | 0 | 1 | 119 | 119 | 100 | 15 | | | |
| MEXICO | MEXIQUE | 30 | 3,140 | 3,694 | 85 | 292 | 0 | 0 | 0 | 0 | 0 | 30 | 3,140 | 3,694 | 85 | 292 | | | |
| 5 SOUTH | SUD | 164 | 19,457 | 23,124 | 84 | 1,439 | 0 | 0 | 0 | 0 | 0 | 164 | 19,457 | 23,124 | 84 | 1,439 | | | |
| FLORIDA | FLORIDE | 83 | 8,185 | 9,438 | 87 | 433 | 0 | 0 | 0 | 0 | 0 | 83 | 8,185 | 9,438 | 87 | 433 | | | |
| PUERTO RICO | | 4 | 473 | 538 | 88 | 33 | 0 | 0 | 0 | 0 | 0 | 4 | 473 | 538 | 88 | 33 | | | |
| 6 U.S.A. | E.U. | 87 | 8,658 | 9,976 | 87 | 466 | 0 | 0 | 0 | 0 | 0 | 87 | 8,658 | 9,976 | 87 | 466 | | | |
| CARRIER-TOTAL-TRANSP. | | 259 | 29,249 | 34,548 | 85 | 2,039 | 0 | 0 | 0 | 0 | 0 | 259 | 29,249 | 34,548 | 85 | 2,039 | | | |
| TRANSAIR | | | | | | | | | | | | | | | | | | | |
| FRANCE | | 2 | 274 | 370 | 74 | 39 | 0 | 0 | 0 | 0 | 0 | 2 | 274 | 370 | 74 | 39 | | | |
| SPAIN | ESPAGNE | 2 | 308 | 420 | 73 | 46 | 0 | 0 | 0 | 0 | 0 | 2 | 308 | 420 | 73 | 46 | | | |
| 3 EUROPE | | 4 | 582 | 790 | 74 | 85 | 0 | 0 | 0 | 0 | 0 | 4 | 582 | 790 | 74 | 85 | | | |
| BAHAMAS | | 28 | 2,597 | 3,405 | 76 | 153 | 0 | 0 | 0 | 0 | 0 | 28 | 2,597 | 3,405 | 76 | 153 | | | |
| BARBADOES | BARBADES | 2 | 358 | 370 | 97 | 29 | 0 | 0 | 0 | 0 | 0 | 2 | 358 | 370 | 97 | 29 | | | |
| CUBA | | 4 | 366 | 600 | 61 | 57 | 0 | 0 | 0 | 0 | 0 | 4 | 366 | 600 | 61 | 57 | | | |
| JAMAICA | JAMAIQUE | 2 | 279 | 300 | 93 | 41 | 0 | 0 | 0 | 0 | 0 | 2 | 279 | 300 | 93 | 41 | | | |
| MEXICO | MEXIQUE | 4 | 513 | 715 | 72 | 54 | 0 | 0 | 0 | 0 | 0 | 4 | 513 | 715 | 72 | 54 | | | |
| NETH.ANT. | ANTI.NEER. | 2 | 362 | 370 | 98 | 34 | 0 | 0 | 0 | 0 | 0 | 2 | 362 | 370 | 98 | 34 | | | |
| 5 SOUTH | SUD | 42 | 4,475 | 5,760 | 78 | 368 | 0 | 0 | 0 | 0 | 0 | 42 | 4,475 | 5,760 | 78 | 368 | | | |
| FLORIDA | FLORIDE | 45 | 4,031 | 5,115 | 79 | 228 | 0 | 0 | 0 | 0 | 0 | 45 | 4,031 | 5,115 | 79 | 228 | | | |
| HAWAII | HAWAII | 6 | 928 | 1,110 | 84 | 165 | 0 | 0 | 0 | 0 | 0 | 6 | 928 | 1,110 | 84 | 165 | | | |
| OTHER U.S. AUTRES E.U. | | 3 | 107 | 345 | 31 | 20 | 0 | 0 | 0 | 0 | 0 | 3 | 107 | 345 | 31 | 20 | | | |
| PUERTO RICO | | 3 | 243 | 345 | 70 | 21 | 0 | 0 | 0 | 0 | 0 | 3 | 243 | 345 | 70 | 21 | | | |
| 6 U.S.A. | E.U. | 57 | 5,309 | 6,915 | 77 | 434 | 0 | 0 | 0 | 0 | 0 | 57 | 5,309 | 6,915 | 77 | 434 | | | |
| CARRIER-TOTAL-TRANSP. | | 103 | 10,366 | 13,465 | 77 | 887 | 0 | 0 | 0 | 0 | 0 | 103 | 10,366 | 13,465 | 77 | 887 | | | |
| WARDAIR | | | | | | | | | | | | | | | | | | | |
| SPAIN | ESPAGNE | 5 | 1,785 | 2,275 | 78 | 212 | 0 | 0 | 0 | 0 | 0 | 5 | 1,785 | 2,275 | 78 | 212 | | | |
| 3 EUROPE | | 5 | 1,785 | 2,275 | 78 | 212 | 0 | 0 | 0 | 0 | 0 | 5 | 1,785 | 2,275 | 78 | 212 | | | |
| BAHAMAS | | 28 | 4,634 | 5,668 | 82 | 234 | 0 | 0 | 0 | 0 | 0 | 28 | 4,634 | 5,668 | 82 | 234 | | | |
| BARBADOES | BARBADES | 68 | 12,805 | 18,695 | 68 | 1,203 | 0 | 0 | 0 | 0 | 0 | 68 | 12,805 | 18,695 | 68 | 1,203 | | | |
| JAMAICA | JAMAIQUE | 9 | 3,008 | 4,095 | 73 | 225 | 0 | 0 | 0 | 0 | 0 | 9 | 3,008 | 4,095 | 73 | 225 | | | |
| MEXICO | MEXIQUE | 33 | 6,751 | 9,120 | 74 | 540 | 0 | 0 | 0 | 0 | 0 | 33 | 6,751 | 9,120 | 74 | 540 | | | |
| NETH.ANT. | ANTI.NEER. | 21 | 5,971 | 7,734 | 77 | 461 | 0 | 0 | 0 | 0 | 0 | 21 | 5,971 | 7,734 | 77 | 461 | | | |
| 5 SUDTH | SUD | 159 | 33,169 | 45,312 | 73 | 2,663 | 0 | 0 | 0 | 0 | 0 | 159 | 33,169 | 45,312 | 73 | 2,663 | | | |
| FLORIDA | FLORIDE | 14 | 1,830 | 2,562 | 71 | 115 | 0 | 0 | 0 | 0 | 0 | 14 | 1,830 | 2,562 | 71 | 115 | | | |
| HAWAII | HAWAII | 47 | 11,182 | 17,132 | 65 | 1,625 | 0 | 0 | 0 | 0 | 0 | 47 | 11,182 | 17,132 | 65 | 1,625 | | | |
| OTHER U.S. AUTRES E.U. | | 1 | 105 | 183 | 57 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 105 | 183 | 57 | 9 | | | |
| PUERTO RICO | | 6 | 1,063 | 1,098 | 97 | 78 | 0 | 0 | 0 | 0 | 0 | 6 | 1,063 | 1,098 | 97 | 78 | | | |
| 6 U.S.A. | E.U. | 68 | 14,180 | 20,975 | 68 | 1,827 | 0 | 0 | 0 | 0 | 0 | 68 | 14,180 | 20,975 | 68 | 1,827 | | | |
| CARRIER-TOTAL-TRANSP. | | 232 | 49,134 | 68,562 | 72 | 4,702 | 0 | 0 | 0 | 0 | 0 | 232 | 49,134 | 68,562 | 72 | 4,702 | | | |
| SUBTOTAL - SOUS-TOTAL | | 1,675 | 201,758 | 253,010 | 80 | 15,619 | 0 | 0 | 0 | 0 | 0 | 1,675 | 201,758 | 253,010 | 80 | 15,619 | | | |
| BRITISH WEST INDIAN AIRWA | | | | | | | | | | | | | | | | | | | |
| ANTIGUA | | 3 | 160 | 462 | 35 | 39 | 0 | 0 | 0 | 0 | 0 | 3 | 160 | 462 | 35 | 39 | | | |
| BARBADOES | BARBADES | 4 | 522 | 621 | 84 | 57 | 0 | 0 | 0 | 0 | 0 | 4 | 522 | 621 | 84 | 57 | | | |
| 5 SOUTH | SUD | 7 | 682 | 1,083 | 63 | 96 | 0 | 0 | 0 | 0 | 0 | 7 | 682 | 1,083 | 63 | 96 | | | |
| CARRIER-TOTAL-TRANSP. | | 7 | 682 | 1,083 | 63 | 96 | 0 | 0 | 0 | 0 | 0 | 7 | 682 | 1,083 | 63 | 96 | | | |
| UNITED AIRLINES | | | | | | | | | | | | | | | | | | | |
| HAWAII | HAWAII | 2 | 258 | 396 | 65 | 32 | 0 | 0 | 0 | 0 | 0 | 2 | 258 | 396 | 65 | 32 | | | |
| 6 U.S.A. | E.U. | 2 | 258 | 396 | 65 | 32 | 0 | 0 | 0 | 0 | 0 | 2 | 258 | 396 | 65 | 32 | | | |
| CARRIER-TOTAL-TRANSP. | | 2 | 258 | 396 | 65 | 32 | 0 | 0 | 0 | 0 | 0 | 2 | 258 | 396 | 65 | 32 | | | |
| SUBTOTAL - SOUS-TOTAL | | 9 | 940 | 1,479 | 64 | 128 | 0 | 0 | 0 | 0 | 0 | 9 | 940 | 1,479 | 64 | 128 | | | |
| IT TOTAL | | 1,684 | 202,698 | 254,489 | 80 | 15,747 | 0 | 0 | 0 | 0 | 0 | 1,684 | 202,698 | 254,489 | 80 | 15,747 | | | |

TABLE 4

PRO RATA CHARTER OPERATIONS
FLIGHTS, PASSENGER TRIPS, SEATS AVAILABLE, LOAD FACTORS AND REVENUES
BY CARRIER AND BY COUNTRY OF ORIGIN AND DESTINATION

OCTOBER 1975 TO DECEMBER 1975

TABLEAU 4

AFFRETEMENTS AVEC PARTICIPATION
VOLS, PASSAGERS, SIEGES DISPONIBLES, COEFFICIENT DE REMPLISSAGE ET REVENUS
PAR TRANSPORTEUR ET PAYS D'ORIGINE ET DE DESTINATION

OCTOBRE 1975 A DECEMBRE 1975

| | | CANADIAN ORIGIN | | | | | | FOREIGN ORIGIN | | | | | | TOTAL | | | | | |
|---------------------------|-------------|-----------------|-------|--------|---------------|-------------------|-------|----------------|---------------|-------|---------|--------|---------------|-------|-------|---------|---------------|--|--|
| | | PASS. | SEATS | LOAD | REV. | PASS. | SEATS | LOAD | REV. | PASS. | SEATS | LOAD | REV. | PASS. | SEATS | LOAD | REV. | | |
| | | FLTS. | TRIPS | AVAIL. | FACTOR(\$000) | FLTS. | TRIPS | AVAIL. | FACTOR(\$000) | FLTS. | TRIPS | AVAIL. | FACTOR(\$000) | FLTS. | TRIPS | AVAIL. | FACTOR(\$000) | | |
| ORIGINE CANADIENNE | | | | | | ORIGINE ETRANGERE | | | | | | TOTAL | | | | | | | |
| | | VOLS | PASS. | SIEGE | COEF. | REV. | VOLS | PASS. | SIEGE | COEF. | REV. | VOLS | PASS. | SIEGE | COEF. | REV. | | | |
| | | | | DISP. | REMP. | (\$000) | | | DISP. | REMP. | (\$000) | | | DISP. | REMP. | (\$000) | | | |
| AIR CANADA | | | | | | | | | | | | | | | | | | | |
| ENGLAND | ANGLETERRE | 3 | 586 | 600 | 98 | 85 | 0 | 0 | 0 | 0 | 0 | 3 | 586 | 600 | 98 | 85 | | | |
| GERMANY | ALLEMAGNE | 4 | 764 | 800 | 96 | 147 | 3 | 590 | 600 | 98 | 84 | 7 | 1,354 | 1,400 | 97 | 231 | | | |
| HUNGARY | HONGRIE | 0 | 0 | 0 | 0 | 0 | 1 | 198 | 200 | 99 | 29 | 1 | 198 | 200 | 99 | 29 | | | |
| 3 EUROPE | | 7 | 1,350 | 1,400 | 96 | 232 | 4 | 788 | 800 | 99 | 113 | 11 | 2,138 | 2,200 | 97 | 345 | | | |
| BERMUDA | BERMUDES | 2 | 322 | 322 | 100 | 24 | 0 | 0 | 0 | 0 | 0 | 2 | 322 | 322 | 100 | 24 | | | |
| 5 SOUTH | SUD | 2 | 322 | 322 | 100 | 24 | 0 | 0 | 0 | 0 | 0 | 2 | 322 | 322 | 100 | 24 | | | |
| FLORIDA | FLORIDE | 2 | 400 | 400 | 100 | 29 | 0 | 0 | 0 | 0 | 0 | 2 | 400 | 400 | 100 | 29 | | | |
| OTHER U.S. | AUTRES E.U. | 2 | 370 | 400 | 93 | 35 | 0 | 0 | 0 | 0 | 0 | 2 | 370 | 400 | 93 | 35 | | | |
| 6 U.S.A. | E.U. | 4 | 770 | 800 | 96 | 64 | 0 | 0 | 0 | 0 | 0 | 4 | 770 | 800 | 96 | 64 | | | |
| CARRIER-TOTAL-TRANSP. | | 13 | 2,442 | 2,522 | 97 | 320 | 4 | 788 | 800 | 99 | 113 | 17 | 3,230 | 3,322 | 97 | 433 | | | |
| GREAT LAKES AIRLINES | | | | | | | | | | | | | | | | | | | |
| OTHER U.S. | AUTRES E.U. | 2 | 108 | 108 | 100 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 108 | 108 | 100 | 4 | | | |
| 6 U.S.A. | E.U. | 2 | 108 | 108 | 100 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 108 | 108 | 100 | 4 | | | |
| CARRIER-TOTAL-TRANSP. | | 2 | 108 | 108 | 100 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 108 | 108 | 100 | 4 | | | |
| INTERNATIONAL JET AIR LTD | | | | | | | | | | | | | | | | | | | |
| FLORIDA | FLORIDE | 4 | 360 | 360 | 100 | 40 | 0 | 0 | 0 | 0 | 0 | 4 | 360 | 360 | 100 | 40 | | | |
| 6 U.S.A. | E.U. | 4 | 360 | 360 | 100 | 40 | 0 | 0 | 0 | 0 | 0 | 4 | 360 | 360 | 100 | 40 | | | |
| CARRIER-TOTAL-TRANSP. | | 4 | 360 | 360 | 100 | 40 | 0 | 0 | 0 | 0 | 0 | 4 | 360 | 360 | 100 | 40 | | | |
| NORDAIR | | | | | | | | | | | | | | | | | | | |
| CUBA | | 1 | 96 | 113 | 85 | 10 | 0 | 0 | 0 | 0 | 0 | 1 | 96 | 113 | 85 | 10 | | | |
| 5 SOUTH | SUD | 1 | 96 | 113 | 85 | 10 | 0 | 0 | 0 | 0 | 0 | 1 | 96 | 113 | 85 | 10 | | | |
| FLORIDA | FLORIDE | 4 | 1,000 | 1,000 | 100 | 30 | 0 | 0 | 0 | 0 | 0 | 4 | 1,000 | 1,000 | 100 | 30 | | | |
| NEVADA | | 2 | 500 | 500 | 100 | 60 | 0 | 0 | 0 | 0 | 0 | 2 | 500 | 500 | 100 | 60 | | | |
| 6 U.S.A. | E.U. | 6 | 1,500 | 1,500 | 100 | 90 | 0 | 0 | 0 | 0 | 0 | 6 | 1,500 | 1,500 | 100 | 90 | | | |
| CARRIER-TOTAL-TRANSP. | | 7 | 1,596 | 1,613 | 99 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 1,596 | 1,613 | 99 | 100 | | | |
| PACIFIC WESTERN AIRLINES | | | | | | | | | | | | | | | | | | | |
| CALIFORNIA | CALIFORNIE | 2 | 234 | 236 | 99 | 20 | 0 | 0 | 0 | 0 | 0 | 2 | 234 | 236 | 99 | 20 | | | |
| 6 U.S.A. | E.U. | 2 | 234 | 236 | 99 | 20 | 0 | 0 | 0 | 0 | 0 | 2 | 234 | 236 | 99 | 20 | | | |
| CARRIER-TOTAL-TRANSP. | | 2 | 234 | 236 | 99 | 20 | 0 | 0 | 0 | 0 | 0 | 2 | 234 | 236 | 99 | 20 | | | |
| SUBTOTAL - SOUS-TOTAL | | 28 | 4,740 | 4,839 | 98 | 484 | 4 | 788 | 800 | 99 | 113 | 32 | 5,528 | 5,639 | 98 | 597 | | | |
| ALITALIA AIRLINES | | | | | | | | | | | | | | | | | | | |
| ITALY | ITALIE | 2 | 756 | 756 | 100 | 111 | 0 | 0 | 0 | 0 | 0 | 2 | 756 | 756 | 100 | 111 | | | |
| 3 EUROPE | | 2 | 756 | 756 | 100 | 111 | 0 | 0 | 0 | 0 | 0 | 2 | 756 | 756 | 100 | 111 | | | |
| CARRIER-TOTAL-TRANSP. | | 2 | 756 | 756 | 100 | 111 | 0 | 0 | 0 | 0 | 0 | 2 | 756 | 756 | 100 | 111 | | | |
| BRITISH CALEDONIAN AIRWAY | | | | | | | | | | | | | | | | | | | |
| ENGLAND | ANGLETERRE | 3 | 547 | 564 | 97 | 76 | 0 | 0 | 0 | 0 | 0 | 3 | 547 | 564 | 97 | 76 | | | |
| 3 EUROPE | | 3 | 547 | 564 | 97 | 76 | 0 | 0 | 0 | 0 | 0 | 3 | 547 | 564 | 97 | 76 | | | |
| CARRIER-TOTAL-TRANSP. | | 3 | 547 | 564 | 97 | 76 | 0 | 0 | 0 | 0 | 0 | 3 | 547 | 564 | 97 | 76 | | | |
| CAPITAL INTERNATIONAL AIR | | | | | | | | | | | | | | | | | | | |
| FRANCE | | 0 | 0 | 0 | 0 | 0 | 2 | 358 | 366 | 98 | 53 | 2 | 358 | 366 | 98 | 53 | | | |
| 3 EUROPE | | 0 | 0 | 0 | 0 | 0 | 2 | 358 | 366 | 98 | 53 | 2 | 358 | 366 | 98 | 53 | | | |
| CARRIER-TOTAL-TRANSP. | | 0 | 0 | 0 | 0 | 0 | 2 | 358 | 366 | 98 | 53 | 2 | 358 | 366 | 98 | 53 | | | |
| FINNAIR OY | | | | | | | | | | | | | | | | | | | |
| DENMARK | DANEMARK | 0 | 0 | 0 | 0 | 0 | 1 | 181 | 185 | 98 | 23 | 1 | 181 | 185 | 98 | 23 | | | |
| FINLAND | FINLANDE | 0 | 0 | 0 | 0 | 0 | 2 | 257 | 370 | 69 | 42 | 2 | 257 | 370 | 69 | 42 | | | |
| 3 EUROPE | | 0 | 0 | 0 | 0 | 0 | 3 | 438 | 555 | 79 | 65 | 3 | 438 | 555 | 79 | 65 | | | |
| CARRIER-TOTAL-TRANSP. | | 0 | 0 | 0 | 0 | 0 | 3 | 438 | 555 | 79 | 65 | 3 | 438 | 555 | 79 | 65 | | | |
| KLM ROYAL DUTCH AIRLINES | | | | | | | | | | | | | | | | | | | |
| NETHERL. | PAYS-BAS | 0 | 0 | 0 | 0 | 0 | 15 | 2,489 | 2,644 | 94 | 339 | 15 | 2,489 | 2,644 | 94 | 339 | | | |
| 3 EUROPE | | 0 | 0 | 0 | 0 | 0 | 15 | 2,489 | 2,644 | 94 | 339 | 15 | 2,489 | 2,644 | 94 | 339 | | | |
| CARRIER-TOTAL-TRANSP. | | 0 | 0 | 0 | 0 | 0 | 15 | 2,489 | 2,644 | 94 | 339 | 15 | 2,489 | 2,644 | 94 | 339 | | | |

TABLE 4 PRO RATA CHARTER OPERATIONS OCTOBER 1975 TO DECEMBER 1975
FLIGHTS, PASSENGER TRIPS, SEATS AVAILABLE, LOAD FACTORS AND REVENUES
BY CARRIER AND BY COUNTRY OF ORIGIN AND DESTINATION

TABLEAU 4 AFFRETEMENTS AVEC PARTICIPATION OCTOBRE 1975 A DECEMBRE 1975
VOLS, PASSAGERS, SIEGES DISPONIBLES, COEFFICIENT DE REMPLISSAGE ET REVENUS
PAR TRANSPORTEUR ET PAYS D'ORIGINE ET DE DESTINATION

| | CANADIAN ORIGIN FOREIGN ORIGIN | | | | | | | | | | | | TOTAL | | | |
|------------------------|--------------------------------------|-------|--------|-------------|-----------------------|-------|--------|-------------|-----------------------|---------|--------|-------------|--------|-------|---------|------|
| | PASS. SEATS LOAD REV. | | | | PASS. SEATS LOAD REV. | | | | PASS. SEATS LOAD REV. | | | | | | | |
| | FLTS. | TRIPS | AVAIL. | FACTO\$0001 | FLTS. | TRIPS | AVAIL. | FACTO\$0001 | FLTS. | TRIPS | AVAIL. | FACTO\$0001 | PASS. | SEATS | LOAD | REV. |
| | ORIGINE CANADIENNE ORIGINE ETRANGERE | | | | | | | | | | | | TOTAL | | | |
| | VOLS | PASS. | SIEGE | CDEF. | REV. | VOLS | PASS. | SIEGE | CDEF. | REV. | VOLS | PASS. | SIEGE | CDEF. | REV. | |
| | | | DISP. | REMP. | (\$000) | | | DISP. | REMP. | (\$000) | | | DISP. | REMP. | (\$000) | |
| LOT POLISH AIRLINES | | | | | | | | | | | | | | | | |
| POLAND POLOGNE | 1 | 69 | 168 | 41 | 42 | 0 | 0 | 0 | 0 | 0 | 1 | 69 | 168 | 41 | 42 | |
| 3 EUROPE | 1 | 69 | 168 | 41 | 42 | 0 | 0 | 0 | 0 | 0 | 1 | 69 | 168 | 41 | 42 | |
| CARRIER-TOTAL-TRANSP. | 1 | 69 | 168 | 41 | 42 | 0 | 0 | 0 | 0 | 0 | 1 | 69 | 168 | 41 | 42 | |
| NORTH CENTRAL AIRLINES | | | | | | | | | | | | | | | | |
| OTHER U.S. AUTRES E.U. | 0 | 0 | 0 | 0 | 0 | 1 | 99 | 99 | 100 | 10 | 1 | 99 | 99 | 100 | 10 | |
| 6 U.S.A. E.U. | 0 | 0 | 0 | 0 | 0 | 1 | 99 | 99 | 100 | 10 | 1 | 99 | 99 | 100 | 10 | |
| CARRIER-TOTAL-TRANSP. | 0 | 0 | 0 | 0 | 0 | 1 | 99 | 99 | 100 | 10 | 1 | 99 | 99 | 100 | 10 | |
| UNITED AIRLINES | | | | | | | | | | | | | | | | |
| OTHER U.S. AUTRES E.U. | 2 | 290 | 303 | 96 | 20 | 0 | 0 | 0 | 0 | 0 | 2 | 290 | 303 | 96 | 20 | |
| 6 U.S.A. E.U. | 2 | 290 | 303 | 96 | 20 | 0 | 0 | 0 | 0 | 0 | 2 | 290 | 303 | 96 | 20 | |
| CARRIER-TOTAL-TRANSP. | 2 | 290 | 303 | 96 | 20 | 0 | 0 | 0 | 0 | 0 | 2 | 290 | 303 | 96 | 20 | |
| WORLD AIRWAYS | | | | | | | | | | | | | | | | |
| U.S.S.R.W. U.R.S.S.O. | 2 | 504 | 504 | 100 | 73 | 0 | 0 | 0 | 0 | 0 | 2 | 504 | 504 | 100 | 73 | |
| 3 EUROPE | 2 | 504 | 504 | 100 | 73 | 0 | 0 | 0 | 0 | 0 | 2 | 504 | 504 | 100 | 73 | |
| CARRIER-TOTAL-TRANSP. | 2 | 504 | 504 | 100 | 73 | 0 | 0 | 0 | 0 | 0 | 2 | 504 | 504 | 100 | 73 | |
| YUGOSLAV AIRLINES | | | | | | | | | | | | | | | | |
| YUGOSLAVIA YUGOSLAV. | 0 | 0 | 0 | 0 | 0 | 11 | 1,538 | 1,914 | 80 | 214 | 11 | 1,538 | 1,914 | 80 | 214 | |
| 3 EUROPE | 0 | 0 | 0 | 0 | 0 | 11 | 1,538 | 1,914 | 80 | 214 | 11 | 1,538 | 1,914 | 80 | 214 | |
| CARRIER-TOTAL-TRANSP. | 0 | 0 | 0 | 0 | 0 | 11 | 1,538 | 1,914 | 80 | 214 | 11 | 1,538 | 1,914 | 80 | 214 | |
| SUBTOTAL - SOUS-TOTAL | 10 | 2,166 | 2,295 | 94 | 322 | 32 | 4,922 | 5,578 | 88 | 681 | 42 | 7,088 | 7,873 | 90 | 1,003 | |
| PER TOTAL | 38 | 5,906 | 7,134 | 97 | 806 | 36 | 6,710 | 6,378 | 90 | 794 | 74 | 12,616 | 13,512 | 93 | 1,600 | |

TABLE 5

SUMMARY OF PASSENGER CHARTERS BY CARRIER OCTOBER 1975 TO DECEMBER 1975
FLIGHTS, PASSENGER TRIPS, SEATS AVAILABLE, LOAD FACTORS AND REVENUES

TABLEAU 5

SOMMAIRE DES AFFRETEMENTS DE PASSAGERS PAR TRANSPORTEUR OCTOBRE 1975 A DECEMBRE 1975
VOLS, PASSAGERS, SIEGES DISPONIBLES, COEFFICIENT DE REMPLISSAGE ET REVENS

| | CANADIAN ORIGIN | | | | | | FOREIGN ORIGIN | | | | | | TOTAL | | | | | |
|---------------------------|--------------------|----------------|-----------------------------|-----------------|-----------------|----------------|-----------------------------|-----------------|----------------|----------------|-----------------------------|-----------------|----------------|----------------|-----------------------------|-----------------|-----------------|--|
| | PASS. FLTS. | SEATS TRIPS | LOAD AVAIL.FACTOR(\$000) | REV. (\$000) | PASS. FLTS. | SEATS TRIPS | LOAD AVAIL.FACTOR(\$000) | REV. (\$000) | PASS. FLTS. | SEATS TRIPS | LOAD AVAIL.FACTOR(\$000) | REV. (\$000) | PASS. FLTS. | SEATS TRIPS | LOAD AVAIL.FACTOR(\$000) | REV. (\$000) | | |
| | ORIGINE CANADIENNE | | | | | | ORIGINE ETRANGERE | | | | | | TOTAL | | | | | |
| | VOLS | PASS. | SIEGE DISP. | COEF. REMP. | REV. (\$000) | | VOLS | PASS. | SIEGE DISP. | COEF. REMP. | REV. (\$000) | | VOLS | PASS. | SIEGE DISP. | COEF. REMP. | REV. (\$000) | |
| AIR CANADA | 268 | 32,627 | 38,332 | 85 | 3,201 | | 21 | 3,778 | 3,926 | 96 | 434 | | 289 | 36,405 | 42,258 | 86 | 3,635 | |
| CP AIR | 75 | 7,732 | 10,396 | 74 | 799 | | 3 | 401 | 513 | 78 | 47 | | 78 | 8,133 | 10,909 | 75 | 846 | |
| EASTERN PROVINCIAL AIRWAY | 207 | 20,152 | 22,673 | 89 | 1,045 | | 0 | 0 | 0 | 0 | 0 | | 207 | 20,152 | 22,673 | 89 | 1,045 | |
| GREAT LAKES AIRLINES | 21 | 778 | 1,116 | 70 | 55 | | 0 | 0 | 0 | 0 | 0 | | 21 | 778 | 1,116 | 70 | 55 | |
| HARRISON AIRWAYS | 10 | 440 | 490 | 90 | 25 | | 0 | 0 | 0 | 0 | 0 | | 10 | 440 | 490 | 90 | 25 | |
| INTERNATIONAL JET AIR LTD | 8 | 720 | 720 | 100 | 62 | | 0 | 0 | 0 | 0 | 0 | | 8 | 720 | 720 | 100 | 62 | |
| MACKENZIE | 2 | 64 | 80 | 80 | 11 | | 0 | 0 | 0 | 0 | 0 | | 2 | 64 | 80 | 80 | 11 | |
| MILLARDAIR | 4 | 34 | 66 | 52 | 5 | | 0 | 0 | 0 | 0 | 0 | | 4 | 34 | 66 | 52 | 5 | |
| NORCANAIR | 2 | 80 | 80 | 100 | 5 | | 0 | 0 | 0 | 0 | 0 | | 2 | 80 | 80 | 100 | 5 | |
| NORDAIR | 462 | 48,077 | 59,460 | 81 | 3,432 | | 3 | 135 | 339 | 40 | 9 | | 465 | 48,212 | 59,799 | 81 | 3,441 | |
| PACIFIC WESTERN AIRLINES | 179 | 20,517 | 24,187 | 85 | 1,611 | | 0 | 0 | 0 | 0 | 0 | | 179 | 20,517 | 24,187 | 85 | 1,611 | |
| QUEBECAIR | 267 | 29,766 | 35,220 | 85 | 2,091 | | 3 | 322 | 441 | 73 | 17 | | 270 | 30,088 | 35,661 | 84 | 2,108 | |
| TRANSAIR | 131 | 13,058 | 17,152 | 76 | 1,189 | | 2 | 30 | 44 | 68 | 93 | | 133 | 13,088 | 17,196 | 76 | 1,282 | |
| WARDAIR | 365 | 75,953 | 110,057 | 69 | 10,046 | | 44 | 9,276 | 13,670 | 68 | 1,229 | | 409 | 85,229 | 123,727 | 69 | 11,275 | |
| SUBTOTAL - SOUS-TOTAL | 2,001 | 249,998 | 320,029 | 78 | 23,577 | | 76 | 13,942 | 18,933 | 74 | 1,829 | | 2,077 | 263,940 | 338,962 | 78 | 25,406 | |
| AIR FRANCE | 2 | 281 | 328 | 86 | 39 | | 0 | 0 | 0 | 0 | 0 | | 2 | 281 | 328 | 86 | 39 | |
| AIR JAMAICA | 10 | 1,802 | 1,802 | 100 | 205 | | 0 | 0 | 0 | 0 | 0 | | 10 | 1,802 | 1,802 | 100 | 205 | |
| AIR NEW ENGLAND | 0 | 0 | 0 | 0 | 0 | | 6 | 210 | 264 | 80 | 12 | | 6 | 210 | 264 | 80 | 12 | |
| ALITALIA AIRLINES | 2 | 756 | 756 | 100 | 111 | | 0 | 0 | 0 | 0 | 0 | | 2 | 756 | 756 | 100 | 111 | |
| ALLEGHENY AIRLINES | 3 | 109 | 132 | 83 | 10 | | 2 | 200 | 200 | 100 | 7 | | 5 | 309 | 332 | 93 | 17 | |
| AMERICAN AIRLINES | 5 | 744 | 865 | 86 | 51 | | 25 | 2,554 | 3,765 | 68 | 271 | | 30 | 3,298 | 4,630 | 71 | 322 | |
| BRITISH CALEDONIAN AIRWAY | 18 | 2,817 | 3,279 | 86 | 423 | | 13 | 2,183 | 2,444 | 87 | 231 | | 31 | 4,950 | 5,723 | 86 | 654 | |
| BRITISH OVERSEAS AIRWAYS | 20 | 3,430 | 4,716 | 73 | 543 | | 15 | 2,578 | 3,846 | 67 | 381 | | 35 | 6,008 | 8,562 | 70 | 924 | |
| BRITISH WEST INDIAN AIRWA | 19 | 2,117 | 2,623 | 81 | 277 | | 2 | 292 | 308 | 95 | 27 | | 21 | 2,409 | 2,931 | 82 | 304 | |
| CAPITOL INTERNATIONAL AIR | 2 | 486 | 504 | 96 | 88 | | 2 | 358 | 366 | 98 | 53 | | 4 | 844 | 870 | 97 | 141 | |
| CHRYSLER CORP. | 0 | 0 | 0 | 0 | 0 | | 4 | 48 | 56 | 86 | 14 | | 4 | 48 | 56 | 86 | 14 | |
| DAN-AIR | 11 | 2,050 | 2,079 | 99 | 227 | | 21 | 3,969 | 3,969 | 100 | 363 | | 32 | 6,019 | 6,048 | 100 | 590 | |
| EASTERN AIRLINES | 2 | 264 | 264 | 100 | 25 | | 0 | 0 | 0 | 0 | 0 | | 2 | 264 | 264 | 100 | 25 | |
| EXECUTIVE AIR FLEET CORP | 0 | 0 | 0 | 0 | 0 | | 7 | 13 | 63 | 21 | 8 | | 7 | 13 | 63 | 21 | 8 | |
| FINNAIR OY | 0 | 0 | 0 | 0 | 0 | | 3 | 438 | 555 | 79 | 65 | | 3 | 438 | 555 | 79 | 65 | |
| IRISH INTERNATIONAL AIRLI | 1 | 176 | 176 | 100 | 20 | | 0 | 0 | 0 | 0 | 0 | | 1 | 176 | 176 | 100 | 20 | |
| KLM ROYAL DUTCH AIRLINES | 2 | 568 | 658 | 86 | 85 | | 28 | 3,527 | 3,718 | 95 | 505 | | 30 | 4,095 | 4,376 | 94 | 590 | |
| LAKER AIRWAYS | 86 | 13,307 | 20,320 | 65 | 2,480 | | 67 | 14,711 | 21,275 | 69 | 1,915 | | 153 | 28,018 | 41,595 | 67 | 4,395 | |
| LOT POLISH AIRLINES | 3 | 205 | 504 | 41 | 90 | | 0 | 0 | 0 | 0 | 0 | | 3 | 205 | 504 | 41 | 90 | |
| LUFTHANSA GERMAN AIRLINES | 3 | 452 | 452 | 100 | 57 | | 0 | 0 | 0 | 0 | 0 | | 3 | 452 | 452 | 100 | 57 | |
| MCCULLOCH INTERNATIONAL | 3 | 118 | 210 | 56 | 37 | | 6 | 134 | 240 | 56 | 12 | | 9 | 252 | 450 | 56 | 49 | |
| NORTH CENTRAL AIRLINES | 0 | 0 | 0 | 0 | 0 | | 3 | 295 | 297 | 99 | 19 | | 3 | 295 | 297 | 99 | 19 | |
| ZARK AIR LINES | 0 | 0 | 0 | 0 | 0 | | 2 | 82 | 150 | 55 | 8 | | 2 | 82 | 150 | 55 | 8 | |
| SAHENA BELGIAN AIRLINES | 1 | 142 | 172 | 83 | 20 | | 0 | 0 | 0 | 0 | 0 | | 1 | 142 | 172 | 83 | 20 | |
| TRANS INTERNATIONAL AIRLI | 1 | 32 | 39 | 82 | 16 | | 2 | 508 | 508 | 100 | 59 | | 3 | 540 | 547 | 99 | 75 | |
| TRANS WORLD AIRLINES | 4 | 586 | 712 | 82 | 56 | | 0 | 0 | 0 | 0 | 0 | | 4 | 586 | 712 | 82 | 56 | |
| TRANSAVIA HOLLAND | 0 | 0 | 0 | 0 | 0 | | 1 | 188 | 189 | 99 | 55 | | 1 | 188 | 189 | 99 | 55 | |
| TRANSPORTES AEREOS PORTUG | 2 | 252 | 336 | 75 | 38 | | 0 | 0 | 0 | 0 | 0 | | 2 | 252 | 336 | 75 | 38 | |
| UNITED AIRLINES | 32 | 5,939 | 6,302 | 94 | 381 | | 1 | 66 | 95 | 69 | 4 | | 33 | 6,005 | 6,397 | 94 | 385 | |
| WESTERN AIRLINES | 1 | 32 | 99 | 32 | 4 | | 0 | 0 | 0 | 0 | 0 | | 1 | 32 | 99 | 32 | 4 | |
| WIEN AIR ALASKA | 0 | 0 | 0 | 0 | 0 | | 4 | 414 | 448 | 92 | 12 | | 4 | 414 | 448 | 92 | 12 | |
| WORLD AIRWAYS | 2 | 504 | 504 | 100 | 73 | | 0 | 0 | 0 | 0 | 0 | | 2 | 504 | 504 | 100 | 73 | |
| WRIGHT AIR LINES | 0 | 0 | 0 | 0 | 0 | | 4 | 140 | 176 | 80 | 6 | | 4 | 140 | 176 | 80 | 6 | |
| YUGOSLAV AIRLINES | 10 | 1,444 | 1,740 | 83 | 262 | | 11 | 1,538 | 1,914 | 80 | 214 | | 21 | 2,982 | 3,654 | 82 | 476 | |
| ZANTOP AIRWAYS INC | 0 | 0 | 0 | 0 | 0 | | 2 | 16 | 24 | 67 | 2 | | 2 | 16 | 24 | 67 | 2 | |
| SUBTOTAL - SOUS-TOTAL | 245 | 38,613 | 49,572 | 78 | 5,618 | | 231 | 34,412 | 44,870 | 77 | 4,243 | | 476 | 73,025 | 94,442 | 77 | 9,861 | |
| GRAND TOTAL | 2,246 | 288,611 | 369,601 | 78 | 29,195 | | 307 | 48,354 | 63,803 | 76 | 6,072 | | 2,553 | 336,965 | 433,404 | 78 | 35,267 | |

TABLE 6

SUMMARY OF CANADIAN ORIGIN PASSENGER CHARTERS OCTOBER 1975 TO DECEMBER 1975
BY COUNTRY OF DESTINATION, TYPE OF CHARTER, FLIGHTS, PASSENGER TRIPS

TABLEAU 6

SOMMAIRE DES AFFRETEMENTS DE PASSAGERS D'ORIGINE CANADIENNE OCTOBRE 1975 A DECEMBRE 1975
PAR PAYS DE DESTINATION, GENRE D'AFFRETEMENT, VOLIS ET PASSAGERS

| JAPAN 2 ASIA | JAPON ASIE | ADVANCE FLIGHTS | BOOKING PASS. TRIPS | INCLUSIVE TOUR | | ENTITY FLIGHTS | PRO RATA PASS. TRIPS | TOTAL | | TOTAL PASS. TRIPS |
|-----------------|---------------|--------------------|---------------------------|--------------------------|---------|-------------------|----------------------------|----------|-------|-------------------------|
| | | | | RESERVATION ANT. VOLS | PASS. | | | VOLS | PASS. | |
| BELGIUM | BELGIQUE | 3 | 408 | 0 | 0 | 0 | 0 | 0 | 0 | 3 408 |
| ENGLAND | ANGLETERRE | 255 | 45,186 | 0 | 0 | 2 | 365 | 6 1,133 | 263 | 46,484 |
| FRANCE | | 9 | 1,312 | 2 | 274 | 5 | 821 | 0 0 | 16 | 2,407 |
| GERMANY | ALLEMAGNE | 13 | 1,898 | 0 | 0 | 2 | 286 | 4 764 | 19 | 2,948 |
| ITALY | ITALIE | 0 | 0 | 0 | 0 | 0 | 0 | 2 756 | 2 | 756 |
| NETHERL. | PAYS-BAS | 14 | 2,926 | 0 | 0 | 0 | 0 | 0 0 | 14 | 2,926 |
| POLAND | POLOGNE | 2 | 136 | 0 | 0 | 0 | 0 | 1 69 | 3 | 205 |
| S.TRELAND | IRLANDE S. | 2 | 302 | 0 | 0 | 0 | 0 | 0 0 | 2 | 302 |
| SPAIN | ESPAGNE | 0 | 0 | 25 | 4,687 | 7 | 1,563 | 0 0 | 32 | 6,250 |
| U.S.S.R.W. | U.R.S.S.O. | 0 | 0 | 0 | 0 | 0 | 0 | 2 504 | 2 | 504 |
| YUGOSLAVIA | YUGOSLAVIA | 10 | 1,444 | 0 | 0 | 2 | 393 | 0 0 | 12 | 1,837 |
| 3 EUROPE | | 308 | 53,612 | 27 | 4,961 | 18 | 3,428 | 15 3,226 | 368 | 65,227 |
| ANTIGUA | | 0 | 0 | 3 | 160 | 0 | 0 | 0 0 | 3 | 160 |
| BAHAMAS | | 0 | 0 | 460 | 46,464 | 0 | 0 | 0 0 | 460 | 46,464 |
| BARBADOS | BARBADES | 0 | 0 | 124 | 20,737 | 3 | 298 | 0 0 | 127 | 21,035 |
| BERMUDA | BERMUDES | 0 | 0 | 0 | 0 | 0 | 0 | 2 322 | 2 | 322 |
| COLOMBIA | COLOMBIE | 0 | 0 | 1 | 250 | 0 | 0 | 0 0 | 1 | 250 |
| CUBA | | 0 | 0 | 103 | 13,630 | 0 | 0 | 1 96 | 104 | 13,526 |
| GUADELOUPE | | 0 | 0 | 4 | 219 | 0 | 0 | 0 0 | 4 | 219 |
| HAITI | HATTI | 0 | 0 | 10 | 793 | 0 | 0 | 0 0 | 10 | 793 |
| JAMAICA | JAMAIQUE | 0 | 0 | 90 | 10,496 | 10 | 1,802 | 0 0 | 100 | 12,298 |
| MARTINIQUE | | 0 | 0 | 2 | 249 | 0 | 0 | 0 0 | 2 | 249 |
| MEXICO | MEXIQUE | 0 | 0 | 163 | 20,067 | 4 | 704 | 0 0 | 167 | 20,771 |
| NETH.ANT. | ANTI.NEER. | 0 | 0 | 54 | 10,115 | 6 | 799 | 0 0 | 60 | 10,914 |
| ST. LUCIA | | 0 | 0 | 5 | 1,022 | 0 | 0 | 0 0 | 5 | 1,022 |
| SURINAM | | 0 | 0 | 0 | 0 | 8 | 318 | 0 0 | 8 | 318 |
| TRINIDAD-TOBAGO | | 6 | 936 | 0 | 0 | 4 | 451 | 0 0 | 10 | 1,387 |
| 5 SOUTH | SUD | 6 | 936 | 1,019 | 124,002 | 35 | 4,372 | 3 418 | 1,063 | 129,728 |
| CALIFORNIA | CALIFORNIE | 0 | 0 | 11 | 1,190 | 16 | 1,019 | 2 234 | 29 | 2,443 |
| FLORIDA | FLORIDE | 2 | 403 | 381 | 37,676 | 0 | 0 | 10 1,760 | 393 | 39,839 |
| HAWAII | HAWAII | 3 | 1,120 | 155 | 24,745 | 1 | 15 | 0 0 | 159 | 25,880 |
| NEVADA | | 0 | 0 | 65 | 6,638 | 68 | 9,749 | 2 500 | 135 | 16,887 |
| OTHER U.S. | AUTRES E.U. | 0 | 0 | 9 | 945 | 61 | 3,623 | 6 768 | 76 | 5,336 |
| PUERTO RICO | | 0 | 0 | 17 | 2,541 | 4 | 688 | 0 0 | 21 | 3,229 |
| 6 U.S.A. | E.U. | 5 | 1,523 | 638 | 73,735 | 150 | 15,094 | 20 3,262 | 813 | 93,614 |
| GRAND TOTAL | | 319 | 56,071 | 1,684 | 202,698 | 205 | 22,936 | 38 6,906 | 2,246 | 288,611 |

TABLE 7

SUMMARY OF FOREIGN ORIGIN PASSENGER CHARTERS
BY COUNTRY OF ORIGIN, TYPE OF CHARTER, FLIGHTS, PASSENGER TRIPS OCTOBER 1975 TO DECEMBER 1975

TABLEAU 7

SOMMAIRE DES AFFRETEMENTS DE PASSAGERS D'ORIGINE ETRANGERE
PAR PAYS D'ORIGINE, GENRE D'AFFRETEMENT, VOLS ET PASSAGERS OCTOBRE 1975 A DECEMBRE 1975

| | DENMARK | DANEMARK | ADVANCE | BOOKING | INCLUSIVE TOUR | ENTITY | PRD RATA | TOTAL | | |
|-----------------|-------------|----------|-------------|---------|----------------|-----------|-----------|---------|------------|------------|
| | | | FLIGHTS | PASS. | PASS. | FLIGHTS | PASS. | FLIGHTS | PASS. | |
| | | | RESERVATION | VOLS | ANT. | VOY. TOUT | COMPRISS. | SANS | PARTICIPA. | TOTAL |
| DENMARK | DANEMARK | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 181 | 1 181 |
| ENGLAND | ANGLETERRE | 172 | 34,823 | 0 | 0 | 0 | 0 | 0 | 0 | 172 34,823 |
| FINLAND | FINLANDE | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 257 | 2 257 |
| FRANCE | FRANCE | 1 | 129 | 0 | 0 | 1 | 254 | 2 | 358 | 4 741 |
| GERMANY | ALLEMAGNE | 6 | 1,066 | 0 | 0 | 0 | 0 | 3 | 590 | 9 1,656 |
| HUNGARY | HONGRIE | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 198 | 1 198 |
| NETHERL. | PAYS-BAS | 14 | 1,226 | 0 | 0 | 1 | 254 | 15 | 2,489 | 30 3,969 |
| S.IRELAND | IRLANDE S. | 1 | 198 | 0 | 0 | 0 | 0 | 0 | 0 | 1 198 |
| YUGOSLAVIA | YUGOSLA. | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 1,538 | 11 1,538 |
| 3. EUROPE | | 194 | 37,442 | 0 | 0 | 2 | 508 | 35 | 5,611 | 231 43,561 |
| TRINIDAD-TOBAGO | | 2 | 292 | 0 | 0 | 0 | 0 | 0 | 0 | 2 292 |
| 5. SOUTH SUD | | 2 | 292 | 0 | 0 | 0 | 0 | 0 | 0 | 2 292 |
| CALIFORNIA | CALIFORNIE | 0 | 0 | 0 | 0 | 7 | 355 | 0 | 0 | 7 355 |
| OTHER U.S. | AUTRES E.U. | 0 | 0 | 0 | 0 | 66 | 4,047 | 1 | 99 | 67 4,146 |
| 6. U.S.A. | E.U. | 0 | 0 | 0 | 0 | 73 | 4,402 | 1 | 99 | 74 4,501 |
| GRAND TOTAL | | 196 | 37,734 | 0 | 0 | 75 | 4,910 | 36 | 5,710 | 307 48,354 |

TABLE 8 AVERAGE DURATION OF CHARTER PASSENGER RETURN TRIPS BY COUNTRY OF ORIGIN AND DESTINATION AND TYPE OF CHARTER

OCTOBER 1975 TO DECEMBER 1975

TABLEAU 8 SEJOUR MOYENS DES PASSAGERS LORS D'AFFRETEMENTS ALLER-RETOUR
PAR PAYS D'ORIGINE ET DE DESTINATION ET GENRE D'AFFRETEMENT

OCTOBRE 1975 A DECEMBRE 1975

TABLE 9 ENTITY CARGO CHARTER OPERATIONS OCTOBER 1975 TO DECEMBER 1975
FLIGHTS, TONS OF CARGO AND REVENUES BY CARRIER AND BY COUNTRY OF ORIGIN AND DESTINATION

TABLEAU 9 AFFRETEMENTS DE MARCHANDISES OCTOBRE 1975 A DECEMBRE 1975
VOLS, TONNES DE MARCHANDISES ET REVENUS PAR TRANSPORTEUR ET PAYS D'ORIGINE ET DE DESTINATION

| | CARRIER | CARRIER | CANADIAN ORIGIN | | | FOREIGN ORIGIN | | | TOTAL | | |
|--------------------------|-------------|---------|-----------------|---------|-----------------|----------------|--------|-----------------|---------|---------|-----------------|
| | | | FLIGHTS | TONS | REVENUE (\$000) | FLIGHTS | TONS | REVENUE (\$000) | FLIGHTS | TONS | REVENUE (\$000) |
| | | | VOLS | TONNES | REVENU (\$000) | VOLS | TONNES | REVENU (\$000) | VOLS | TONNES | REVENU (\$000) |
| AIR CANADA | ALGERIA | ALGERIE | 1 | 32.0 | 26 | 0 | .0 | 0 | 1 | 32.0 | 26 |
| ALGERIA | NIGERIA | ALGERIE | 9 | 247.4 | 538 | 0 | .0 | 0 | 9 | 247.4 | 538 |
| NIGERIA | TANZANIA | AFRIQUE | 1 | 38.3 | 47 | 1 | 7.2 | 36 | 2 | 45.5 | 83 |
| 1 AFRICA | AFRICA | AFRIQUE | 11 | 317.7 | 611 | 1 | 7.2 | 36 | 12 | 324.9 | 647 |
| HONG KONG | ASIA | ASIE | 0 | .0 | 0 | 2 | 67.2 | 151 | 2 | 67.2 | 151 |
| SAU. ARABIA | ARABIE SA. | ASIE | 3 | 99.2 | 177 | 0 | .0 | 0 | 3 | 99.2 | 177 |
| 2 ASIA | ASIA | ASIE | 3 | 99.2 | 177 | 2 | 67.2 | 151 | 5 | 166.4 | 328 |
| AUSTRIA | AUTRICHE | | 0 | .0 | 0 | 1 | 20.9 | 20 | 1 | 20.9 | 20 |
| BELGIUM | BELGIQUE | | 5 | 175.1 | 114 | 0 | .0 | 0 | 5 | 175.1 | 114 |
| ENGLAND | ANGLETERRE | | 1 | 30.8 | 22 | 0 | .0 | 0 | 1 | 30.8 | 22 |
| FINLAND | FINLANDE | | 1 | 22.6 | 38 | 0 | .0 | 0 | 1 | 22.6 | 38 |
| FRANCE | | | 1 | 28.3 | 24 | 0 | .0 | 0 | 1 | 28.3 | 24 |
| GERMANY | ALLEMAGNE | | 0 | .0 | 0 | 1 | 20.0 | 17 | 1 | 20.0 | 17 |
| GREECE | GREECE | | 1 | 31.7 | 34 | 0 | .0 | 0 | 1 | 31.7 | 34 |
| HUNGARY | HONGRIE | | 1 | 40.0 | 27 | 0 | .0 | 0 | 1 | 40.0 | 27 |
| ITALY | ITALIE | | 4 | 135.0 | 101 | 0 | .0 | 0 | 4 | 135.0 | 101 |
| 3 EUROPE | EUROPE | | 14 | 463.5 | 360 | 2 | 40.9 | 37 | 16 | 504.4 | 397 |
| MEXICO | MEXIQUE | | 0 | .0 | 0 | 1 | 12.5 | 29 | 1 | 12.5 | 29 |
| 5 SOUTH | SUD | | 0 | .0 | 0 | 1 | 12.5 | 29 | 1 | 12.5 | 29 |
| CARRIER-TOTAL-TRANSP. | | | 28 | 880.4 | 1,148 | 6 | 127.8 | 253 | 34 | 1,008.2 | 1,401 |
| HARRISON AIRWAYS | | | | | | | | | | | |
| OTHER U.S. | AUTRES E.U. | | 1 | 4.0 | 2 | 1 | 4.0 | 2 | 2 | 8.0 | 4 |
| 6 U.S.A. | E.U. | | 1 | 4.0 | 2 | 1 | 4.0 | 2 | 2 | 8.0 | 4 |
| CARRIER-TOTAL-TRANSP. | | | 1 | 4.0 | 2 | 1 | 4.0 | 2 | 2 | 8.0 | 4 |
| MILLARDAIR | | | | | | | | | | | |
| FLORIDA | FLORIDE | | 2 | .0 | 4 | 0 | .0 | 0 | 2 | .0 | 4 |
| OTHER U.S. | AUTRES E.U. | | 62 | 123.8 | 115 | 3 | 7.1 | 5 | 65 | 130.9 | 120 |
| 7 U.S.A. | E.U. | | 64 | 123.8 | 119 | 3 | 7.1 | 5 | 67 | 130.9 | 124 |
| CARRIER-TOTAL-TRANSP. | | | 64 | 123.8 | 119 | 3 | 7.1 | 5 | 67 | 130.9 | 124 |
| NORDAIR | | | | | | | | | | | |
| GREENLAND | GROENLAND | | 1 | .3 | 4 | 0 | .0 | 0 | 1 | .3 | 4 |
| 3 EUROPE | EUROPE | | 1 | .3 | 4 | 0 | .0 | 0 | 1 | .3 | 4 |
| CARRIER-TOTAL-TRANSP. | | | 1 | .3 | 4 | 0 | .0 | 0 | 1 | .3 | 4 |
| PACIFIC WESTERN AIRLINES | | | | | | | | | | | |
| INDIA | INDE | | 1 | 41.0 | 69 | 0 | .0 | 0 | 1 | 41.0 | 69 |
| PHILIPPINES | | | 1 | 32.0 | 52 | 0 | .0 | 0 | 1 | 32.0 | 52 |
| SAU. ARABIA | ARABIE SA. | | 1 | 41.0 | 56 | 0 | .0 | 0 | 1 | 41.0 | 56 |
| 2 ASIA | ASIA | | 3 | 114.0 | 177 | 0 | .0 | 0 | 3 | 114.0 | 177 |
| DENMARK | DANEMARK | | 0 | .0 | 0 | 2 | 50.0 | 26 | 2 | 50.0 | 26 |
| ENGLAND | ANGLETERRE | | 1 | 39.0 | 27 | 4 | 132.0 | 101 | 5 | 171.0 | 128 |
| FRANCE | | | 1 | 12.0 | 26 | 1 | 12.0 | 25 | 2 | 24.0 | 51 |
| GERMANY | ALLEMAGNE | | 0 | .0 | 0 | 1 | 10.0 | 21 | 1 | 10.0 | 21 |
| HUNGARY | HONGRIE | | 3 | 122.0 | 111 | 0 | .0 | 0 | 3 | 122.0 | 111 |
| ITALY | ITALIE | | 1 | 37.0 | 27 | 0 | .0 | 0 | 1 | 37.0 | 27 |
| LUXEMBOURG | | | 1 | 42.0 | 31 | 0 | .0 | 0 | 1 | 42.0 | 31 |
| SPAIN | ESPAGNE | | 2 | 83.0 | 65 | 0 | .0 | 0 | 2 | 83.0 | 65 |
| SWEDEN | SUÈDE | | 0 | .0 | 0 | 3 | 116.0 | 67 | 3 | 116.0 | 67 |
| 3 EUROPE | EUROPE | | 9 | 335.0 | 287 | 11 | 320.0 | 240 | 20 | 655.0 | 527 |
| MEXICO | MEXIQUE | | 2 | .0 | 27 | 0 | .0 | 0 | 2 | .0 | 27 |
| 5 SOUTH | SUD | | 2 | .0 | 27 | 0 | .0 | 0 | 2 | .0 | 27 |
| OTHER U.S. | AUTRES E.U. | | 8 | 129.0 | 154 | 1 | 2.0 | 13 | 9 | 131.0 | 167 |
| 6 U.S.A. | E.U. | | 8 | 129.0 | 154 | 1 | 2.0 | 13 | 9 | 131.0 | 167 |
| CARRIER-TOTAL-TRANSP. | | | 22 | 578.0 | 645 | 12 | 322.0 | 253 | 34 | 900.0 | 898 |
| SUBTOTAL - SOUS-TOTAL | | | 116 | 1,586.5 | 1,918 | 22 | 460.9 | 513 | 138 | 2,047.4 | 2,431 |
| CRYOERMAN AIR SERVICE | | | | | | | | | | | |
| OTHER U.S. | AUTRES E.U. | | 2 | 3.7 | 4 | 3 | 4.1 | 3 | 5 | 7.8 | 7 |
| 6 U.S.A. | E.U. | | 2 | 3.7 | 4 | 3 | 4.1 | 3 | 5 | 7.8 | 7 |
| CARRIER-TOTAL-TRANSP. | | | 2 | 3.7 | 4 | 3 | 4.1 | 3 | 5 | 7.8 | 7 |

TABLE 9 ENTITY CARGO CHARTER OPERATIONS
FLIGHTS, TONS OF CARGO AND REVENUES BY CARRIER AND BY COUNTRY OF ORIGIN AND DESTINATION
TABLEAU 9 AFFRETEMENTS DE MARCHANDISES
VOLS, TONNES DE MARCHANDISES ET REVENUS PAR TRANSPORTEUR ET PAYS D'ORIGINE ET DE DESTINATION

| | | CANADIAN ORIGIN | | | FOREIGN ORIGIN | | | TOTAL | | | OCTOBER 1975 TO DECEMBER 1975 |
|--------------------------|----------|-----------------|------------------------------|-------------------|----------------|-----------------------------|-------------------|---------|-----------------|-------------------|-------------------------------|
| | | FLIGHTS | TONS | REVENUE (\$000) | FLIGHTS | TONS | REVENUE (\$000) | FLIGHTS | TONS | REVENUE (\$000) | OCTOBRE 1975 A DECEMBRE 1975 |
| | | VOLS | ORIGINE CANADIENNE TONNES | REVENU (\$000) | VOLS | ORIGINE ETRANGERE TONNES | REVENU (\$000) | VOLS | TOTAL TONNES | REVENU (\$000) | |
| FLYING TIGER LINE | | | | | | | | | | | |
| BERMUDA | BERMUDES | I | 38.8 | 14 | 0 | .0 | 0 | 1 | 38.8 | 14 | |
| 5 SOUTH | SUD | I | 38.8 | 14 | 0 | .0 | 0 | 1 | 38.8 | 14 | |
| CARRIER-TOTAL-TRANSP. | | 1 | 38.8 | 14 | 0 | .0 | 0 | 1 | 38.8 | 14 | |
| KLM ROYAL DUTCH AIRLINES | | | | | | | | | | | |
| IRAQ | | 1 | 34.0 | 50 | 0 | .0 | 0 | 1 | 34.0 | 50 | |
| 2 ASIA | ASIE | 1 | 34.0 | 50 | 0 | .0 | 0 | 1 | 34.0 | 50 | |
| POLAND | POLOGNE | 1 | 34.0 | 34 | 0 | .0 | 0 | 1 | 34.0 | 34 | |
| 3 EUROPE | | 1 | 34.0 | 34 | 0 | .0 | 0 | 1 | 34.0 | 34 | |
| CARRIER-TOTAL-TRANSP. | | 2 | 68.0 | 84 | 0 | .0 | 0 | 2 | 68.0 | 84 | |
| MANNION AIR CHARTER | | | | | | | | | | | |
| OTHER U.S. AUTRES E.U. | | 0 | .0 | 0 | 36 | 67.9 | 62 | 36 | 67.9 | 62 | |
| 6 U.S.A. E.U. | | 0 | .0 | 0 | 36 | 67.9 | 62 | 36 | 67.9 | 62 | |
| CARRIER-TOTAL-TRANSP. | | 0 | .0 | 0 | 36 | 67.9 | 62 | 36 | 67.9 | 62 | |
| OVERSEAS NATIONAL | | | | | | | | | | | |
| MOROCCO | MAROC | 0 | .0 | 0 | 1 | 49.5 | 17 | 1 | 49.5 | 17 | |
| 1 AFRICA | AFRIQUE | 0 | .0 | 0 | 1 | 49.5 | 17 | 1 | 49.5 | 17 | |
| HONG KONG | | 0 | .0 | 0 | 1 | 49.5 | 72 | 1 | 49.5 | 72 | |
| IRAN | | 9 | 445.5 | 742 | 0 | .0 | 0 | 9 | 445.5 | 742 | |
| 2 ASIA | ASIE | 9 | 445.5 | 742 | 1 | 49.5 | 72 | 10 | 495.0 | 814 | |
| BELGIUM | BELGIQUE | 1 | 49.5 | 31 | 0 | .0 | 0 | 1 | 49.5 | 31 | |
| DENMARK | DANEMARK | 0 | .0 | 0 | 1 | 49.5 | 18 | 1 | 49.5 | 18 | |
| 3 EUROPE | | 1 | 49.5 | 31 | 1 | 49.5 | 18 | 2 | 99.0 | 49 | |
| ECUADOR | | 1 | 49.5 | 41 | 0 | .0 | 0 | 1 | 49.5 | 41 | |
| 5 SOUTH | SUD | I | 49.5 | 41 | 0 | .0 | 0 | 1 | 49.5 | 41 | |
| CARRIER-TOTAL-TRANSP. | | 11 | 544.5 | 814 | 3 | 148.5 | 107 | 14 | 693.0 | 921 | |
| SATURN AIRWAYS | | | | | | | | | | | |
| CALIFORNIA CALIFORNIE | | 0 | .0 | 0 | 1 | 1.8 | 23 | 1 | 1.8 | 23 | |
| OTHER U.S. AUTRES E.U. | | 1 | 2.2 | 4 | 2 | 2.7 | 8 | 3 | 4.9 | 12 | |
| 6 U.S.A. E.U. | | 1 | 2.2 | 4 | 3 | 4.5 | 31 | 4 | 6.7 | 35 | |
| CARRIER-TOTAL-TRANSP. | | 1 | 2.2 | 4 | 3 | 4.5 | 31 | 4 | 6.7 | 35 | |
| SUBTOTAL - SOUS-TOTAL | | 17 | 657.2 | 920 | 45 | 225.0 | 203 | 62 | 882.2 | 1,123 | |
| GRAND TOTAL | | 133 | 2,243.7 | 2,838 | 67 | 685.9 | 716 | 200 | 2,929.6 | 3,554 | |

TABLE 10 SUMMARY OF ENTITY CARGO CHARTER OPERATIONS
FLIGHTS AND TONS OF CARGO BY COUNTRY OF ORIGIN AND DESTINATION

OCTOBER 1975 TO DECEMBER 1975

TABLEAU 10 SOMMAIRE DES AFFRETEMENTS DE MARCHANDISES
VOLS ET TONNES DE MARCHANDISES PAR PAYS D'ORIGINE ET DE DESTINATION

OCTOBRE 1975 A DECEMBRE 1975

| | | CANADIAN ORIGIN | | FOREIGN ORIGIN | |
|------------------------|-------------|--------------------|---------|-------------------|--------|
| | | FLIGHTS | TONS | FLIGHTS | TONS |
| | | ORIGINE CANADIENNE | | ORIGINE ETRANGERE | |
| | | VOLS | TONNES | VOLS | TONNES |
| ALGERIA | ALGERIE | 1 | 32.0 | 0 | .0 |
| MOROCCO | MAROC | 0 | .0 | 1 | 49.5 |
| NIGERIA | | 9 | 247.4 | 0 | .0 |
| TANZANIA | TANZANTE | 1 | 38.3 | 1 | 7.2 |
| 1 AFRICA | AFRIQUE | 11 | 317.7 | 2 | 56.7 |
| HONG KONG | | 0 | .0 | 3 | 116.7 |
| INDIA | INDE | 1 | 41.0 | 0 | .0 |
| IRAN | | 9 | 445.5 | 0 | .0 |
| IRAQ | | 1 | 34.0 | 0 | .0 |
| PHILIPPINES | | 1 | 32.0 | 0 | .0 |
| SAU. ARABIA ARABIE SA. | | 4 | 140.2 | 0 | .0 |
| 2 ASIA | ASIE | 16 | 692.7 | 3 | 116.7 |
| AUSTRIA | AUTRICHE | 0 | .0 | 1 | 20.9 |
| BELGIUM | BELGIQUE | 6 | 224.6 | 0 | .0 |
| DENMARK | DANEMARK | 0 | .0 | 3 | 99.5 |
| ENGLAND | ANGLETERRE | 2 | 69.8 | 4 | 132.0 |
| FINLAND | FINLANDE | 1 | 22.6 | 0 | .0 |
| FRANCE | | 2 | 40.3 | 1 | 12.0 |
| GERMANY | ALLEMAGNE | 0 | .0 | 2 | 30.0 |
| GREECE | GREECE | 1 | 31.7 | 0 | .0 |
| GREENLAND | GROENLAND | 1 | .3 | 0 | .0 |
| HUNGARY | HONGRIE | 4 | 162.0 | 0 | .0 |
| ITALY | ITALIE | 5 | 172.0 | 0 | .0 |
| LUXEMBOURG | | 1 | 42.0 | 0 | .0 |
| POLAND | POLOGNE | 1 | 34.0 | 0 | .0 |
| SPAIN | ESPAGNE | 2 | 83.0 | 0 | .0 |
| SWEDEN | SUEDE | 0 | .0 | 3 | 116.0 |
| 3 EUROPE | | 26 | 882.3 | 14 | 410.4 |
| BERMUDA | BERMUDES | 1 | 38.8 | 0 | .0 |
| ECUADOR | | 1 | 49.5 | 0 | .0 |
| MEXICO | MEXIQUE | 2 | .0 | 1 | 12.5 |
| 5 SOUTH | SUD | 4 | 88.3 | 1 | 12.5 |
| CALIFORNIA | CALIFORNIE | 0 | .0 | 1 | 1.8 |
| FLORIDA | FLORIDE | 2 | .0 | 0 | .0 |
| OTHER U.S. | AUTRES E.U. | 74 | 262.7 | 46 | 87.8 |
| 6 U.S.A. | E.U. | 76 | 262.7 | 47 | 89.6 |
| GRAND TOTAL | | 133 | 2,243.7 | 67 | 685.9 |

TABLE 11
TABLEAU 11

PASSENGER ORIGIN AND DESTINATION BY CANADIAN CITY
ORIGINE ET DESTINATION DES PASSAGERS PAR VILLE CANADIENNE

OCTOBER 1975 TO DECEMBER 1975
OCTOBRE 1975 A DECEMBRE 1975

| | CANADIAN ORIGIN OUTBOUND | CANADIAN ORIGIN INBOUND | TOTAL | FOREIGN ORIGIN OUTBOUND | FOREIGN ORIGIN INBOUND | TOTAL | TOTAL OUTBOUND | TOTAL INBOUND | TOTAL |
|--------------------------------|-----------------------------|----------------------------|-------|----------------------------|---------------------------|-------|-------------------|------------------|--------|
| | ORIGINE SORTANT | CANADIENNE ENTRANT | TOTAL | ORIGINE SORTANT | ETRANGERE ENTRANT | TOTAL | SORTANT | ENTRANT | TOTAL |
| CALGARY, ALTA. | | | | | | | | | |
| AMSTERDAM, NETHERLANDS | 0 | 221 | 221 | 0 | 0 | 0 | 0 | 221 | 221 |
| COPENHAGEN, DENMARK | 0 | 0 | 0 | 181 | 0 | 181 | 181 | 0 | 181 |
| FRANKFURT, GERMANY | 0 | 0 | 0 | 192 | 0 | 192 | 192 | 0 | 192 |
| LONDON, ENGLAND | 549 | 712 | 1,261 | 416 | 172 | 588 | 965 | 884 | 1,849 |
| MALAGA, SPAIN | 244 | 242 | 486 | 0 | 0 | 0 | 244 | 242 | 486 |
| TOTAL EUROPE | 793 | 1,175 | 1,968 | 789 | 172 | 961 | 1,582 | 1,347 | 2,929 |
| HAVANA, CUBA | 77 | 0 | 77 | 0 | 0 | 0 | 77 | 0 | 77 |
| MAZATLAN, MEXICO | 164 | 14 | 178 | 0 | 0 | 0 | 164 | 14 | 178 |
| PUERTO VALLARTA, MEXICO | 223 | 91 | 314 | 0 | 0 | 0 | 223 | 91 | 314 |
| TOTAL SOUTH SUD | 464 | 105 | 569 | 0 | 0 | 0 | 464 | 105 | 569 |
| CHAMPAIGN/URBANA, ILLINOIS | 0 | 0 | 0 | 49 | 49 | 0 | 49 | 49 | 49 |
| HONOLULU, HAWAII | 3,096 | 1,212 | 4,308 | 0 | 0 | 0 | 3,096 | 1,212 | 4,308 |
| LAS VEGAS, NEVADA | 254 | 256 | 510 | 0 | 0 | 0 | 254 | 256 | 510 |
| LOS ANGELES, CALIFORNIA | 189 | 118 | 307 | 0 | 0 | 0 | 189 | 118 | 307 |
| NEW ORLEANS, LOUISIANA | 132 | 122 | 254 | 0 | 0 | 0 | 132 | 122 | 254 |
| OKLAHOMA CITY, OKLAHOMA | 79 | 79 | 158 | 0 | 0 | 0 | 79 | 79 | 158 |
| ORLANDO, FLORIDA | 180 | 180 | 360 | 0 | 0 | 0 | 180 | 180 | 360 |
| PEORIA, ILLINOIS | 0 | 0 | 0 | 50 | 50 | 0 | 50 | 50 | 50 |
| RENO, NEVADA | 314 | 417 | 731 | 0 | 0 | 0 | 314 | 417 | 731 |
| SAN DIEGO, CALIFORNIA | 117 | 0 | 117 | 0 | 0 | 0 | 117 | 0 | 117 |
| TAMPA/ST.PETERSBURG, FLA. | 95 | 0 | 95 | 0 | 0 | 0 | 95 | 0 | 95 |
| TOTAL U.S.A. E.U. | 4,456 | 2,384 | 6,840 | 0 | 99 | 99 | 4,456 | 2,483 | 6,939 |
| ORIGIN TOTAL | 5,713 | 3,664 | 9,377 | 789 | 271 | 1,060 | 6,502 | 3,935 | 10,437 |
| CAPE PARRY, N.W.T. | | | | | | | | | |
| ALBUQUERQUE, NEW MEXICO | 16 | 0 | 16 | 0 | 0 | 0 | 16 | 0 | 16 |
| TOTAL U.S.A. E.U. | 16 | 0 | 16 | 0 | 0 | 0 | 16 | 0 | 16 |
| ORIGIN TOTAL | 16 | 0 | 16 | 0 | 0 | 0 | 16 | 0 | 16 |
| EDMONTON INDUSTRIAL A/P, ALTA. | | | | | | | | | |
| MAZATLAN, MEXICO | 41 | 0 | 41 | 0 | 0 | 0 | 41 | 0 | 41 |
| PUERTO VALLARTA, MEXICO | 92 | 30 | 122 | 0 | 0 | 0 | 92 | 30 | 122 |
| TOTAL SOUTH SUD | 133 | 30 | 163 | 0 | 0 | 0 | 133 | 30 | 163 |
| FAIRBANKS, ALASKA | 0 | 32 | 32 | 0 | 0 | 0 | 0 | 32 | 32 |
| LOS ANGELES, CALIFORNIA | 49 | 0 | 49 | 0 | 0 | 0 | 49 | 0 | 49 |
| TOTAL U.S.A. E.U. | 49 | 32 | 81 | 0 | 0 | 0 | 49 | 32 | 81 |
| ORIGIN TOTAL | 182 | 62 | 244 | 0 | 0 | 0 | 182 | 62 | 244 |
| EDMONTON INT'L A/P, ALTA. | | | | | | | | | |
| FRANKFURT, GERMANY | 0 | 221 | 221 | 0 | 0 | 0 | 0 | 221 | 221 |
| LONDON, ENGLAND | 645 | 1,061 | 1,706 | 543 | 0 | 543 | 1,188 | 1,061 | 2,249 |
| TOTAL EUROPE | 645 | 1,282 | 1,927 | 543 | 0 | 543 | 1,188 | 1,282 | 2,470 |
| MAZATLAN, MEXICO | 87 | 0 | 87 | 0 | 0 | 0 | 87 | 0 | 87 |
| PUERTO VALLARTA, MEXICO | 45 | 0 | 45 | 0 | 0 | 0 | 45 | 0 | 45 |
| TOTAL SOUTH SUD | 132 | 0 | 132 | 0 | 0 | 0 | 132 | 0 | 132 |
| HONOLULU, HAWAII | 3,402 | 1,012 | 4,414 | 0 | 0 | 0 | 3,402 | 1,012 | 4,414 |
| SAN FRANCISCO, CALIFORNIA | 117 | 0 | 117 | 0 | 12 | 12 | 117 | 12 | 129 |
| SEATTLE, WASH. | 0 | 0 | 0 | 19 | 0 | 19 | 19 | 0 | 19 |
| SPokane, WASHINGTON | 109 | 110 | 219 | 0 | 19 | 19 | 109 | 129 | 238 |
| TOTAL U.S.A. E.U. | 3,628 | 1,122 | 4,750 | 19 | 31 | 50 | 3,647 | 1,153 | 4,800 |
| ORIGIN TOTAL | 4,405 | 2,404 | 6,809 | 562 | 31 | 593 | 4,967 | 2,435 | 7,402 |
| GANDER, NFLD. | | | | | | | | | |
| LENINGRAD, U.S.S.R. | 252 | 0 | 252 | 0 | 0 | 0 | 252 | 0 | 252 |
| LONDON, ENGLAND | 196 | 195 | 391 | 0 | 0 | 0 | 196 | 195 | 391 |
| MOSCOW, U.S.S.R. | 0 | 252 | 252 | 0 | 0 | 0 | 0 | 252 | 252 |
| TOTAL EUROPE | 448 | 447 | 895 | 0 | 0 | 0 | 448 | 447 | 895 |
| ORIGIN TOTAL | 448 | 447 | 895 | 0 | 0 | 0 | 448 | 447 | 895 |
| HALIFAX, N.S. | | | | | | | | | |
| LONDON, ENGLAND | 181 | 532 | 713 | 0 | 0 | 0 | 181 | 532 | 713 |
| MALAGA, SPAIN | 35 | 35 | 70 | 0 | 0 | 0 | 35 | 35 | 70 |
| TOTAL EUROPE | 216 | 567 | 783 | 0 | 0 | 0 | 216 | 567 | 783 |
| BARBADOS/BRIDGETOWN | 59 | 0 | 59 | 0 | 0 | 0 | 59 | 0 | 59 |
| PARAMARIBO, SURINAM | 161 | 157 | 318 | 0 | 0 | 0 | 161 | 157 | 318 |
| TOTAL SOUTH SUD | 220 | 157 | 377 | 0 | 0 | 0 | 220 | 157 | 377 |
| ST. PETERSBURG, FLORIDA | 128 | 68 | 196 | 0 | 0 | 0 | 128 | 68 | 196 |

TABLE II

TABLEAU II

PASSENGER ORIGIN AND DESTINATION BY CANADIAN CITY

ORIGINE ET DESTINATION DES PASSAGERS PAR VILLE CANADIENNE

OCTOBER 1975 TO DECEMBER 1975

OCTOBRE 1975 A DECEMBRE 1975

| | CANADIAN ORIGIN OUTBOUND | CANADIAN INBOUND INBOUND | TOTAL | OUTBOUND | FOREIGN ORIGIN INBOUND | TOTAL | OUTBOUND | TOTAL INBOUND | TOTAL |
|---------------------------------|-------------------------------|-----------------------------|--------|----------|------------------------------|-------|----------|------------------|--------|
| | ORIGINE CANADIENNE SORTANT | ENTRANT | TOTAL | SORTANT | ORIGINE ETRANGERE ENTRANT | TOTAL | SORTANT | ENTRANT | TOTAL |
| HALIFAX, N.S. | | | | | | | | | |
| TAMPA/ST. PETERSBURG, FLA. | 276 | 97 | 373 | 0 | 0 | 0 | 276 | 97 | 373 |
| TOTAL U.S.A. E.U. | 404 | 165 | 569 | 0 | 0 | 0 | 404 | 165 | 569 |
| ORIGIN TOTAL | 840 | 889 | 1,729 | 0 | 0 | 0 | 840 | 889 | 1,729 |
| INUVIK, N.W.T. | | | | | | | | | |
| FAIRBANKS, ALASKA | 32 | 0 | 32 | 0 | 0 | 0 | 32 | 0 | 32 |
| TOTAL U.S.A. E.U. | 32 | 0 | 32 | 0 | 0 | 0 | 32 | 0 | 32 |
| ORIGIN TOTAL | 32 | 0 | 32 | 0 | 0 | 0 | 32 | 0 | 32 |
| KELOWNA, B.C. | | | | | | | | | |
| RENO, NEVADA | 78 | 0 | 78 | 0 | 0 | 0 | 78 | 0 | 78 |
| TOTAL U.S.A. E.U. | 78 | 0 | 78 | 0 | 0 | 0 | 78 | 0 | 78 |
| ORIGIN TOTAL | 78 | 0 | 78 | 0 | 0 | 0 | 78 | 0 | 78 |
| LONDON, ONT. | | | | | | | | | |
| BRUSSELS, BELGIUM | 133 | 133 | 266 | 0 | 0 | 0 | 133 | 133 | 266 |
| TOTAL EUROPE | 133 | 133 | 266 | 0 | 0 | 0 | 133 | 133 | 266 |
| ORIGIN TOTAL | 133 | 133 | 266 | 0 | 0 | 0 | 133 | 133 | 266 |
| MONCTON, N.B. | | | | | | | | | |
| LONDON, ENGLAND | 0 | 198 | 198 | 0 | 0 | 0 | 0 | 198 | 198 |
| TOTAL EUROPE | 0 | 198 | 198 | 0 | 0 | 0 | 0 | 198 | 198 |
| NASHVILLE, TENNESSEE | 185 | 185 | 370 | 0 | 0 | 0 | 185 | 185 | 370 |
| TOTAL U.S.A. E.U. | 185 | 185 | 370 | 0 | 0 | 0 | 185 | 185 | 370 |
| ORIGIN TOTAL | 185 | 383 | 568 | 0 | 0 | 0 | 185 | 383 | 568 |
| MONTREAL, P.Q. | | | | | | | | | |
| FRANKFURT, GERMANY | 0 | 0 | 0 | 250 | 106 | 356 | 250 | 106 | 356 |
| LONDON, ENGLAND | 870 | 1,718 | 2,588 | 599 | 59 | 658 | 1,469 | 1,777 | 3,246 |
| MALAGA, SPAIN | 807 | 1,367 | 2,174 | 0 | 0 | 0 | 807 | 1,367 | 2,174 |
| PARIS, FRANCE | 394 | 1,192 | 1,586 | 176 | 311 | 487 | 570 | 1,503 | 2,073 |
| ROME, ITALY | 378 | 378 | 756 | 0 | 0 | 0 | 378 | 378 | 756 |
| VARSAW, POLAND | 0 | 69 | 69 | 0 | 0 | 0 | 0 | 69 | 69 |
| TOTAL EUROPE | 2,449 | 4,724 | 7,173 | 1,025 | 476 | 1,501 | 3,474 | 5,200 | 8,674 |
| ACAPULCO, MEXICO | 651 | 547 | 1,198 | 0 | 0 | 0 | 651 | 547 | 1,198 |
| ARUBA, NETHERLANDS ANTILLES | 266 | 207 | 473 | 0 | 0 | 0 | 266 | 207 | 473 |
| BARBADOS/BRIDGETOWN | 1,269 | 1,252 | 2,521 | 0 | 0 | 0 | 1,269 | 1,252 | 2,521 |
| FIREPORT, BAHAMA ISLANDS | 861 | 812 | 1,673 | 0 | 0 | 0 | 861 | 812 | 1,673 |
| HAVANA, CUBA | 1,358 | 1,300 | 2,658 | 0 | 0 | 0 | 1,358 | 1,300 | 2,658 |
| MONTEDO BAY, JAMAICA | 755 | 392 | 1,147 | 0 | 0 | 0 | 755 | 392 | 1,147 |
| NASSAU, RAHAMA ISLANDS | 1,567 | 1,382 | 2,949 | 0 | 0 | 0 | 1,567 | 1,382 | 2,949 |
| PORT AU PRINCE, HAITI | 121 | 82 | 203 | 0 | 0 | 0 | 121 | 82 | 203 |
| WEST END, BAHAMA ISLANDS | 1,583 | 1,584 | 3,167 | 0 | 0 | 0 | 1,583 | 1,584 | 3,167 |
| TOTAL SOUTH SUO | 8,431 | 7,558 | 15,989 | 0 | 0 | 0 | 8,431 | 7,558 | 15,989 |
| BOSTON, MASSACHUSETTS | 0 | 37 | 37 | 0 | 36 | 36 | 0 | 73 | 73 |
| BUFFALO/NIAGARA FALLS, NEW YORK | 34 | 0 | 34 | 0 | 57 | 57 | 34 | 57 | 91 |
| CHICAGO, ILLINOIS | 0 | 0 | 0 | 66 | 66 | 66 | 0 | 66 | 66 |
| FORT LAUDERDALE, FLORIDA | 3,112 | 2,313 | 5,425 | 0 | 0 | 0 | 3,112 | 2,313 | 5,425 |
| LANSING, MICHIGAN | 0 | 0 | 0 | 98 | 98 | 196 | 98 | 98 | 196 |
| LAS VEGAS, NEVADA | 250 | 250 | 500 | 0 | 0 | 0 | 250 | 250 | 500 |
| LOS ANGELES, CALIFORNIA | 102 | 0 | 102 | 0 | 0 | 0 | 102 | 0 | 102 |
| MIAMI, FLORIDA | 1,011 | 612 | 1,623 | 0 | 0 | 0 | 1,011 | 612 | 1,623 |
| NEW HAVEN, CONNECTICUT | 0 | 0 | 0 | 8 | 8 | 16 | 8 | 8 | 16 |
| NEW ORLEANS, LOUISIANA | 132 | 132 | 264 | 0 | 0 | 0 | 132 | 132 | 264 |
| NEW YORK, N.Y. | 0 | 32 | 32 | 0 | 48 | 48 | 0 | 80 | 80 |
| ORLANDO, FLORIDA | 250 | 250 | 500 | 0 | 0 | 0 | 250 | 250 | 500 |
| PHILADELPHIA, PA. | 103 | 0 | 103 | 0 | 0 | 0 | 103 | 0 | 103 |
| PITTSBURGH, PENNSYLVANIA | 35 | 0 | 35 | 0 | 45 | 45 | 35 | 45 | 80 |
| TEREBORD, N.J., U.S.A. | 0 | 0 | 0 | 3 | 0 | 3 | 3 | 0 | 3 |
| WASHINGTON, D.C. | 0 | 0 | 0 | 93 | 93 | 93 | 0 | 93 | 93 |
| WEST PALM BEACH/PALM BEACH, FLA | 2,054 | 1,373 | 3,427 | 0 | 0 | 0 | 2,054 | 1,373 | 3,427 |
| TOTAL U.S.A. E.U. | 7,083 | 4,999 | 12,082 | 109 | 451 | 560 | 7,192 | 5,450 | 12,662 |
| ORIGIN TOTAL | 17,963 | 17,281 | 35,244 | 1,134 | 927 | 2,061 | 19,097 | 18,208 | 37,305 |
| LONDON, ENGLAND | 0 | 189 | 189 | 189 | 140 | 329 | 189 | 329 | 518 |
| MANCHESTER, ENGLAND | 0 | 0 | 0 | 0 | 49 | 49 | 0 | 49 | 49 |
| PARIS, FRANCE | 0 | 0 | 0 | 0 | 254 | 254 | 0 | 254 | 254 |
| TOTAL EUROPE | 0 | 189 | 189 | 189 | 443 | 632 | 189 | 632 | 821 |
| ACAPULCO, MEXICO | 1,692 | 831 | 2,523 | 0 | 0 | 0 | 1,692 | 831 | 2,523 |
| ARUBA, NETHERLANDS ANTILLES | 368 | 341 | 709 | 0 | 0 | 0 | 368 | 341 | 709 |
| BARBADOS/BRIDGETOWN | 1,716 | 1,090 | 2,806 | 0 | 0 | 0 | 1,716 | 1,090 | 2,806 |
| CARTAGENA, COLOMBIA | 250 | 0 | 250 | 0 | 0 | 0 | 250 | 0 | 250 |
| FORT DE FRANCE, MARTINIQUE | 249 | 0 | 249 | 0 | 0 | 0 | 249 | 0 | 249 |

TABLE 11
TABLEAU 11

PASSENGER ORIGIN AND DESTINATION BY CANADIAN CITY
ORIGINE ET DESTINATION DES PASSAGERS PAR VILLE CANADIENNE

OCTOBER 1975 TO DECEMBER 1975
OCTOBRE 1975 A DECEMBRE 1975

| | CANADIAN ORIGIN OUTBOUND | CANADIAN ORIGIN INBOUND | TOTAL | FOREIGN ORIGIN OUTBOUND | FOREIGN ORIGIN INBOUND | TOTAL | OUTBOUND | TOTAL INBOUND | TOTAL |
|-------------------------------------|-------------------------------|----------------------------|--------|------------------------------|---------------------------|-------|----------|------------------|--------|
| | ORIGINE CANADIENNE SORTANT | ENTRANT | TOTAL | ORIGINE ETRANGERE SORTANT | ENTRANT | TOTAL | SORTANT | ENTRANT | TOTAL |
| MONTRÉAL, P.Q. | | | | | | | | | |
| FREEPORT, BAHAMA ISLANDS | 1,483 | 881 | 2,364 | 0 | 0 | 0 | 1,483 | 881 | 2,364 |
| HAVANA, CUBA | 1,864 | 1,432 | 3,296 | 0 | 0 | 0 | 1,864 | 1,432 | 3,296 |
| MONTEGO BAY, JAMAICA | 969 | 479 | 1,448 | 0 | 0 | 0 | 969 | 479 | 1,448 |
| NASSAU, BAHAMA ISLANDS | 1,315 | 940 | 2,255 | 0 | 0 | 0 | 1,315 | 940 | 2,255 |
| POINTE A PITRE, GUADELOUPE | 118 | 9 | 127 | 0 | 0 | 0 | 118 | 9 | 127 |
| PORT AU PRINCE, HAITI | 393 | 197 | 590 | 0 | 0 | 0 | 393 | 197 | 590 |
| PUERTO VALLARTA, MEXICO | 136 | 39 | 175 | 0 | 0 | 0 | 136 | 39 | 175 |
| ST. JOHNS, ANTIGUA | 62 | 19 | 81 | 0 | 0 | 0 | 62 | 19 | 81 |
| ST. LUCIA, BRITISH WEST INDIES | 270 | 106 | 376 | 0 | 0 | 0 | 270 | 106 | 376 |
| WEST END, BAHAMA ISLANDS | 1,067 | 962 | 2,029 | 0 | 0 | 0 | 1,067 | 962 | 2,029 |
| TOTAL SOUTH SUD | 11,952 | 7,326 | 19,278 | 0 | 0 | 0 | 11,952 | 7,326 | 19,278 |
| FORT LAUDERDALE, FLORIDA | 186 | 78 | 264 | 0 | 0 | 0 | 186 | 78 | 264 |
| HONOLULU, HAWAII | 166 | 0 | 166 | 0 | 0 | 0 | 166 | 0 | 166 |
| MIAMI, FLORIDA | 365 | 180 | 545 | 0 | 0 | 0 | 365 | 180 | 545 |
| SAN JUAN, PUERTO RICO | 1,475 | 433 | 1,908 | 0 | 0 | 0 | 1,475 | 433 | 1,908 |
| TOTAL U.S.A. E.U. | 2,192 | 691 | 2,883 | 0 | 0 | 0 | 2,192 | 691 | 2,883 |
| ORIGIN TOTAL | 14,144 | 8,206 | 22,350 | 189 | 443 | 632 | 14,333 | 8,649 | 22,982 |
| NORTH BAY, ONT. | | | | | | | | | |
| DUBROVNIK, YUGOSLAVIA | 196 | 197 | 393 | 0 | 0 | 0 | 196 | 197 | 393 |
| TOTAL EUROPE | 196 | 197 | 393 | 0 | 0 | 0 | 196 | 197 | 393 |
| LAS VEGAS, NEVADA | 384 | 384 | 768 | 0 | 0 | 0 | 384 | 384 | 768 |
| TOTAL U.S.A. E.U. | 384 | 384 | 768 | 0 | 0 | 0 | 384 | 384 | 768 |
| ORIGIN TOTAL | 580 | 581 | 1,161 | 0 | 0 | 0 | 580 | 581 | 1,161 |
| OTTAWA, ONT. | | | | | | | | | |
| LONDON, ENGLAND | 0 | 196 | 196 | 0 | 0 | 0 | 0 | 196 | 196 |
| PARIS, FRANCE | 40 | 0 | 40 | 0 | 0 | 0 | 40 | 0 | 40 |
| TOTAL EUROPE | 40 | 196 | 236 | 0 | 0 | 0 | 40 | 196 | 236 |
| BARBADOS/BRIDGETOWN | 99 | 0 | 99 | 0 | 0 | 0 | 99 | 0 | 99 |
| FREEPORT, BAHAMA ISLANDS | 323 | 147 | 470 | 0 | 0 | 0 | 323 | 147 | 470 |
| HAVANA, CUBA | 223 | 92 | 315 | 0 | 0 | 0 | 223 | 92 | 315 |
| NASSAU, BAHAMA ISLANDS | 150 | 86 | 236 | 0 | 0 | 0 | 150 | 86 | 236 |
| TOTAL SOUTH SUD | 795 | 325 | 1,120 | 0 | 0 | 0 | 795 | 325 | 1,120 |
| LOS ANGELES, CALIFORNIA | 32 | 0 | 32 | 0 | 0 | 0 | 32 | 0 | 32 |
| MIAMI, FLORIDA | 161 | 66 | 227 | 0 | 0 | 0 | 161 | 66 | 227 |
| WASHINGTON, D.C. | 93 | 0 | 93 | 0 | 0 | 0 | 93 | 0 | 93 |
| TOTAL U.S.A. E.U. | 286 | 66 | 352 | 0 | 0 | 0 | 286 | 66 | 352 |
| ORIGIN TOTAL | 1,121 | 587 | 1,708 | 0 | 0 | 0 | 1,121 | 587 | 1,708 |
| QUEBEC, P.Q. | | | | | | | | | |
| CLEVELAND, OHIO | 0 | 0 | 0 | 35 | 35 | 70 | 35 | 35 | 70 |
| HARTFORD/SPRINGFIELD/WESTFIELD,CONN | 26 | 0 | 26 | 105 | 105 | 210 | 131 | 105 | 236 |
| MIAMI, FLORIDA | 95 | 0 | 95 | 0 | 0 | 0 | 95 | 0 | 95 |
| TOTAL U.S.A. E.U. | 121 | 0 | 121 | 140 | 140 | 280 | 261 | 140 | 401 |
| ORIGIN TOTAL | 121 | 0 | 121 | 140 | 140 | 280 | 261 | 140 | 401 |
| REGINA, SASK. | | | | | | | | | |
| HONOLULU, HAWAII | 217 | 40 | 257 | 0 | 0 | 0 | 217 | 40 | 257 |
| NASHVILLE, TENNESSEE | 230 | 230 | 460 | 0 | 0 | 0 | 230 | 230 | 460 |
| TAMPA/ST.PETERSBURG,FLA. | 73 | 0 | 73 | 0 | 0 | 0 | 73 | 0 | 73 |
| TOTAL U.S.A. E.U. | 520 | 270 | 790 | 0 | 0 | 0 | 520 | 270 | 790 |
| ORIGIN TOTAL | 520 | 270 | 790 | 0 | 0 | 0 | 520 | 270 | 790 |
| ST.JOHNS, NFLD. | | | | | | | | | |
| BARBADOS/BRIDGETOWN | 116 | 235 | 351 | 0 | 0 | 0 | 116 | 235 | 351 |
| TOTAL SOUTH SUD | 116 | 235 | 351 | 0 | 0 | 0 | 116 | 235 | 351 |
| ORIGIN TOTAL | 116 | 235 | 351 | 0 | 0 | 0 | 116 | 235 | 351 |
| SASKATOON, SASK. | | | | | | | | | |
| HONOLULU, HAWAII | 124 | 0 | 124 | 0 | 0 | 0 | 124 | 0 | 124 |
| LAS VEGAS, NEVADA | 40 | 40 | 80 | 0 | 0 | 0 | 40 | 40 | 80 |
| TAMPA/ST.PETERSBURG,FLA. | 88 | 0 | 88 | 0 | 0 | 0 | 88 | 0 | 88 |
| TOTAL U.S.A. E.U. | 252 | 40 | 292 | 0 | 0 | 0 | 252 | 40 | 292 |
| ORIGIN TOTAL | 252 | 40 | 292 | 0 | 0 | 0 | 252 | 40 | 292 |
| SUMMERSIDE, P.E.I. | | | | | | | | | |
| HAMILTON, BERMUDA | 161 | 161 | 322 | 0 | 0 | 0 | 161 | 161 | 322 |
| TOTAL SOUTH SUD | 161 | 161 | 322 | 0 | 0 | 0 | 161 | 161 | 322 |
| ORIGIN TOTAL | 161 | 161 | 322 | 0 | 0 | 0 | 161 | 161 | 322 |

TABLE 11

TABLEAU 11

PASSENGER ORIGIN AND DESTINATION BY CANADIAN CITY

ORIGINE ET DESTINATION DES PASSAGERS PAR VILLE CANADIENNE

OCTOBER 1975 TO DECEMBER 1975

OCTOBRE 1975 A DECEMBRE 1975

| | CANADIAN ORIGIN OUTBOUND | INBOUND | TOTAL | OUTBOUND | FOREIGN ORIGIN INBOUND | TOTAL | OUTBOUND | TOTAL | INBOUND | TOTAL |
|------------------------------------|-------------------------------|---------|---------|------------------------------|---------------------------|--------|------------------|---------|---------|-------|
| | ORIGINE CANADIENNE SORTANT | ENTRANT | TOTAL | ORIGINE ETRANGERE SORTANT | ENTRANT | TOTAL | ORIGINE TOTAL | SORTANT | ENTRANT | TOTAL |
| TORONTO, ONT. | | | | | | | | | | |
| AMSTERDAM, NETHERLANDS | 1,024 | 1,002 | 2,026 | 2,555 | 1,414 | 3,969 | 3,579 | 2,416 | 5,995 | |
| BRUSSELS, BELGIUM | 0 | 142 | 142 | 0 | 0 | 0 | 0 | 142 | 142 | |
| BUDAPEST, HUNGARY | 0 | 0 | 0 | 0 | 198 | 198 | 0 | 198 | 198 | |
| DUBLIN, IRELAND | 176 | 126 | 302 | 0 | 0 | 0 | 176 | 126 | 302 | |
| DUBROVNIK, YUGOSLAVIA | 239 | 471 | 710 | 0 | 0 | 0 | 239 | 471 | 710 | |
| DUSSeldorf, GERMANY | 164 | 0 | 164 | 0 | 0 | 0 | 164 | 0 | 164 | |
| FRANKFURT, GERMANY | 444 | 1,182 | 1,626 | 710 | 0 | 710 | 1,154 | 1,182 | 2,336 | |
| GLASGOW, SCOTLAND | 2,274 | 1,599 | 3,873 | 2,855 | 1,366 | 4,221 | 5,129 | 2,965 | 8,094 | |
| HELSINKI, FINLAND | 0 | 0 | 0 | 72 | 185 | 257 | 72 | 185 | 257 | |
| LJUBLJANA, YUGOSLAVIA | 146 | 0 | 146 | 0 | 0 | 0 | 146 | 0 | 146 | |
| LONDON, ENGLAND | 10,464 | 10,883 | 21,347 | 9,627 | 6,689 | 16,316 | 20,091 | 17,572 | 37,663 | |
| MALAGA, SPAIN | 1,497 | 2,023 | 3,520 | 0 | 0 | 0 | 1,497 | 2,023 | 3,520 | |
| MANCHESTER, ENGLAND | 293 | 521 | 814 | 2,988 | 2,626 | 5,614 | 3,281 | 3,147 | 6,428 | |
| PARIS, FRANCE | 391 | 390 | 781 | 0 | 0 | 0 | 391 | 390 | 781 | |
| SHANNON, IRELAND | 0 | 0 | 0 | 198 | 0 | 198 | 198 | 0 | 198 | |
| SPLIT, YUGOSLAVIA | 170 | 0 | 170 | 0 | 0 | 0 | 170 | 0 | 170 | |
| WARSAW, POLAND | 68 | 68 | 136 | 0 | 0 | 0 | 68 | 68 | 136 | |
| ZAGREB, YUGOSLAVIA | 307 | 111 | 418 | 499 | 1,039 | 1,538 | 806 | 1,150 | 1,956 | |
| TOTAL EUROPE | 17,657 | 18,518 | 36,175 | 19,504 | 13,517 | 33,021 | 37,161 | 32,035 | 69,196 | |
| ACAPULCO, MEXICO | 4,288 | 3,526 | 7,814 | 0 | 0 | 0 | 4,288 | 3,526 | 7,814 | |
| ARUBA, NETHERLANDS ANTILLES | 2,028 | 1,770 | 3,798 | 0 | 0 | 0 | 2,028 | 1,770 | 3,798 | |
| BARBADOS/BRIDGETOWN | 7,399 | 5,195 | 12,594 | 0 | 0 | 0 | 7,399 | 5,195 | 12,594 | |
| COZUMEL, MEXICO | 224 | 111 | 335 | 0 | 0 | 0 | 224 | 111 | 335 | |
| CURACAO, NETHERLANDS ANTILLES | 181 | 181 | 362 | 0 | 0 | 0 | 181 | 181 | 362 | |
| FREESTATE, BAHAMA ISLANDS | 2,894 | 2,156 | 5,050 | 0 | 0 | 0 | 2,894 | 2,156 | 5,050 | |
| GRAND CAYMAN, BRITISH W. INDIES | 152 | 127 | 279 | 0 | 0 | 0 | 152 | 127 | 279 | |
| HAVANA, CUBA | 3,974 | 3,017 | 6,991 | 0 | 0 | 0 | 3,974 | 3,017 | 6,991 | |
| KINGSTON, JAMAICA | 1,802 | 0 | 1,802 | 0 | 0 | 0 | 1,802 | 0 | 1,802 | |
| MEXICO CITY, MEXICO | 185 | 185 | 370 | 0 | 0 | 0 | 185 | 185 | 370 | |
| MONTEGO BAY, JAMAICA | 3,559 | 2,525 | 6,084 | 0 | 0 | 0 | 3,559 | 2,525 | 6,084 | |
| NASSAU, BAHAMA ISLANDS | 5,214 | 4,611 | 9,825 | 0 | 0 | 0 | 5,214 | 4,611 | 9,825 | |
| POINTE A PITRE, GUADELOUPE | 67 | 25 | 92 | 0 | 0 | 0 | 67 | 25 | 92 | |
| PORT OF SPAIN, TRINIDAD&TBAGO | 1,254 | 133 | 1,387 | 141 | 151 | 292 | 1,395 | 284 | 1,679 | |
| PUERTO VALLARTA, MEXICO | 166 | 40 | 206 | 0 | 0 | 0 | 166 | 40 | 206 | |
| ST. JOHNS, ANTIQUA | 60 | 19 | 79 | 0 | 0 | 0 | 60 | 19 | 79 | |
| ST. LUCIA, BRITISH WEST INDIES | 411 | 101 | 512 | 0 | 0 | 0 | 411 | 101 | 512 | |
| ST. MARTIN, NETHERLAND ANTILLES | 117 | 71 | 188 | 0 | 0 | 0 | 117 | 71 | 188 | |
| WEST END, BAHAMA ISLANDS | 6,431 | 5,996 | 12,427 | 0 | 0 | 0 | 6,431 | 5,996 | 12,427 | |
| TOTAL SOUTH SUD | 40,406 | 29,789 | 70,195 | 141 | 151 | 292 | 40,547 | 29,940 | 70,467 | |
| AKRON/CANTON, OHIO | 35 | 35 | 70 | 0 | 0 | 0 | 35 | 35 | 70 | |
| ANCHORAGE, ALASKA | 0 | 0 | 0 | 15 | 15 | 0 | 15 | 15 | 15 | |
| ATLANTA, GEORGIA | 0 | 0 | 0 | 35 | 35 | 0 | 35 | 35 | 35 | |
| AUGUSTA, GEORGIA | 0 | 0 | 0 | 2 | 2 | 0 | 2 | 2 | 2 | |
| BALTIMORE, MARYLAND | 35 | 35 | 70 | 0 | 0 | 0 | 35 | 35 | 70 | |
| BOSTON, MASSACHUSETTS | 135 | 35 | 170 | 956 | 1,032 | 1,988 | 1,091 | 1,067 | 2,158 | |
| BUFFALO/NIAGARA FALLS, NEW YORK | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | |
| CHARLOTTE, NORTH CAROLINA | 9 | 0 | 9 | 0 | 0 | 0 | 9 | 0 | 9 | |
| CLEVELAND, OHIO | 0 | 0 | 0 | 35 | 35 | 70 | 35 | 35 | 70 | |
| COLUMBUS, OHIO | 8 | 8 | 16 | 0 | 0 | 0 | 8 | 8 | 16 | |
| DETROIT/TANNA ARBOR, MICHIGAN | 0 | 0 | 0 | 12 | 0 | 12 | 12 | 0 | 12 | |
| PORT LAUDERDALE, FLORIDA | 3,213 | 2,406 | 5,619 | 0 | 0 | 0 | 3,213 | 2,406 | 5,619 | |
| GRAND JUNCTION, COLORADO | 105 | 0 | 105 | 0 | 0 | 0 | 105 | 0 | 105 | |
| HARRISBURG, PA. | 0 | 0 | 0 | 100 | 100 | 100 | 0 | 100 | 100 | |
| HARTFORD/SPRINGFIELD/WESTFLD, CONN | 35 | 35 | 70 | 0 | 0 | 0 | 35 | 35 | 70 | |
| HONOLULU, HAWAII | 2,091 | 1,378 | 3,469 | 0 | 0 | 0 | 2,091 | 1,378 | 3,469 | |
| HOUSTON, TEXAS | 40 | 0 | 40 | 0 | 0 | 0 | 40 | 0 | 40 | |
| INDIANAPOLIS, INDIANA | 35 | 0 | 35 | 0 | 0 | 0 | 35 | 0 | 35 | |
| KANSAS CITY, MISSOURI | 0 | 0 | 0 | 42 | 40 | 82 | 42 | 40 | 82 | |
| LAS VEGAS, NEVADA | 2,906 | 2,692 | 5,598 | 0 | 0 | 0 | 2,906 | 2,692 | 5,598 | |
| LOS ANGELES, CALIFORNIA | 0 | 97 | 97 | 151 | 152 | 303 | 151 | 249 | 400 | |
| MIAMI, FLORIDA | 2,437 | 1,401 | 3,838 | 0 | 0 | 0 | 2,437 | 1,401 | 3,838 | |
| NEW ORLEANS, LOUISIANA | 402 | 330 | 732 | 0 | 0 | 0 | 402 | 330 | 732 | |
| NEW YORK, N.Y. | 124 | 124 | 248 | 131 | 132 | 263 | 255 | 256 | 511 | |
| ORLANDO, FLORIDA | 250 | 450 | 700 | 0 | 0 | 0 | 250 | 450 | 700 | |
| PHILADELPHIA, PA. | 69 | 35 | 104 | 0 | 0 | 0 | 69 | 35 | 104 | |
| PITTSBURGH, PENNSYLVANIA | 35 | 44 | 79 | 100 | 0 | 100 | 135 | 44 | 179 | |
| ROANOKE, VIRGINIA | 95 | 95 | 190 | 0 | 0 | 0 | 95 | 95 | 190 | |
| ROCHESTER, NEW YORK | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | |
| ST. PETERSBURG, FLORIDA | 6,324 | 5,075 | 11,399 | 0 | 0 | 0 | 6,324 | 5,075 | 11,399 | |
| SAN JUAN, PUERTO RICO | 825 | 496 | 1,321 | 0 | 0 | 0 | 825 | 496 | 1,321 | |
| SEATTLE, WASH. | 143 | 147 | 290 | 0 | 0 | 0 | 143 | 147 | 290 | |
| TAMPA/ST. PETERSBURG, FLA. | 1,475 | 1,128 | 2,603 | 0 | 0 | 0 | 1,475 | 1,128 | 2,603 | |
| WASHINGTON, D.C. | 0 | 93 | 93 | 0 | 0 | 0 | 0 | 93 | 93 | |
| WEST PALM BEACH/PALM BEACH, FLA. | 759 | 632 | 1,391 | 0 | 0 | 0 | 759 | 632 | 1,391 | |
| WILMINGTON, DELAWARE | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 1 | 2 | |
| TOTAL U.S.A. E.U. | 21,585 | 16,771 | 38,356 | 1,430 | 1,545 | 2,975 | 23,015 | 18,316 | 41,331 | |
| ORIGIN TOTAL | 79,648 | 65,078 | 144,726 | 21,075 | 15,213 | 36,288 | 100,723 | 80,291 | 181,014 | |

| TABLE 11 TABLEAU 11 | | PASSENGER ORIGIN AND DESTINATION BY CANADIAN CITY ORIGINE ET DESTINATION DES PASSAGERS PAR VILLE CANADIENNE | | | | | | OCTOBER 1975 TO DECEMBER 1975 OCTOBRE 1975 A DECEMBRE 1975 | | |
|---------------------------------|--------------------|--|--------|--------------------|------------------------------------|-------|---------|---|--------|-------|
| | | CANADIAN ORIGIN OUTBOUND INBOUND | | TOTAL | FOREIGN ORIGIN OUTBOUND INBOUND | | TOTAL | TOTAL OUTBOUND INBOUND | | TOTAL |
| | ORIGINE SORTANT | CANADIENNE ENTRANT | TOTAL | ORIGINE SDRTANT | ETRANGERE ENTRANT | TOTAL | SORTANT | TOTAL ENTRANT | TOTAL | |
| TRENTON, ONT. | | | | | | | | | | |
| STUTTGART, GERMANY | 127 | 159 | 286 | 0 | 0 | 0 | 127 | 159 | 286 | |
| TOTAL EUROPE | 127 | 159 | 286 | 0 | 0 | 0 | 127 | 159 | 286 | |
| ORIGIN TOTAL | 127 | 159 | 286 | 0 | 0 | 0 | 127 | 159 | 286 | |
| VANCOUVER, B.C. | | | | | | | | | | |
| AMSTERDAM, NETHERLANDS | 92 | 587 | 679 | 0 | 0 | 0 | 92 | 587 | 679 | |
| FRANKFURT, GERMANY | 0 | 157 | 157 | 0 | 0 | 0 | 0 | 157 | 157 | |
| GLASGOW, SCOTLAND | 0 | 144 | 144 | 239 | 78 | 317 | 239 | 222 | 461 | |
| LONDON, ENGLAND | 3,360 | 4,977 | 8,337 | 3,432 | 1,102 | 4,534 | 6,792 | 6,079 | 12,871 | |
| MANCHESTER, ENGLAND | 153 | 0 | 153 | 266 | 692 | 958 | 419 | 692 | 1,111 | |
| TOTAL EUROPE | 3,605 | 5,865 | 9,470 | 3,937 | 1,872 | 5,809 | 7,542 | 7,737 | 15,279 | |
| HAVANA, CUBA | 76 | 0 | 76 | 0 | 0 | 0 | 76 | 0 | 76 | |
| MAZATLAN, MEXICO | 453 | 132 | 585 | 0 | 0 | 0 | 453 | 132 | 585 | |
| MEXICO CITY, MEXICO | 167 | 167 | 334 | 0 | 0 | 0 | 167 | 167 | 334 | |
| PUERTO VALLARTA, MEXICO | 916 | 660 | 1,576 | 0 | 0 | 0 | 916 | 660 | 1,576 | |
| TOTAL SOUTH SUD | 1,612 | 959 | 2,571 | 0 | 0 | 0 | 1,612 | 959 | 2,571 | |
| HONOLULU, HAWAII | 6,939 | 4,935 | 11,874 | 0 | 0 | 0 | 6,939 | 4,935 | 11,874 | |
| LAKE TAHOE, CALIFORNIA | 180 | 180 | 360 | 0 | 0 | 0 | 180 | 180 | 360 | |
| LAS VEGAS, NEVADA | 302 | 302 | 604 | 0 | 0 | 0 | 302 | 302 | 604 | |
| LOS ANGELES, CALIFORNIA | 654 | 340 | 994 | 0 | 40 | 40 | 654 | 380 | 1,034 | |
| PORTLAND, OREGON | 134 | 92 | 226 | 12 | 0 | 12 | 146 | 92 | 238 | |
| RENO, NEVADA | 2,950 | 3,021 | 5,971 | 0 | 0 | 0 | 2,950 | 3,021 | 5,971 | |
| SAN FRANCISCO, CALIFORNIA | 55 | 0 | 55 | 0 | 0 | 0 | 55 | 0 | 55 | |
| SEATTLE, WASH. | 0 | 0 | 0 | 49 | 22 | 71 | 49 | 22 | 71 | |
| SPOKANE, WASHINGTON | 49 | 0 | 49 | 0 | 0 | 0 | 49 | 0 | 49 | |
| TAMPA/ST.PETERSBURG, FLA. | 66 | 0 | 66 | 0 | 0 | 0 | 66 | 0 | 66 | |
| TOTAL U.S.A. E.U. | 11,329 | 8,870 | 20,199 | 61 | 62 | 123 | 11,390 | 8,932 | 20,322 | |
| ORIGIN TOTAL | 16,546 | 15,694 | 32,240 | 3,998 | 1,934 | 5,932 | 20,544 | 17,628 | 38,172 | |
| VICTORIA, B.C. | | | | | | | | | | |
| TOKYO, JAPAN | 0 | 21 | 21 | 0 | 0 | 0 | 0 | 21 | 21 | |
| TOTAL ASIA ASIE | 0 | 21 | 21 | 0 | 0 | 0 | 0 | 21 | 21 | |
| LOS ANGELES, CALIFORNIA | 21 | 0 | 21 | 0 | 0 | 0 | 21 | 0 | 21 | |
| TOTAL U.S.A. E.U. | 21 | 0 | 21 | 0 | 0 | 0 | 21 | 0 | 21 | |
| ORIGIN TOTAL | 21 | 21 | 42 | 0 | 0 | 0 | 21 | 21 | 42 | |
| WHITEHORSE, Y.T. | | | | | | | | | | |
| ANCHORAGE, ALASKA | 0 | 0 | 0 | 207 | 207 | 414 | 207 | 207 | 414 | |
| TOTAL U.S.A. E.U. | 0 | 0 | 0 | 207 | 207 | 414 | 207 | 207 | 414 | |
| ORIGIN TOTAL | 0 | 0 | 0 | 207 | 207 | 414 | 207 | 207 | 414 | |
| WINDSOR, ONT. | | | | | | | | | | |
| LONDON, ENGLAND | 1,381 | 1,518 | 2,899 | 304 | 82 | 386 | 1,685 | 1,600 | 3,285 | |
| TOTAL EUROPE | 1,381 | 1,518 | 2,899 | 304 | 82 | 386 | 1,685 | 1,600 | 3,285 | |
| ACAPULCO, MEXICO | 2,030 | 1,727 | 3,757 | 0 | 0 | 0 | 2,030 | 1,727 | 3,757 | |
| ARUBA, NETHERLANDS ANTILLES | 2,345 | 2,082 | 4,427 | 0 | 0 | 0 | 2,345 | 2,082 | 4,427 | |
| BARBADOS/BRIDGETOWN | 963 | 880 | 1,843 | 0 | 0 | 0 | 963 | 880 | 1,843 | |
| CANCUN, MEXICO | 427 | 310 | 737 | 0 | 0 | 0 | 427 | 310 | 737 | |
| FREEPOR, BAHAMA ISLANDS | 371 | 165 | 536 | 0 | 0 | 0 | 371 | 165 | 536 | |
| GRAND CAYMAN, BRITISH W. INDIES | 288 | 195 | 483 | 0 | 0 | 0 | 288 | 195 | 483 | |
| MONTEGO BAY, JAMAICA | 899 | 813 | 1,712 | 0 | 0 | 0 | 899 | 813 | 1,712 | |
| NASSAU, BAHAMA ISLANDS | 849 | 750 | 1,599 | 0 | 0 | 0 | 849 | 750 | 1,599 | |
| PUERTO VALLARTA, MEXICO | 107 | 89 | 196 | 0 | 0 | 0 | 107 | 89 | 196 | |
| ST. LUCIA, BRITISH WEST INDIES | 134 | 0 | 134 | 0 | 0 | 0 | 134 | 0 | 134 | |
| ST. MARTIN, NETHERLND ANTILLES | 212 | 197 | 409 | 0 | 0 | 0 | 212 | 197 | 409 | |
| WEST END, BAHAMA ISLANDS | 775 | 715 | 1,490 | 0 | 0 | 0 | 775 | 715 | 1,490 | |
| TOTAL SOUTH SUD | 9,400 | 7,923 | 17,323 | 0 | 0 | 0 | 9,400 | 7,923 | 17,323 | |
| GRAND JUNCTION, COLORADO | 375 | 200 | 575 | 0 | 0 | 0 | 375 | 200 | 575 | |
| TAMPA/ST.PETERSBURG, FLA. | 624 | 308 | 932 | 0 | 0 | 0 | 624 | 308 | 932 | |
| TOTAL U.S.A. E.U. | 999 | 508 | 1,507 | 0 | 0 | 0 | 999 | 508 | 1,507 | |
| ORIGIN TOTAL | 11,780 | 9,949 | 21,729 | 304 | 82 | 386 | 12,084 | 10,031 | 22,115 | |
| WINNIPEG, MAN. | | | | | | | | | | |
| TOKYO, JAPAN | 21 | 0 | 21 | 0 | 0 | 0 | 21 | 0 | 21 | |
| TOTAL ASIA ASIE | 21 | 0 | 21 | 0 | 0 | 0 | 21 | 0 | 21 | |
| FRANKFURT, GERMANY | 192 | 302 | 494 | 200 | 198 | 398 | 392 | 500 | 892 | |
| LONDON, ENGLAND | 758 | 1,117 | 1,875 | 310 | 0 | 310 | 1,068 | 1,117 | 2,185 | |
| TOTAL EUROPE | 950 | 1,419 | 2,369 | 510 | 198 | 708 | 1,460 | 1,617 | 3,077 | |
| ACAPULCO, MEXICO | 83 | 0 | 83 | 0 | 0 | 0 | 83 | 0 | 83 | |
| ARUBA, NETHERLANDS ANTILLES | 272 | 276 | 548 | 0 | 0 | 0 | 272 | 276 | 548 | |
| FREEPOR, BAHAMA ISLANDS | 208 | 94 | 302 | 0 | 0 | 0 | 208 | 94 | 302 | |

| | PASSENGER ORIGIN AND DESTINATION BY CANADIAN CITY | | | | | | | OCTOBER 1975 TO DECEMBER 1975 | | |
|-------------------------|---|---------|----------|------------------------------|----------------|--------|----------|-------------------------------|---------|-------|
| | ORIGINE ET DESTINATION DES PASSAGERS PAR VILLE CANADIENNE | | | | | | | OCTOBRE 1975 A DECEMBRE 1975 | | |
| | CANADIAN ORIGIN | | OUTBOUND | | FOREIGN ORIGIN | | TOTAL | TOTAL | | TOTAL |
| | OUTBOUND | INBOUND | TOTAL | OUTBOUND | INBOUND | TOTAL | OUTBOUND | INBOUND | TOTAL | |
| | ORIGINE CANADIENNE SORTANT | ENTRANT | TOTAL | ORIGINE ETRANGERE SORTANT | ENTRANT | TOTAL | OUTBOUND | INBOUND | TOTAL | |
| WINNIPEG, MAN. | | | | | | | | | | |
| HAVANA, CUBA | 113 | 0 | 113 | 0 | 0 | 0 | 113 | 0 | 113 | |
| MAZATLAN, MEXICO | 95 | 0 | 95 | 0 | 0 | 0 | 95 | 0 | 95 | |
| MONTEGO BAY, JAMAICA | 105 | 0 | 105 | 0 | 0 | 0 | 105 | 0 | 105 | |
| NASSAU, BAHAMA ISLANDS | 92 | 0 | 92 | 0 | 0 | 0 | 92 | 0 | 92 | |
| TOTAL SOUTH SUD | 968 | 370 | 1,338 | 0 | 0 | 0 | 968 | 370 | 1,338 | |
| HONOLULU, HAWAII | 850 | 418 | 1,268 | 0 | 0 | 0 | 850 | 418 | 1,268 | |
| LAS VEGAS, NEVADA | 1,029 | 1,018 | 2,047 | 0 | 0 | 0 | 1,029 | 1,018 | 2,047 | |
| LOS ANGELES, CALIFORNIA | 101 | 0 | 101 | 0 | 0 | 0 | 101 | 0 | 101 | |
| SAN DIEGO, CALIFORNIA | 91 | 0 | 91 | 0 | 0 | 0 | 91 | 0 | 91 | |
| TOTAL U.S.A. E.U. | 2,071 | 1,436 | 3,507 | 0 | 0 | 0 | 2,071 | 1,436 | 3,507 | |
| ORIGIN TOTAL | 4,010 | 3,225 | 7,235 | 510 | 198 | 708 | 4,520 | 3,423 | 7,943 | |
| GRAND TOTAL | 159,142 | 129,469 | 288,611 | 28,908 | 19,446 | 48,354 | 188,050 | 148,915 | 336,965 | |
| CANADA | | | | | | | | | | |
| ASIA ASIE | 21 | 21 | 42 | 0 | 0 | 0 | 21 | 21 | 42 | |
| EUROPE | 28,640 | 36,587 | 65,227 | 26,801 | 16,760 | 43,561 | 55,441 | 53,347 | 108,788 | |
| SOUTH SUD | 74,790 | 54,938 | 129,728 | 141 | 151 | 292 | 74,931 | 55,089 | 130,020 | |
| U.S.A. E.U. | 55,691 | 37,923 | 93,614 | 1,966 | 2,535 | 4,501 | 57,657 | 40,458 | 98,115 | |
| GRAND TOTAL | 159,142 | 129,469 | 288,611 | 28,908 | 19,446 | 48,354 | 188,050 | 148,915 | 336,965 | |

TABLE 12
TABLEAU 12

PASSENGER ORIGIN AND DESTINATION BY FOREIGN CITY
ORIGINE ET DESTINATION DES PASSAGERS PAR VILLE ETRANGERE

OCTOBER 1975 TO DECEMBER 1975

OCTOBRE 1975 A DECEMBRE 1975

| | CANADIAN ORIGIN OUTBOUND | FOREIGN ORIGIN INBOUND | | | TOTAL | OUTBOUND | TOTAL | | | TOTAL |
|---------------------------|-----------------------------|-------------------------------|---------|----------|------------------------------|----------|----------|---------|---------|-------|
| | | INBOUND | TOTAL | OUTBOUND | | | OUTBOUND | INBOUND | TOTAL | |
| | | ORIGINE CANADIENNE SORTANT | ENTRANT | TOTAL | ORIGINE ETRANGERE SORTANT | ENTRANT | TOTAL | SORTANT | ENTRANT | TOTAL |
| TOKYO, JAPAN | | | | | | | | | | |
| VICTORIA, B.C. | 0 | 21 | 21 | 0 | 0 | 0 | 0 | 0 | 21 | 21 |
| WINNIPEG, MAN. | 21 | 0 | 21 | 0 | 0 | 0 | 0 | 21 | 0 | 21 |
| ORIGIN TOTAL | 21 | 21 | 42 | 0 | 0 | 0 | 0 | 21 | 21 | 42 |
| TOTAL ASIA | ASIE | 21 | 21 | 42 | 0 | 0 | 0 | 21 | 21 | 42 |
| AMSTERDAM, NETHERLANDS | | | | | | | | | | |
| CALGARY, ALTA. | 0 | 221 | 221 | 0 | 0 | 0 | 0 | 221 | 221 | 221 |
| TORONTO, ONT. | 1,024 | 1,002 | 2,026 | 2,555 | 1,414 | 3,969 | 3,579 | 2,416 | 5,995 | |
| VANCOUVER, B.C. | 92 | 587 | 679 | 0 | 0 | 0 | 0 | 92 | 587 | 679 |
| ORIGIN TOTAL | 1,116 | 1,810 | 2,926 | 2,555 | 1,414 | 3,969 | 3,671 | 3,224 | 6,895 | |
| BRUSSELS, BELGIUM | | | | | | | | | | |
| LONDON, ONT. | 133 | 133 | 266 | 0 | 0 | 0 | 0 | 133 | 133 | 266 |
| TORONTO, ONT. | 0 | 142 | 142 | 0 | 0 | 0 | 0 | 0 | 142 | 142 |
| ORIGIN TOTAL | 133 | 275 | 408 | 0 | 0 | 0 | 0 | 133 | 275 | 408 |
| BUDAPEST, HUNGARY | | | | | | | | | | |
| TORONTO, ONT. | 0 | 0 | 0 | 0 | 198 | 198 | 198 | 0 | 198 | 198 |
| ORIGIN TOTAL | 0 | 0 | 0 | 0 | 198 | 198 | 198 | 0 | 198 | 198 |
| COPENHAGEN, DENMARK | | | | | | | | | | |
| CALGARY, ALTA. | 0 | 0 | 0 | 181 | 0 | 181 | 181 | 181 | 0 | 181 |
| ORIGIN TOTAL | 0 | 0 | 0 | 181 | 0 | 181 | 181 | 181 | 0 | 181 |
| DUBLIN, IRELAND | | | | | | | | | | |
| TORONTO, ONT. | 176 | 126 | 302 | 0 | 0 | 0 | 0 | 176 | 126 | 302 |
| ORIGIN TOTAL | 176 | 126 | 302 | 0 | 0 | 0 | 0 | 176 | 126 | 302 |
| DUBROVNIK, YUGOSLAVIA | | | | | | | | | | |
| NORTH BAY, ONT. | 196 | 197 | 393 | 0 | 0 | 0 | 0 | 196 | 197 | 393 |
| TORONTO, ONT. | 239 | 471 | 710 | 0 | 0 | 0 | 0 | 239 | 471 | 710 |
| ORIGIN TOTAL | 435 | 668 | 1,103 | 0 | 0 | 0 | 0 | 435 | 668 | 1,103 |
| DUSSELDORF, GERMANY | | | | | | | | | | |
| TORONTO, ONT. | 164 | 0 | 164 | 0 | 0 | 0 | 0 | 164 | 0 | 164 |
| ORIGIN TOTAL | 164 | 0 | 164 | 0 | 0 | 0 | 0 | 164 | 0 | 164 |
| FRANKFURT, GERMANY | | | | | | | | | | |
| CALGARY, ALTA. | 0 | 0 | 0 | 192 | 0 | 192 | 192 | 0 | 192 | |
| EDMONTON INT'L A/P, ALTA. | 0 | 221 | 221 | 0 | 0 | 0 | 0 | 221 | 221 | |
| MONTREAL, P.Q. | 0 | 0 | 0 | 250 | 106 | 356 | 250 | 106 | 356 | |
| TORONTO, ONT. | 444 | 1,182 | 1,626 | 710 | 0 | 710 | 1,154 | 1,182 | 2,334 | |
| VANCOUVER, B.C. | 0 | 157 | 157 | 0 | 0 | 0 | 0 | 0 | 157 | 157 |
| WINNIPEG, MAN. | 192 | 302 | 494 | 200 | 198 | 398 | 392 | 500 | 398 | |
| ORIGIN TOTAL | 636 | 1,862 | 2,498 | 1,352 | 304 | 1,656 | 1,988 | 2,166 | 4,154 | |
| GLASGOW, SCOTLAND | | | | | | | | | | |
| TORONTO, ONT. | 2,274 | 1,599 | 3,873 | 2,855 | 1,366 | 4,221 | 5,129 | 2,965 | 8,094 | |
| VANCOUVER, B.C. | 0 | 144 | 144 | 239 | 78 | 317 | 239 | 222 | 461 | |
| ORIGIN TOTAL | 2,274 | 1,743 | 4,017 | 3,094 | 1,444 | 4,538 | 5,368 | 3,187 | 8,555 | |
| HELSINKI, FINLAND | | | | | | | | | | |
| TORONTO, ONT. | 0 | 0 | 0 | 72 | 185 | 257 | 72 | 185 | 257 | |
| ORIGIN TOTAL | 0 | 0 | 0 | 72 | 185 | 257 | 72 | 185 | 257 | |
| LENINGRAD, U.S.S.R. | | | | | | | | | | |
| GANDER, NFLD. | 252 | 0 | 252 | 0 | 0 | 0 | 252 | 0 | 252 | |
| ORIGIN TOTAL | 252 | 0 | 252 | 0 | 0 | 0 | 252 | 0 | 252 | |
| LJUBLJANA, YUGOSLAVIA | | | | | | | | | | |
| TORONTO, ONT. | 146 | 0 | 146 | 0 | 0 | 0 | 0 | 146 | 0 | 146 |
| ORIGIN TOTAL | 146 | 0 | 146 | 0 | 0 | 0 | 0 | 146 | 0 | 146 |
| LONDON, ENGLAND | | | | | | | | | | |
| CALGARY, ALTA. | 549 | 712 | 1,261 | 416 | 172 | 588 | 965 | 684 | 1,849 | |
| EDMONTON INT'L A/P, ALTA. | 645 | 1,061 | 1,706 | 543 | 0 | 543 | 1,188 | 1,061 | 2,249 | |
| GANDER, NFLD. | 196 | 195 | 391 | 0 | 0 | 0 | 196 | 195 | 391 | |
| HALIFAX, N.S. | 181 | 532 | 713 | 0 | 0 | 0 | 181 | 532 | 713 | |
| MONCTON, N.B. | 0 | 198 | 198 | 0 | 0 | 0 | 0 | 198 | 198 | |
| MONTRÉAL, P.Q. | 870 | 1,718 | 2,588 | 599 | 59 | 658 | 1,469 | 1,777 | 3,246 | |
| OTTAWA, ONT. | 0 | 189 | 189 | 189 | 140 | 329 | 189 | 329 | 518 | |
| TORONTO, ONT. | 0 | 196 | 196 | 0 | 0 | 0 | 0 | 196 | 196 | |
| VANCOUVER, B.C. | 10,464 | 10,883 | 21,347 | 9,627 | 6,689 | 16,316 | 20,091 | 11,572 | 37,663 | |
| WINDSOR, ONT. | 3,360 | 4,977 | 8,337 | 3,432 | 1,102 | 4,534 | 6,792 | 6,079 | 12,871 | |
| WINNIPEG, MAN. | 1,381 | 1,518 | 2,899 | 304 | 82 | 386 | 1,685 | 1,600 | 3,285 | |
| ORIGIN TOTAL | 18,404 | 23,296 | 41,700 | 15,420 | 8,244 | 23,664 | 33,824 | 31,540 | 65,364 | |
| MALAGA, SPAIN | | | | | | | | | | |
| CALGARY, ALTA. | 244 | 242 | 486 | 0 | 0 | 0 | 244 | 242 | 486 | |
| HALIFAX, N.S. | 35 | 35 | 70 | 0 | 0 | 0 | 35 | 35 | 70 | |
| MONTREAL, P.Q. | 807 | 1,367 | 2,174 | 0 | 0 | 0 | 807 | 1,367 | 2,174 | |

TABLE 12
TABLEAU 12

PASSENGER ORIGIN AND DESTINATION BY FOREIGN CITY
ORIGINE ET DESTINATION DES PASSAGERS PAR VILLE ETRANGERE

OCTOBER 1975 TO DECEMBER 1975

OCTOBRE 1975 A DECEMBRE 1975

| | CANADIAN ORIGIN | | | | | | TOTAL | OUTBOUND | FOREIGN ORIGIN | | | TOTAL | TOTAL | | |
|-----------------------------|--------------------|-----------------------|---------|---------|---------|--------|---------|----------|----------------|---------|---------|--------|---------|---------|--|
| | OUTBOUND | | INBOUND | | INBOUND | | | | OUTBOUND | | INBOUND | | TOTAL | | |
| | ORIGINE SORTANT | CANADIENNE ENTRANT | TOTAL | SORTANT | ENTRANT | TOTAL | SORTANT | ENTRANT | TOTAL | SORTANT | ENTRANT | TOTAL | ENTRANT | TOTAL | |
| MALAGA, SPAIN | | | | | | | | | | | | | | | |
| TORONTO, ONT. | 1,497 | 2,023 | 3,520 | 0 | 0 | 0 | 1,497 | 2,023 | 3,520 | 0 | 0 | 0 | 0 | 3,520 | |
| ORIGIN TOTAL | 2,583 | 3,667 | 6,250 | 0 | 0 | 0 | 2,583 | 3,667 | 6,250 | 0 | 0 | 0 | 0 | 6,250 | |
| MANCHESTER, ENGLAND | | | | | | | | | | | | | | | |
| MONTRÉAL, P.Q. | 0 | 0 | 0 | 0 | 49 | 49 | 0 | 49 | 49 | 0 | 49 | 49 | 0 | 49 | |
| TORONTO, ONT. | 293 | 521 | 814 | 2,988 | 2,626 | 5,614 | 3,281 | 3,147 | 6,428 | 0 | 0 | 0 | 0 | 6,428 | |
| VANCOUVER, B.C. | 153 | 0 | 153 | 266 | 692 | 958 | 419 | 692 | 1,111 | 0 | 0 | 0 | 0 | 1,111 | |
| ORIGIN TOTAL | 446 | 521 | 967 | 3,254 | 3,367 | 6,621 | 3,700 | 3,888 | 7,588 | 0 | 0 | 0 | 0 | 7,588 | |
| MOSCOW, U.S.S.R. | | | | | | | | | | | | | | | |
| GANDER, NFLD. | 0 | 252 | 252 | 0 | 0 | 0 | 0 | 0 | 252 | 0 | 252 | 252 | 0 | 252 | |
| ORIGIN TOTAL | 0 | 252 | 252 | 0 | 0 | 0 | 0 | 0 | 252 | 0 | 252 | 252 | 0 | 252 | |
| PARIS, FRANCE | | | | | | | | | | | | | | | |
| MONTRÉAL, P.Q. | 394 | 1,192 | 1,586 | 176 | 311 | 487 | 570 | 1,503 | 2,073 | 0 | 0 | 0 | 0 | 2,073 | |
| MONTRÉAL, P.Q. | 0 | 0 | 0 | 0 | 254 | 254 | 0 | 254 | 254 | 0 | 254 | 254 | 0 | 254 | |
| OTTAWA, ONT. | 40 | 0 | 40 | 0 | 0 | 0 | 0 | 40 | 0 | 0 | 0 | 40 | 0 | 40 | |
| TORONTO, ONT. | 391 | 390 | 781 | 0 | 0 | 0 | 0 | 391 | 390 | 0 | 390 | 781 | 0 | 781 | |
| ORIGIN TOTAL | 825 | 1,182 | 2,407 | 176 | 565 | 741 | 1,001 | 2,147 | 3,148 | 0 | 0 | 0 | 0 | 3,148 | |
| ROME, ITALY | | | | | | | | | | | | | | | |
| MONTRÉAL, P.Q. | 378 | 378 | 756 | 0 | 0 | 0 | 0 | 378 | 378 | 0 | 378 | 756 | 0 | 756 | |
| ORIGIN TOTAL | 378 | 378 | 756 | 0 | 0 | 0 | 0 | 378 | 378 | 0 | 378 | 756 | 0 | 756 | |
| SHANNON, IRELAND | | | | | | | | | | | | | | | |
| TORONTO, ONT. | 0 | 0 | 0 | 198 | 0 | 198 | 0 | 198 | 198 | 0 | 198 | 0 | 198 | 198 | |
| ORIGIN TOTAL | 0 | 0 | 0 | 198 | 0 | 198 | 0 | 198 | 198 | 0 | 198 | 0 | 198 | 198 | |
| SPLIT, YUGOSLAVIA | | | | | | | | | | | | | | | |
| TORONTO, ONT. | 170 | 0 | 170 | 0 | 0 | 0 | 0 | 170 | 0 | 0 | 170 | 0 | 0 | 170 | |
| ORIGIN TOTAL | 170 | 0 | 170 | 0 | 0 | 0 | 0 | 170 | 0 | 0 | 170 | 0 | 0 | 170 | |
| STUTTGART, GERMANY | | | | | | | | | | | | | | | |
| TRENTON, ONT. | 127 | 159 | 286 | 0 | 0 | 0 | 0 | 127 | 159 | 0 | 159 | 286 | 0 | 286 | |
| ORIGIN TOTAL | 127 | 159 | 286 | 0 | 0 | 0 | 0 | 127 | 159 | 0 | 159 | 286 | 0 | 286 | |
| WARSAW, POLAND | | | | | | | | | | | | | | | |
| MONTRÉAL, P.Q. | 0 | 69 | 69 | 0 | 0 | 0 | 0 | 0 | 69 | 0 | 69 | 69 | 0 | 69 | |
| TORONTO, ONT. | 68 | 68 | 136 | 0 | 0 | 0 | 0 | 68 | 68 | 0 | 68 | 136 | 0 | 136 | |
| ORIGIN TOTAL | 68 | 137 | 205 | 0 | 0 | 0 | 0 | 68 | 137 | 0 | 68 | 205 | 0 | 205 | |
| ZAGREB, YUGOSLAVIA | | | | | | | | | | | | | | | |
| TORONTO, ONT. | 307 | 111 | 418 | 499 | 1,039 | 1,538 | 806 | 1,150 | 1,956 | 0 | 0 | 1,956 | 0 | 1,956 | |
| ORIGIN TOTAL | 307 | 111 | 418 | 499 | 1,039 | 1,538 | 806 | 1,150 | 1,956 | 0 | 0 | 1,956 | 0 | 1,956 | |
| TOTAL EUROPE | 28,640 | 36,587 | 65,227 | 26,801 | 16,760 | 43,561 | 55,441 | 53,347 | 108,788 | 0 | 0 | 0 | 0 | 108,788 | |
| ACAPULCO, MEXICO | | | | | | | | | | | | | | | |
| MONTRÉAL, P.Q. | 651 | 547 | 1,198 | 0 | 0 | 0 | 0 | 651 | 547 | 0 | 547 | 1,198 | 0 | 1,198 | |
| MONTRÉAL, P.Q. | 1,692 | 831 | 2,523 | 0 | 0 | 0 | 0 | 1,692 | 831 | 0 | 831 | 2,523 | 0 | 2,523 | |
| TORONTO, ONT. | 4,288 | 3,526 | 7,814 | 0 | 0 | 0 | 0 | 4,288 | 3,526 | 0 | 3,526 | 7,814 | 0 | 7,814 | |
| WINDSOR, ONT. | 2,030 | 1,727 | 3,757 | 0 | 0 | 0 | 0 | 2,030 | 1,727 | 0 | 1,727 | 3,757 | 0 | 3,757 | |
| WINNIPEG, MAN. | 83 | 0 | 83 | 0 | 0 | 0 | 0 | 83 | 0 | 0 | 83 | 0 | 0 | 83 | |
| ORIGIN TOTAL | 8,744 | 6,631 | 15,375 | 0 | 0 | 0 | 0 | 8,744 | 6,631 | 0 | 6,631 | 15,375 | 0 | 15,375 | |
| ARUBA, NETHERLANDS ANTILLES | | | | | | | | | | | | | | | |
| MONTRÉAL, P.Q. | 266 | 207 | 473 | 0 | 0 | 0 | 0 | 266 | 207 | 0 | 207 | 473 | 0 | 473 | |
| MONTRÉAL, P.Q. | 368 | 341 | 709 | 0 | 0 | 0 | 0 | 368 | 341 | 0 | 341 | 709 | 0 | 709 | |
| TORONTO, ONT. | 2,028 | 1,770 | 3,798 | 0 | 0 | 0 | 0 | 2,028 | 1,770 | 0 | 1,770 | 3,798 | 0 | 3,798 | |
| WINDSOR, ONT. | 2,345 | 2,082 | 4,427 | 0 | 0 | 0 | 0 | 2,345 | 2,082 | 0 | 2,082 | 4,427 | 0 | 4,427 | |
| WINNIPEG, MAN. | 272 | 276 | 548 | 0 | 0 | 0 | 0 | 272 | 276 | 0 | 276 | 548 | 0 | 548 | |
| ORIGIN TOTAL | 5,279 | 4,676 | 9,955 | 0 | 0 | 0 | 0 | 5,279 | 4,676 | 0 | 4,676 | 9,955 | 0 | 9,955 | |
| BARBADOS/BRIDGETOWN | | | | | | | | | | | | | | | |
| HALIFAX, N.S. | 59 | 0 | 59 | 0 | 0 | 0 | 0 | 59 | 0 | 0 | 59 | 0 | 0 | 59 | |
| MONTRÉAL, P.Q. | 1,269 | 1,252 | 2,521 | 0 | 0 | 0 | 0 | 1,269 | 1,252 | 0 | 1,252 | 2,521 | 0 | 2,521 | |
| MONTRÉAL, P.Q. | 1,716 | 1,090 | 2,806 | 0 | 0 | 0 | 0 | 1,716 | 1,090 | 0 | 1,090 | 2,806 | 0 | 2,806 | |
| OTTAWA, ONT. | 99 | 0 | 99 | 0 | 0 | 0 | 0 | 99 | 0 | 0 | 99 | 0 | 0 | 99 | |
| ST. JOHN'S, NFLD. | 116 | 235 | 351 | 0 | 0 | 0 | 0 | 116 | 235 | 0 | 235 | 351 | 0 | 351 | |
| TORONTO, ONT. | 7,399 | 5,195 | 12,594 | 0 | 0 | 0 | 0 | 7,399 | 5,195 | 0 | 5,195 | 12,594 | 0 | 12,594 | |
| WINDSOR, ONT. | 963 | 880 | 1,843 | 0 | 0 | 0 | 0 | 963 | 880 | 0 | 880 | 1,843 | 0 | 1,843 | |
| ORIGIN TOTAL | 11,621 | 8,652 | 20,273 | 0 | 0 | 0 | 0 | 11,621 | 8,652 | 0 | 8,652 | 20,273 | 0 | 20,273 | |
| CANCUN, MEXICO | | | | | | | | | | | | | | | |
| WINDSOR, ONT. | 427 | 310 | 737 | 0 | 0 | 0 | 0 | 427 | 310 | 0 | 310 | 737 | 0 | 737 | |
| ORIGIN TOTAL | 427 | 310 | 737 | 0 | 0 | 0 | 0 | 427 | 310 | 0 | 310 | 737 | 0 | 737 | |
| CARTAGENA, COLOMBIA | | | | | | | | | | | | | | | |
| MONTRÉAL, P.Q. | 250 | 0 | 250 | 0 | 0 | 0 | 0 | 250 | 0 | 0 | 250 | 0 | 0 | 250 | |
| ORIGIN TOTAL | 250 | 0 | 250 | 0 | 0 | 0 | 0 | 250 | 0 | 0 | 250 | 0 | 0 | 250 | |

| | PASSENGER ORIGIN AND DESTINATION BY FOREIGN CITY | | | | | | | OCTOBER 1975 TO DECEMBER 1975 | | | |
|---------------------------------|--|-----------------------|--------------------|----------------------|-------|--------------------|-----------------|-------------------------------|----------------|---------|--------|
| | ORIGINE ET DESTINATION DES PASSAGERS PAR VILLE ETRANGERE | | | | | | | OCTOBRE 1975 A DECEMBRE 1975 | | | |
| | CANADIAN ORIGIN | | FOREIGN ORIGIN | | TOTAL | | CANADIAN ORIGIN | | FOREIGN ORIGIN | | |
| | OUTBOUND | INBOUND | OUTBOUND | INBOUND | TOTAL | SORTANT | ENTRANT | TOTAL | OUTBOUND | INBOUND | TOTAL |
| | ORIGINE SORTANT | CANADIENNE ENTRANT | ORIGINE SORTANT | ETRANGERE ENTRANT | TOTAL | ORIGINE SORTANT | ENTRANT | TOTAL | OUTBOUND | INBOUND | TOTAL |
| COZUMEL, MEXICO | | | | | | | | | | | |
| TORONTO, ONT. | 224 | 111 | 335 | 0 | 0 | 0 | 0 | 224 | 111 | 335 | 335 |
| ORIGIN TOTAL | 224 | 111 | 335 | 0 | 0 | 0 | 0 | 224 | 111 | 335 | 335 |
| CURACAO, NETHERLANDS ANTILLES | | | | | | | | | | | |
| TORONTO, ONT. | 181 | 181 | 362 | 0 | 0 | 0 | 0 | 181 | 181 | 362 | 362 |
| ORIGIN TOTAL | 181 | 181 | 362 | 0 | 0 | 0 | 0 | 181 | 181 | 362 | 362 |
| FORT DE FRANCE, MARTINIQUE | | | | | | | | | | | |
| MONTREAL, P.Q. | 249 | 0 | 249 | 0 | 0 | 0 | 0 | 249 | 0 | 249 | 249 |
| ORIGIN TOTAL | 249 | 0 | 249 | 0 | 0 | 0 | 0 | 249 | 0 | 249 | 249 |
| FREEPORT, BAHAMA ISLANDS | | | | | | | | | | | |
| MONTREAL, P.Q. | 861 | 812 | 1,673 | 0 | 0 | 0 | 0 | 861 | 812 | 1,673 | 1,673 |
| MONTREAL, P.Q. | 1,483 | 881 | 2,364 | 0 | 0 | 0 | 0 | 1,483 | 881 | 2,364 | 2,364 |
| OTTAWA, ONT. | 323 | 147 | 470 | 0 | 0 | 0 | 0 | 323 | 147 | 470 | 470 |
| TORONTO, ONT. | 2,894 | 2,156 | 5,050 | 0 | 0 | 0 | 0 | 2,894 | 2,156 | 5,050 | 5,050 |
| WINDSOR, ONT. | 371 | 165 | 536 | 0 | 0 | 0 | 0 | 371 | 165 | 536 | 536 |
| WINNIPEG, MAN. | 208 | 94 | 302 | 0 | 0 | 0 | 0 | 208 | 94 | 302 | 302 |
| ORIGIN TOTAL | 6,140 | 4,255 | 10,395 | 0 | 0 | 0 | 0 | 6,140 | 4,255 | 10,395 | 10,395 |
| GRAND CAYMAN, BRITISH W. INDIES | | | | | | | | | | | |
| TORONTO, ONT. | 152 | 127 | 279 | 0 | 0 | 0 | 0 | 152 | 127 | 279 | 279 |
| WINDSOR, ONT. | 288 | 195 | 483 | 0 | 0 | 0 | 0 | 288 | 195 | 483 | 483 |
| ORIGIN TOTAL | 440 | 322 | 762 | 0 | 0 | 0 | 0 | 440 | 322 | 762 | 762 |
| HAMILTON, BERMUDA | | | | | | | | | | | |
| SUMMERSIDE, P.E.I. | 161 | 161 | 322 | 0 | 0 | 0 | 0 | 161 | 161 | 322 | 322 |
| ORIGIN TOTAL | 161 | 161 | 322 | 0 | 0 | 0 | 0 | 161 | 161 | 322 | 322 |
| HAVANA, CUBA | | | | | | | | | | | |
| CALGARY, ALTA. | 77 | 0 | 77 | 0 | 0 | 0 | 0 | 77 | 0 | 77 | 77 |
| MONTREAL, P.Q. | 1,358 | 1,300 | 2,658 | 0 | 0 | 0 | 0 | 1,358 | 1,300 | 2,658 | 2,658 |
| MONTREAL, P.Q. | 1,864 | 1,432 | 3,296 | 0 | 0 | 0 | 0 | 1,864 | 1,432 | 3,296 | 3,296 |
| OTTAWA, ONT. | 223 | 92 | 315 | 0 | 0 | 0 | 0 | 223 | 92 | 315 | 315 |
| TORONTO, ONT. | 3,974 | 3,017 | 6,991 | 0 | 0 | 0 | 0 | 3,974 | 3,017 | 6,991 | 6,991 |
| VANCOUVER, B.C. | 76 | 0 | 76 | 0 | 0 | 0 | 0 | 76 | 0 | 76 | 76 |
| WINNIPEG, MAN. | 113 | 0 | 113 | 0 | 0 | 0 | 0 | 113 | 0 | 113 | 113 |
| ORIGIN TOTAL | 7,685 | 5,841 | 13,526 | 0 | 0 | 0 | 0 | 7,685 | 5,841 | 13,526 | 13,526 |
| KINGSTON, JAMAICA | | | | | | | | | | | |
| TORONTO, ONT. | 1,802 | 0 | 1,802 | 0 | 0 | 0 | 0 | 1,802 | 0 | 1,802 | 1,802 |
| ORIGIN TOTAL | 1,802 | 0 | 1,802 | 0 | 0 | 0 | 0 | 1,802 | 0 | 1,802 | 1,802 |
| MAZATLAN, MEXICO | | | | | | | | | | | |
| CALGARY, ALTA. | 164 | 14 | 178 | 0 | 0 | 0 | 0 | 164 | 14 | 178 | 178 |
| EDMONTON INDUSTRIAL A/P, ALTA. | 41 | 0 | 41 | 0 | 0 | 0 | 0 | 41 | 0 | 41 | 41 |
| EDMONTON INT'L A/P, ALTA. | 87 | 0 | 87 | 0 | 0 | 0 | 0 | 87 | 0 | 87 | 87 |
| VANCOUVER, B.C. | 453 | 132 | 585 | 0 | 0 | 0 | 0 | 453 | 132 | 585 | 585 |
| WINNIPEG, MAN. | 95 | 0 | 95 | 0 | 0 | 0 | 0 | 95 | 0 | 95 | 95 |
| ORIGIN TOTAL | 840 | 146 | 986 | 0 | 0 | 0 | 0 | 840 | 146 | 986 | 986 |
| MEXICO CITY, MEXICO | | | | | | | | | | | |
| TORONTO, ONT. | 185 | 185 | 370 | 0 | 0 | 0 | 0 | 185 | 185 | 370 | 370 |
| VANCOUVER, B.C. | 167 | 167 | 334 | 0 | 0 | 0 | 0 | 167 | 167 | 334 | 334 |
| ORIGIN TOTAL | 352 | 352 | 704 | 0 | 0 | 0 | 0 | 352 | 352 | 704 | 704 |
| MONTEGO BAY, JAMAICA | | | | | | | | | | | |
| MONTREAL, P.Q. | 755 | 392 | 1,147 | 0 | 0 | 0 | 0 | 755 | 392 | 1,147 | 1,147 |
| MONTREAL, P.Q. | 969 | 479 | 1,448 | 0 | 0 | 0 | 0 | 969 | 479 | 1,448 | 1,448 |
| TORONTO, ONT. | 3,559 | 2,525 | 6,084 | 0 | 0 | 0 | 0 | 3,559 | 2,525 | 6,084 | 6,084 |
| WINDSOR, ONT. | 899 | 813 | 1,712 | 0 | 0 | 0 | 0 | 899 | 813 | 1,712 | 1,712 |
| WINNIPEG, MAN. | 105 | 0 | 105 | 0 | 0 | 0 | 0 | 105 | 0 | 105 | 105 |
| ORIGIN TOTAL | 6,287 | 4,209 | 10,496 | 0 | 0 | 0 | 0 | 6,287 | 4,209 | 10,496 | 10,496 |
| NASSAU, BAHAMA ISLANDS | | | | | | | | | | | |
| MONTREAL, P.Q. | 1,567 | 1,382 | 2,949 | 0 | 0 | 0 | 0 | 1,567 | 1,382 | 2,949 | 2,949 |
| MONTREAL, P.Q. | 1,315 | 940 | 2,255 | 0 | 0 | 0 | 0 | 1,315 | 940 | 2,255 | 2,255 |
| OTTAWA, ONT. | 150 | 86 | 236 | 0 | 0 | 0 | 0 | 150 | 86 | 236 | 236 |
| TORONTO, ONT. | 5,214 | 4,611 | 9,825 | 0 | 0 | 0 | 0 | 5,214 | 4,611 | 9,825 | 9,825 |
| WINDSOR, ONT. | 849 | 750 | 1,599 | 0 | 0 | 0 | 0 | 849 | 750 | 1,599 | 1,599 |
| WINNIPEG, MAN. | 92 | 0 | 92 | 0 | 0 | 0 | 0 | 92 | 0 | 92 | 92 |
| ORIGIN TOTAL | 9,187 | 7,769 | 16,956 | 0 | 0 | 0 | 0 | 9,187 | 7,769 | 16,956 | 16,956 |
| PARAMARIBO, SURINAM | | | | | | | | | | | |
| HALIFAX, N.S. | 161 | 157 | 318 | 0 | 0 | 0 | 0 | 161 | 157 | 318 | 318 |
| ORIGIN TOTAL | 161 | 157 | 318 | 0 | 0 | 0 | 0 | 161 | 157 | 318 | 318 |
| POINTE A PITRE, GUADELOUPE | | | | | | | | | | | |
| MONTREAL, P.Q. | 118 | 9 | 127 | 0 | 0 | 0 | 0 | 118 | 9 | 127 | 127 |
| TORONTO, ONT. | 67 | 25 | 92 | 0 | 0 | 0 | 0 | 67 | 25 | 92 | 92 |
| ORIGIN TOTAL | 185 | 34 | 219 | 0 | 0 | 0 | 0 | 185 | 34 | 219 | 219 |
| PORT AU PRINCE, HAITI | | | | | | | | | | | |
| MONTREAL, P.Q. | 121 | 82 | 203 | 0 | 0 | 0 | 0 | 121 | 82 | 203 | 203 |

TABLE 12
TABLEAU 12

PASSENGER ORIGIN AND DESTINATION BY FOREIGN CITY
ORIGINE ET DESTINATION DES PASSAGERS PAR VILLE ETRANGERE

OCTOBER 1975 TO DECEMBER 1975
OCTOBRE 1975 A DECEMBRE 1975

| | CANADIAN ORIGIN | | | | | | FOREIGN ORIGIN | | | TOTAL | | |
|---------------------------------|-----------------|--------------------|---------|-----------------|---------|-------|----------------|---------|---------|----------|---------|-------|
| | OUTBOUND | INBOUND | TOTAL | OUTBOUND | INBOUND | TOTAL | OUTBOUND | INBOUND | TOTAL | OUTBOUND | INBOUND | TOTAL |
| | ORIGINE SORTANT | CANADIENNE ENTRANT | TOTAL | ORIGINE SORTANT | ENTRANT | TOTAL | SORTANT | ENTRANT | TOTAL | SORTANT | ENTRANT | TOTAL |
| PORT AU PRINCE, HAITI | | | | | | | | | | | | |
| MONTREAL, P.Q. | 393 | 197 | 590 | 0 | 0 | 0 | 393 | 197 | 590 | | | |
| ORIGIN TOTAL | 514 | 279 | 793 | 0 | 0 | 0 | 514 | 279 | 793 | | | |
| PORT OF SPAIN, TRINIDAD&TOBAGO | | | | | | | | | | | | |
| TORONTO, ONT. | 1,254 | 133 | 1,387 | 141 | 151 | 292 | 1,395 | 284 | 1,679 | | | |
| ORIGIN TOTAL | 1,254 | 133 | 1,387 | 141 | 151 | 292 | 1,395 | 284 | 1,679 | | | |
| PUERTO VALLARTA, MEXICO | | | | | | | | | | | | |
| CALGARY, ALTA. | 223 | 91 | 314 | 0 | 0 | 0 | 223 | 91 | 314 | | | |
| EDMONTON INDUSTRIAL A/P, ALTA. | 92 | 30 | 122 | 0 | 0 | 0 | 92 | 30 | 122 | | | |
| EDMONTON INT'L A/P, ALTA. | 45 | 0 | 45 | 0 | 0 | 0 | 45 | 0 | 45 | | | |
| MONTREAL, P.Q. | 136 | 39 | 175 | 0 | 0 | 0 | 136 | 39 | 175 | | | |
| TORONTO, ONT. | 166 | 40 | 206 | 0 | 0 | 0 | 166 | 40 | 206 | | | |
| VANCOUVER, B.C. | 916 | 660 | 1,576 | 0 | 0 | 0 | 916 | 660 | 1,576 | | | |
| WINDSOR, ONT. | 107 | 89 | 196 | 0 | 0 | 0 | 107 | 89 | 196 | | | |
| ORIGIN TOTAL | 1,685 | 949 | 2,634 | 0 | 0 | 0 | 1,685 | 949 | 2,634 | | | |
| ST. JOHNS, ANTIGUA | | | | | | | | | | | | |
| MONTREAL, P.Q. | 62 | 19 | 81 | 0 | 0 | 0 | 62 | 19 | 81 | | | |
| TORONTO, ONT. | 60 | 19 | 79 | 0 | 0 | 0 | 60 | 19 | 79 | | | |
| ORIGIN TOTAL | 122 | 38 | 160 | 0 | 0 | 0 | 122 | 38 | 160 | | | |
| ST. LUCIA, BRITISH WEST INDIES | | | | | | | | | | | | |
| MONTREAL, P.Q. | 270 | 106 | 376 | 0 | 0 | 0 | 270 | 106 | 376 | | | |
| TORONTO, ONT. | 411 | 101 | 512 | 0 | 0 | 0 | 411 | 101 | 512 | | | |
| WINDSOR, ONT. | 134 | 0 | 134 | 0 | 0 | 0 | 134 | 0 | 134 | | | |
| ORIGIN TOTAL | 815 | 207 | 1,022 | 0 | 0 | 0 | 815 | 207 | 1,022 | | | |
| ST. MARTIN, NETHERLND ANTILLES | | | | | | | | | | | | |
| TORONTO, ONT. | 117 | 71 | 188 | 0 | 0 | 0 | 117 | 71 | 188 | | | |
| WINDSOR, ONT. | 212 | 197 | 409 | 0 | 0 | 0 | 212 | 197 | 409 | | | |
| ORIGIN TOTAL | 329 | 268 | 597 | 0 | 0 | 0 | 329 | 268 | 597 | | | |
| WEST END, BAHAMA ISLANDS | | | | | | | | | | | | |
| MONTREAL, P.Q. | 1,583 | 1,584 | 3,167 | 0 | 0 | 0 | 1,583 | 1,584 | 3,167 | | | |
| MONTREAL, P.Q. | 1,067 | 962 | 2,029 | 0 | 0 | 0 | 1,067 | 962 | 2,029 | | | |
| TORONTO, ONT. | 6,431 | 5,996 | 12,427 | 0 | 0 | 0 | 6,431 | 5,996 | 12,427 | | | |
| WINDSOR, ONT. | 775 | 715 | 1,490 | 0 | 0 | 0 | 775 | 715 | 1,490 | | | |
| ORIGIN TOTAL | 9,856 | 9,257 | 19,113 | 0 | 0 | 0 | 9,856 | 9,257 | 19,113 | | | |
| TOTAL SUDTH SUD | 74,790 | 54,938 | 129,728 | 141 | 151 | 292 | 74,931 | 55,089 | 130,020 | | | |
| AKRON/CANTON, OHIO | | | | | | | | | | | | |
| TORONTO, ONT. | 35 | 35 | 70 | 0 | 0 | 0 | 35 | 35 | 70 | | | |
| ORIGIN TOTAL | 35 | 35 | 70 | 0 | 0 | 0 | 35 | 35 | 70 | | | |
| ALBUQUERQUE, NEW MEXICO | | | | | | | | | | | | |
| CAPE PARRY, N.W.T. | 16 | 0 | 16 | 0 | 0 | 0 | 16 | 0 | 16 | | | |
| ORIGIN TOTAL | 16 | 0 | 16 | 0 | 0 | 0 | 16 | 0 | 16 | | | |
| ANCHORAGE, ALASKA | | | | | | | | | | | | |
| TORONTO, ONT. | 0 | 0 | 0 | 0 | 15 | 15 | 0 | 15 | 15 | | | |
| WHITEHORSE, Y.T. | 0 | 0 | 0 | 207 | 207 | 414 | 207 | 207 | 414 | | | |
| ORIGIN TOTAL | 0 | 0 | 0 | 207 | 222 | 429 | 207 | 207 | 429 | | | |
| ATLANTA, GEORGIA | | | | | | | | | | | | |
| TORONTO, ONT. | 0 | 0 | 0 | 0 | 35 | 35 | 0 | 35 | 35 | | | |
| ORIGIN TOTAL | 0 | 0 | 0 | 0 | 35 | 35 | 0 | 35 | 35 | | | |
| AUGUSTA, GEORGIA | | | | | | | | | | | | |
| TORONTO, ONT. | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 2 | 2 | | | |
| ORIGIN TOTAL | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 2 | 2 | | | |
| BALTIMORE, MARYLAND | | | | | | | | | | | | |
| TORONTO, ONT. | 35 | 35 | 70 | 0 | 0 | 0 | 35 | 35 | 70 | | | |
| ORIGIN TOTAL | 35 | 35 | 70 | 0 | 0 | 0 | 35 | 35 | 70 | | | |
| BOSTON, MASSACHUSETTS | | | | | | | | | | | | |
| MONTREAL, P.Q. | 0 | 37 | 37 | 0 | 36 | 36 | 0 | 73 | 73 | | | |
| TORONTO, ONT. | 135 | 35 | 170 | 956 | 1,032 | 1,988 | 1,091 | 1,067 | 2,158 | | | |
| ORIGIN TOTAL | 135 | 72 | 207 | 956 | 1,068 | 2,024 | 1,091 | 1,140 | 2,231 | | | |
| BUFFALO/NIAGARA FALLS, NEW YORK | | | | | | | | | | | | |
| MONTREAL, P.Q. | 34 | 0 | 34 | 0 | 57 | 57 | 34 | 57 | 91 | | | |
| TORONTO, ONT. | 0 | 0 | 0 | 2 | 0 | 2 | 2 | 0 | 2 | | | |
| ORIGIN TOTAL | 34 | 0 | 34 | 2 | 57 | 59 | 36 | 57 | 93 | | | |
| CHAMPAIGN/URBANA, ILLINOIS | | | | | | | | | | | | |
| CALGARY, ALTA. | 0 | 0 | 0 | 0 | 49 | 49 | 0 | 49 | 49 | | | |
| ORIGIN TOTAL | 0 | 0 | 0 | 0 | 49 | 49 | 0 | 49 | 49 | | | |

TABLE 12

PASSENGER ORIGIN AND DESTINATION BY FOREIGN CITY

OCTOBER 1975 TO DECEMBER 1975

TABLEAU 12

ORIGINE ET DESTINATION DES PASSAGERS PAR VILLE ETRANGERE

OCTOBRE 1975 A DECEMBRE 1975

| | CANADIAN ORIGIN | | | | | | FOREIGN ORIGIN | | | TOTAL | | |
|--------------------------------------|-----------------|------------|---------|---------|-------|----------|----------------|---------|---------|--------|----------|---------|
| | OUTBOUND | | INBOUND | | TOTAL | OUTBOUND | | INBOUND | | TOTAL | OUTBOUND | |
| | ORIGINE | CANADIENNE | SORTANT | ENTRANT | | ORIGINE | ETRANGERE | SORTANT | ENTRANT | | SORTANT | ENTRANT |
| CHARLOTTE, NORTH CAROLINA | | | | | | | | | | | | |
| TORONTO, ONT. | 9 | 0 | 9 | 0 | 9 | 0 | 0 | 0 | 0 | 9 | 0 | 9 |
| ORIGIN TOTAL | 9 | 0 | 9 | 0 | 9 | 0 | 0 | 0 | 0 | 9 | 0 | 9 |
| CHICAGO, ILLINOIS | | | | | | | | | | | | |
| MONTREAL, P.Q. | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 66 | 0 | 0 | 66 | 66 |
| ORIGIN TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 66 | 0 | 0 | 66 | 66 |
| CLEVELAND, OHIO | | | | | | | | | | | | |
| QUEBEC, P.Q. | 0 | 0 | 0 | 35 | 35 | 70 | 35 | 35 | 70 | 35 | 35 | 70 |
| TORONTO, ONT. | 0 | 0 | 0 | 35 | 35 | 70 | 35 | 35 | 70 | 35 | 35 | 70 |
| ORIGIN TOTAL | 0 | 0 | 0 | 70 | 70 | 140 | 70 | 70 | 140 | 70 | 70 | 140 |
| COLUMBUS, OHIO | | | | | | | | | | | | |
| TORONTO, ONT. | 8 | 8 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 8 | 16 |
| ORIGIN TOTAL | 8 | 8 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 8 | 16 |
| DETROIT & ANN ARBOR, MICHIGAN | | | | | | | | | | | | |
| TORONTO, ONT. | 0 | 0 | 0 | 12 | 0 | 12 | 12 | 12 | 0 | 0 | 12 | 12 |
| ORIGIN TOTAL | 0 | 0 | 0 | 12 | 0 | 12 | 12 | 12 | 0 | 0 | 12 | 12 |
| FAIRBANKS, ALASKA | | | | | | | | | | | | |
| EDMONTON INDUSTRIAL A/P, ALTA. | 0 | 32 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 32 | 32 |
| INUVIK, N.W.T. | 32 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| ORIGIN TOTAL | 32 | 32 | 64 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 32 | 64 |
| FORT LAUDERDALE, FLORIDA | | | | | | | | | | | | |
| MONTREAL, P.Q. | 3,112 | 2,313 | 5,425 | 0 | 0 | 0 | 0 | 0 | 0 | 3,112 | 2,313 | 5,425 |
| MONTREAL, P.Q. | 186 | 78 | 264 | 0 | 0 | 0 | 0 | 0 | 0 | 186 | 78 | 264 |
| TORONTO, ONT. | 3,213 | 2,406 | 5,619 | 0 | 0 | 0 | 0 | 0 | 0 | 3,213 | 2,406 | 5,619 |
| ORIGIN TOTAL | 6,511 | 4,797 | 11,308 | 0 | 0 | 0 | 0 | 0 | 0 | 6,511 | 4,797 | 11,308 |
| GRAND JUNCTION, COLORADO | | | | | | | | | | | | |
| TORONTO, ONT. | 105 | 0 | 105 | 0 | 0 | 0 | 0 | 0 | 0 | 105 | 0 | 105 |
| WINDSOR, ONT. | 375 | 200 | 575 | 0 | 0 | 0 | 0 | 0 | 0 | 375 | 200 | 575 |
| ORIGIN TOTAL | 480 | 200 | 680 | 0 | 0 | 0 | 0 | 0 | 0 | 480 | 200 | 680 |
| HARRISBURG, PA. | | | | | | | | | | | | |
| TORONTO, ONT. | 0 | 0 | 0 | 0 | 100 | 100 | 100 | 100 | 0 | 100 | 100 | 100 |
| ORIGIN TOTAL | 0 | 0 | 0 | 0 | 100 | 100 | 100 | 100 | 0 | 100 | 100 | 100 |
| HARTFORD/SPRINGFIELD/WESTFIELD, CONN | | | | | | | | | | | | |
| QUEBEC, P.Q. | 26 | 0 | 26 | 105 | 105 | 210 | 131 | 131 | 0 | 105 | 105 | 136 |
| TORONTO, ONT. | 35 | 35 | 70 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 35 | 70 |
| ORIGIN TOTAL | 61 | 35 | 96 | 105 | 105 | 210 | 166 | 166 | 0 | 140 | 140 | 306 |
| HONOLULU, HAWAII | | | | | | | | | | | | |
| CALGARY, ALTA. | 3,096 | 1,212 | 4,308 | 0 | 0 | 0 | 0 | 0 | 0 | 3,096 | 1,212 | 4,308 |
| EDMONTON INT'L A/P, ALTA. | 3,402 | 1,012 | 4,414 | 0 | 0 | 0 | 0 | 0 | 0 | 3,402 | 1,012 | 4,414 |
| MONTREAL, P.Q. | 166 | 0 | 166 | 0 | 0 | 0 | 0 | 0 | 0 | 166 | 0 | 166 |
| REGINA, SASK. | 217 | 40 | 257 | 0 | 0 | 0 | 0 | 0 | 0 | 217 | 40 | 257 |
| SASKATOON, SASK. | 124 | 0 | 124 | 0 | 0 | 0 | 0 | 0 | 0 | 124 | 0 | 124 |
| TORONTO, ONT. | 2,091 | 1,378 | 3,469 | 0 | 0 | 0 | 0 | 0 | 0 | 2,091 | 1,378 | 3,469 |
| VANCOUVER, B.C. | 6,939 | 4,935 | 11,874 | 0 | 0 | 0 | 0 | 0 | 0 | 6,939 | 4,935 | 11,874 |
| WINNIPEG, MAN. | 850 | 418 | 1,268 | 0 | 0 | 0 | 0 | 0 | 0 | 850 | 418 | 1,268 |
| ORIGIN TOTAL | 16,885 | 8,995 | 25,880 | 0 | 0 | 0 | 0 | 0 | 0 | 16,885 | 8,995 | 25,880 |
| HOUSTON, TEXAS | | | | | | | | | | | | |
| TORONTO, ONT. | 40 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 40 |
| ORIGIN TOTAL | 40 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 40 |
| INDIANAPOLIS, INDIANA | | | | | | | | | | | | |
| TORONTO, ONT. | 35 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 35 |
| ORIGIN TOTAL | 35 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 35 |
| KANSAS CITY, MISSOURI | | | | | | | | | | | | |
| TORONTO, ONT. | 0 | 0 | 0 | 42 | 40 | 82 | 42 | 42 | 0 | 40 | 40 | 82 |
| ORIGIN TOTAL | 0 | 0 | 0 | 42 | 40 | 82 | 42 | 42 | 0 | 40 | 40 | 82 |
| LAKE TAHOE, CALIFORNIA | | | | | | | | | | | | |
| VANCOUVER, B.C. | 180 | 180 | 360 | 0 | 0 | 0 | 0 | 0 | 0 | 180 | 180 | 360 |
| ORIGIN TOTAL | 180 | 180 | 360 | 0 | 0 | 0 | 0 | 0 | 0 | 180 | 180 | 360 |
| LANSING, MICHIGAN | | | | | | | | | | | | |
| MONTREAL, P.Q. | 0 | 0 | 0 | 98 | 98 | 196 | 98 | 98 | 0 | 254 | 256 | 510 |
| ORIGIN TOTAL | 0 | 0 | 0 | 98 | 98 | 196 | 98 | 98 | 0 | 254 | 256 | 510 |
| LAS VEGAS, NEVADA | | | | | | | | | | | | |
| CALGARY, ALTA. | 254 | 256 | 510 | 0 | 0 | 0 | 0 | 0 | 0 | 254 | 256 | 510 |
| MONTREAL, P.Q. | 250 | 250 | 500 | 0 | 0 | 0 | 0 | 0 | 0 | 250 | 250 | 500 |
| NORTH BAY, ONT. | 384 | 384 | 768 | 0 | 0 | 0 | 0 | 0 | 0 | 384 | 384 | 768 |
| SASKATOON, SASK. | 40 | 40 | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 40 | 80 |
| TORONTO, ONT. | 2,906 | 2,692 | 5,598 | 0 | 0 | 0 | 0 | 0 | 0 | 2,906 | 2,692 | 5,598 |
| VANCOUVER, B.C. | 302 | 302 | 604 | 0 | 0 | 0 | 0 | 0 | 0 | 302 | 302 | 604 |

| TABLE 12 TABLEAU 12 | PASSENGER ORIGIN AND DESTINATION BY FOREIGN CITY ORIGINE ET DESTINATION DES PASSAGERS PAR VILLE ETRANGERE | | | | | | OCTOBER 1975 TO DECEMBER 1975 OCTOBRE 1975 A DECEMBRE 1975 | | |
|--------------------------------|--|-------|--------|--------------------------------------|-------|-------|---|---------|--------|
| | CANADIAN ORIGIN OUTBOUND INBOUND | | TOTAL | FOREIGN ORIGIN OUTBOUND INBOUND | | TOTAL | TOTAL OUTBOUND INBOUND | | TOTAL |
| | ORIGINE CANADIENNE SORTANT ENTRANT | TOTAL | | ORIGINE ETRANGERE SORTANT ENTRANT | TOTAL | | SORTANT | ENTRANT | |
| LAS VEGAS, NEVADA | | | | | | | | | |
| WINNIPEG, MAN. | 1,029 | 1,018 | 2,047 | 0 | 0 | 0 | 1,029 | 1,018 | 2,047 |
| ORIGIN TOTAL | 5,165 | 4,942 | 10,107 | 0 | 0 | 0 | 5,165 | 4,942 | 10,107 |
| LOS ANGELES, CALIFORNIA | | | | | | | | | |
| CALGARY, ALTA. | 189 | 118 | 307 | 0 | 0 | 0 | 189 | 118 | 307 |
| EDMONTON INDUSTRIAL A/P, ALTA. | 49 | 0 | 49 | 0 | 0 | 0 | 49 | 0 | 49 |
| MONTREAL, P.Q. | 102 | 0 | 102 | 0 | 0 | 0 | 102 | 0 | 102 |
| OTTAWA, ONT. | 32 | 0 | 32 | 0 | 0 | 0 | 32 | 0 | 32 |
| TORONTO, ONT. | 0 | 97 | 97 | 151 | 152 | 303 | 151 | 249 | 400 |
| VANCOUVER, B.C. | 654 | 340 | 994 | 0 | 40 | 40 | 654 | 380 | 1,034 |
| VICTORIA, B.C. | 21 | 0 | 21 | 0 | 0 | 0 | 21 | 0 | 21 |
| WINNIPEG, MAN. | 101 | 0 | 101 | 0 | 0 | 0 | 101 | 0 | 101 |
| ORIGIN TOTAL | 1,148 | 555 | 1,703 | 151 | 192 | 343 | 1,299 | 747 | 2,046 |
| MIAMI, FLORIDA | | | | | | | | | |
| MONTREAL, P.Q. | 1,011 | 612 | 1,623 | 0 | 0 | 0 | 1,011 | 612 | 1,623 |
| MONTREAL, P.Q. | 365 | 180 | 545 | 0 | 0 | 0 | 365 | 180 | 545 |
| OTTAWA, ONT. | 161 | 66 | 227 | 0 | 0 | 0 | 161 | 66 | 227 |
| QUEBEC, P.Q. | 95 | 0 | 95 | 0 | 0 | 0 | 95 | 0 | 95 |
| TORONTO, ONT. | 2,437 | 1,401 | 3,838 | 0 | 0 | 0 | 2,437 | 1,401 | 3,838 |
| ORIGIN TOTAL | 4,069 | 2,259 | 6,328 | 0 | 0 | 0 | 4,069 | 2,259 | 6,328 |
| NASHVILLE, TENNESSEE | | | | | | | | | |
| MONCTON, N.B. | 185 | 185 | 370 | 0 | 0 | 0 | 185 | 185 | 370 |
| REGINA, SASK. | 230 | 230 | 460 | 0 | 0 | 0 | 230 | 230 | 460 |
| ORIGIN TOTAL | 415 | 415 | 830 | 0 | 0 | 0 | 415 | 415 | 830 |
| NEW HAVEN, CONNECTICUT | | | | | | | | | |
| MONTREAL, P.Q. | 0 | 0 | 0 | 8 | 8 | 16 | 8 | 8 | 16 |
| ORIGIN TOTAL | 0 | 0 | 0 | 8 | 8 | 16 | 8 | 8 | 16 |
| NEW ORLEANS, LOUISIANA | | | | | | | | | |
| CALGARY, ALTA. | 132 | 122 | 254 | 0 | 0 | 0 | 132 | 122 | 254 |
| MONTREAL, P.Q. | 132 | 132 | 264 | 0 | 0 | 0 | 132 | 132 | 264 |
| TORONTO, ONT. | 402 | 330 | 732 | 0 | 0 | 0 | 402 | 330 | 732 |
| ORIGIN TOTAL | 666 | 584 | 1,250 | 0 | 0 | 0 | 666 | 584 | 1,250 |
| NEW YORK, N.Y. | | | | | | | | | |
| MONTREAL, P.Q. | 0 | 32 | 32 | 0 | 48 | 48 | 0 | 80 | 80 |
| TORONTO, ONT. | 124 | 124 | 248 | 131 | 132 | 263 | 255 | 256 | 511 |
| ORIGIN TOTAL | 124 | 156 | 280 | 131 | 180 | 311 | 255 | 336 | 591 |
| OKLAHOMA CITY, OKLAHOMA | | | | | | | | | |
| CALGARY, ALTA. | 79 | 79 | 158 | 0 | 0 | 0 | 79 | 79 | 158 |
| ORIGIN TOTAL | 79 | 79 | 158 | 0 | 0 | 0 | 79 | 79 | 158 |
| ORLANDO, FLORIDA | | | | | | | | | |
| CALGARY, ALTA. | 180 | 180 | 360 | 0 | 0 | 0 | 180 | 180 | 360 |
| MONTREAL, P.Q. | 250 | 250 | 500 | 0 | 0 | 0 | 250 | 250 | 500 |
| TORONTO, ONT. | 250 | 450 | 700 | 0 | 0 | 0 | 250 | 450 | 700 |
| ORIGIN TOTAL | 680 | 880 | 1,560 | 0 | 0 | 0 | 680 | 880 | 1,560 |
| PEORIA, ILLINOIS | | | | | | | | | |
| CALGARY, ALTA. | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 50 | 50 |
| ORIGIN TOTAL | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 50 | 50 |
| PHILADELPHIA, PA. | | | | | | | | | |
| MONTREAL, P.Q. | 103 | 0 | 103 | 0 | 0 | 0 | 103 | 0 | 103 |
| TORONTO, ONT. | 69 | 35 | 104 | 0 | 0 | 0 | 69 | 35 | 104 |
| ORIGIN TOTAL | 172 | 35 | 207 | 0 | 0 | 0 | 172 | 35 | 207 |
| PITTSBURGH, PENNSYLVANIA | | | | | | | | | |
| MONTREAL, P.Q. | 35 | 0 | 35 | 0 | 45 | 45 | 35 | 45 | 80 |
| TORONTO, ONT. | 35 | 44 | 79 | 100 | 0 | 100 | 135 | 44 | 179 |
| ORIGIN TOTAL | 70 | 44 | 114 | 100 | 45 | 145 | 170 | 89 | 259 |
| PORTLAND, OREGON | | | | | | | | | |
| VANCOUVER, B.C. | 134 | 92 | 226 | 12 | 0 | 12 | 146 | 92 | 238 |
| ORIGIN TOTAL | 134 | 92 | 226 | 12 | 0 | 12 | 146 | 92 | 238 |
| RENO, NEVADA | | | | | | | | | |
| CALGARY, ALTA. | 314 | 417 | 731 | 0 | 0 | 0 | 314 | 417 | 731 |
| KELowna, B.C. | 78 | 0 | 78 | 0 | 0 | 0 | 78 | 0 | 78 |
| VANCOUVER, B.C. | 2,950 | 3,021 | 5,971 | 0 | 0 | 0 | 2,950 | 3,021 | 5,971 |
| ORIGIN TOTAL | 3,342 | 3,438 | 6,780 | 0 | 0 | 0 | 3,342 | 3,438 | 6,780 |
| ROANOKE, VIRGINIA | | | | | | | | | |
| TORONTO, ONT. | 95 | 95 | 190 | 0 | 0 | 0 | 95 | 95 | 190 |
| ORIGIN TOTAL | 95 | 95 | 190 | 0 | 0 | 0 | 95 | 95 | 190 |
| ROCHESTER, NEW YORK | | | | | | | | | |
| TORONTO, ONT. | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 |
| ORIGIN TOTAL | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 |

TABLE 12

PASSENGER ORIGIN AND DESTINATION BY FOREIGN CITY

OCTOBER 1975 TO DECEMBER 1975

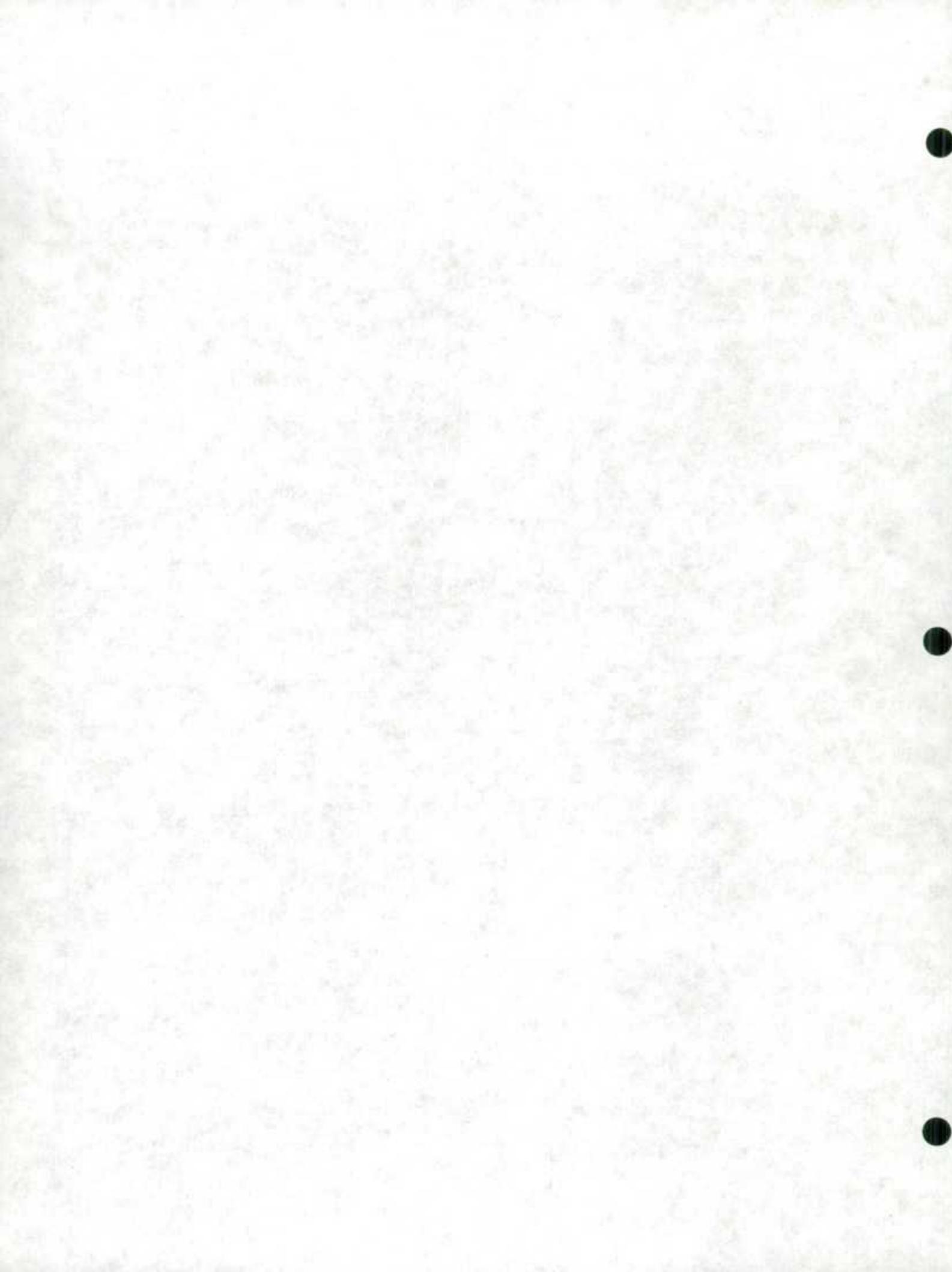
TABLEAU 12

ORIGINE ET DESTINATION DES PASSAGERS PAR VILLE ETRANGERE

OCTOBRE 1975 A DECEMBRE 1975

| | CANADIAN ORIGIN | | FOREIGN ORIGIN | | TOTAL | | TOTAL | | TOTAL |
|--------------------------------|-----------------|--------------------|-----------------|-------------------|--------|----------|---------|---------|---------|
| | OUTBOUND | INBOUND | OUTBOUND | INBOUND | TOTAL | OUTBOUND | INBOUND | TOTAL | |
| | ORIGINE SORTANT | CANADIENNE ENTRANT | ORIGINE SORTANT | ETRANGERE ENTRANT | TOTAL | SORTANT | ENTRANT | TOTAL | |
| ST. PETERSBURG, FLORIDA | | | | | | | | | |
| HALIFAX, N.S. | 128 | 68 | 196 | 0 | 0 | 0 | 128 | 68 | 196 |
| TORONTO, ONT. | 6,324 | 5,075 | 11,399 | 0 | 0 | 0 | 6,324 | 5,075 | 11,399 |
| ORIGIN TOTAL | 6,452 | 5,143 | 11,595 | 0 | 0 | 0 | 6,452 | 5,143 | 11,595 |
| SAN DIEGO, CALIFORNIA | | | | | | | | | |
| CALGARY, ALTA. | 117 | 0 | 117 | 0 | 0 | 0 | 117 | 0 | 117 |
| WINNIPEG, MAN. | 91 | 0 | 91 | 0 | 0 | 0 | 91 | 0 | 91 |
| ORIGIN TOTAL | 208 | 0 | 208 | 0 | 0 | 0 | 208 | 0 | 208 |
| SAN FRANCISCO, CALIFORNIA | | | | | | | | | |
| EDMONTON INT'L A/P, ALTA. | 117 | 0 | 117 | 0 | 12 | 12 | 117 | 12 | 129 |
| VANCOUVER, B.C. | 55 | 0 | 55 | 0 | 0 | 0 | 55 | 0 | 55 |
| ORIGIN TOTAL | 172 | 0 | 172 | 0 | 12 | 12 | 172 | 12 | 184 |
| SAN JUAN, PUERTO RICO | | | | | | | | | |
| MONTREAL, P.Q. | 1,475 | 433 | 1,908 | 0 | 0 | 0 | 1,475 | 433 | 1,908 |
| TORONTO, ONT. | 825 | 496 | 1,321 | 0 | 0 | 0 | 825 | 496 | 1,321 |
| ORIGIN TOTAL | 2,300 | 929 | 3,229 | 0 | 0 | 0 | 2,300 | 929 | 3,229 |
| SEATTLE, WASH. | | | | | | | | | |
| EDMONTON INT'L A/P, ALTA. | 0 | 0 | 0 | 19 | 0 | 19 | 19 | 0 | 19 |
| TORONTO, ONT. | 143 | 147 | 290 | 0 | 0 | 0 | 143 | 147 | 290 |
| VANCOUVER, B.C. | 0 | 0 | 0 | 49 | 22 | 71 | 49 | 22 | 71 |
| ORIGIN TOTAL | 143 | 147 | 290 | 68 | 22 | 90 | 211 | 169 | 380 |
| SPOKANE, WASHINGTON | | | | | | | | | |
| EDMONTON INT'L A/P, ALTA. | 109 | 110 | 219 | 0 | 19 | 19 | 109 | 129 | 238 |
| VANCOUVER, B.C. | 49 | 0 | 49 | 0 | 0 | 0 | 49 | 0 | 49 |
| ORIGIN TOTAL | 158 | 110 | 268 | 0 | 19 | 19 | 158 | 129 | 287 |
| TAMPA/ST.PETERSBURG,FLA. | | | | | | | | | |
| CALGARY, ALTA. | 95 | 0 | 95 | 0 | 0 | 0 | 95 | 0 | 95 |
| HALIFAX, N.S. | 276 | 97 | 373 | 0 | 0 | 0 | 276 | 97 | 373 |
| REGINA, SASK. | 73 | 0 | 73 | 0 | 0 | 0 | 73 | 0 | 73 |
| SASKATOON, SASK. | 88 | 0 | 88 | 0 | 0 | 0 | 88 | 0 | 88 |
| TORONTO, ONT. | 1,475 | 1,128 | 2,603 | 0 | 0 | 0 | 1,475 | 1,128 | 2,603 |
| VANCOUVER, B.C. | 66 | 0 | 66 | 0 | 0 | 0 | 66 | 0 | 66 |
| WINDSOR, ONT. | 624 | 308 | 932 | 0 | 0 | 0 | 624 | 308 | 932 |
| ORIGIN TOTAL | 2,697 | 1,533 | 4,230 | 0 | 0 | 0 | 2,697 | 1,533 | 4,230 |
| TEREBORO,N.J.,U.S.A. | | | | | | | | | |
| MONTREAL, P.Q. | 0 | 0 | 0 | 3 | 0 | 3 | 3 | 0 | 3 |
| ORIGIN TOTAL | 0 | 0 | 0 | 3 | 0 | 3 | 3 | 0 | 3 |
| WASHINGTON, D.C. | | | | | | | | | |
| MONTREAL, P.Q. | 0 | 0 | 0 | 0 | 93 | 93 | 0 | 93 | 93 |
| OTTAWA, ONT. | 93 | 0 | 93 | 0 | 0 | 0 | 93 | 0 | 93 |
| TORONTO, ONT. | 0 | 93 | 93 | 0 | 0 | 0 | 0 | 93 | 93 |
| ORIGIN TOTAL | 93 | 93 | 186 | 0 | 93 | 93 | 93 | 186 | 279 |
| WEST PALM BEACH/PALM BEACH,FLA | | | | | | | | | |
| MONTREAL, P.Q. | 2,054 | 1,373 | 3,427 | 0 | 0 | 0 | 2,054 | 1,373 | 3,427 |
| TORONTO, ONT. | 759 | 632 | 1,391 | 0 | 0 | 0 | 759 | 632 | 1,391 |
| ORIGIN TOTAL | 2,813 | 2,005 | 4,818 | 0 | 0 | 0 | 2,813 | 2,005 | 4,818 |
| WILMINGTON, DELAWARE | | | | | | | | | |
| TORONTO, ONT. | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 1 | 2 |
| ORIGIN TOTAL | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 1 | 2 |
| TOTAL U.S.A. E.U. | 55,691 | 37,923 | 93,614 | 1,966 | 2,535 | 4,501 | 57,657 | 40,458 | 98,115 |
| GRAND TOTAL | 159,142 | 129,469 | 288,611 | 28,908 | 19,446 | 48,354 | 188,050 | 148,915 | 336,965 |







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