

Service

C.2

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Airport Activity

This bulletin is another of a series in which data for the current year will be compared to that for the same period last year, at twenty-five of the top airports in Canada.

In this instance the period covered is the first half of 1969 and 1970.

A strike which closed down Air Canada's operations from April 21 until May 20, 1969 had a significant impact on the 1969 figures.

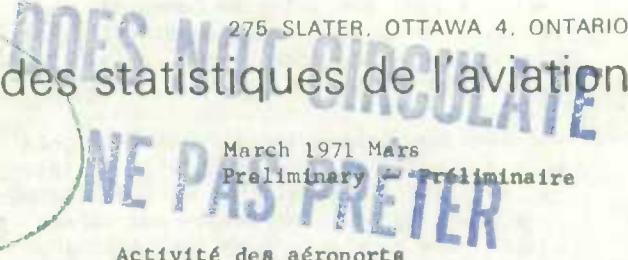
Increased effort is being expended to improve the timeliness of Airport Activity data. We experienced more difficulty than usual in securing reports from some of the participating carriers during 1970 due to amalgamations, mergers and changes in carrier reporting practices. The implementation in 1970 of the International Air Charter Statistics publication (Cat. No. 51-003) contributed further to our temporary loss in timeliness. We hope to be able to release third quarter data within approximately six weeks.

Inquiries relating to the data may be directed to the Aviation Statistics Centre, (D.B.S.), Ottawa 4, Ontario. Attention: Mr. G.C. Coleman or Mr. W. Burr, (Telephone 613-992-2332 or 996-4728).

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8705-501



Le présent bulletin est un autre dans une série qui contiendra les données de l'année en cours et de l'année précédente sur l'activité de vingt-cinq des plus importants aéroports du Canada.

La présent édition porte sur la première moitié des années 1969 et 1970.

Une grève qui a interrompu l'exploitation d'Air Canada du 21 avril ou 20 mai, 1969, a eu une grande répercussion sur les résultats de 1969.

Nous déployons des efforts encore plus considérables pour accroître l'actualité de nos statistiques sur l'activité des aéroports. Nous avons eu plus de difficultés que d'ordinaire à obtenir les déclarations de quelques-uns des transporteurs enquêtés en 1970, à cause de fusions de sociétés et de changements dans les méthodes de déclaration des transporteurs. Le lancement en 1970 de la Statistique internationale des affrètements aériens (n° 51-003 au catalogue) a également retardé le reste de nos travaux. Nous comptons bien publier la statistique du troisième trimestre d'ici six semaines environ.

Adresser toute demande de renseignements sur les données du présent bulletin au Centre des statistiques de l'aviation, (B.F.S.), Ottawa 4, Ontario. Attention: M. G.C. Coleman ou M. W. Burr, (Téléphone 613-992-2332 ou 996-4728).

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Explanatory Notes - Airport
Activity Tables

1. The data refers to regularly scheduled international and mainline domestic flights. Data concerning charter flights have not been included in the tables.
2. The data concerning international flights were collected on a census basis. Data concerning domestic flights were collected on a mixed 15 per cent sample and census basis. The sample is such that each day of the week is sampled twice each quarter, and there is at least one sample day in each week.
3. Cargo has been considered as express and freight.
4. The tables will not balance horizontally within the traffic categories which are "Domestic", "Transborder", and "Other International". This is because the intransit load may arrive at a station under one category, and depart under another. The traffic categories are derived by allocating the traffic according to the last stop made before arrival and the next stop planned after departure. For example, consider a flight from Calgary to London, England via Winnipeg. The arrival at Winnipeg, from Calgary would be classed as a "Domestic" arrival, and the departure from Winnipeg to London, England would be considered an "Other International" departure.
5. At airports where flight numbers changed, all traffic on board was reported deplaned as well as arrived.
6. All flights to and from Alaska have been considered under the category "International, Transborder". Beginning with 1968 data, flights to and from Hawaii have been included under the traffic category "International, Transborder".

Notes - explicatives - Tableaux de l'activité des aéroports

1. Les données ont trait aux vols réguliers sur les lignes internationales et sur les grandes lignes intérieures. Les données sur les affrètements ne sont pas comprises dans les tableaux.
2. Les données sur les vols internationaux ont été recueillies par voie de recensement. Les données sur les vols intérieurs ont été réunies à partir d'un échantillon de 15 p. 100 et d'un recensement. L'échantillon est choisi de façon à ce que chaque jour de la semaine soit observé deux fois par trimestre et qu'il y ait au moins un jour-échantillon par semaine.
3. Les "marchandises" comprennent les messageries et le fret.
4. Il peut y avoir absences de concordance dans les lignes horizontales des rubriques "vols intérieurs", "vols transfrontaliers" et "autres vols internationaux" car ces vols peuvent changer de catégorie lors d'une escale. Les catégories sont établies, selon le cas, en fonction du dernier arrêt avant l'atterrissement ou du premier arrêt après le départ. Prenons l'exemple d'un vol Calgary-Londres avec escale à Winnipeg. Le vol Calgary-Winnipeg serait classé comme "vol intérieur", et le trajet Winnipeg-Londres comme "autre vol international".
5. Lorsque le numéro de vol est modifié à un aéroport, le contenu de l'aéronef (voyageurs et cargaison) est considéré comme étant arrivé à destination et débarqué.
6. Tous les vols en provenance et à destination de l'Alaska entrent dans la catégorie "vols transfrontaliers". Depuis 1968, les données sur les vols en provenance ou à destination des îles Hawaii sont comprises dans la même catégorie.

MONTREAL INTERNATIONAL AIRPORT -- AÉROPORT INTERNATIONAL DE MONTREAL

Scheduled International and Mainline Domestic Traffic

Trafic international à horaire fixe et trafic intérieur de ligne principale

| Period covered -- période | Arriving load | | | Deplaned load | | | Enplaned load | | | Departing load | | |
|---|------------------------------|---------------------------------------|---|---------------------------------------|---|---------------------------------------|---|---------------------------------------|---|---------------------------------------|---|----------|
| | Charge à l'arrivée | | | Charge débarquée | | | Charge embarquée | | | Charge au départ | | |
| | Passengers | Mail | Cargo | Passengers | Mail | Cargo | Passengers | Mail | Cargo | Passengers | Mail | Cargo |
| January 1 to June 30 | 1er janvier -- 30 juin | Passagers Courrier Marchandises | thousands of pounds milliers de livres | |
| Domestic -- Intérieur: | | | | | | | | | | | | |
| 1969 | 554,577 | 5,340.2 | 16,901.2 | 487,046 | 4,714.9 | 12,033.7 | 517,278 | 5,873.6 | 27,366.0 | 583,974 | 6,549.5 | 33,637.2 |
| 1970 | 756,455 | 5,800.1 | 19,581.8 | 666,593 | 5,049.5 | 15,524.2 | 654,620 | 6,044.0 | 30,902.7 | 745,830 | 6,795.8 | 37,213.8 |
| % change -- variation % | 36.4 | 8.6 | 15.9 | 36.9 | 7.1 | 29.0 | 26.6 | 2.9 | 12.9 | 27.7 | 3.8 | 10.6 |
| International: | | | | | | | | | | | | |
| Transborder -- Transfrontalier: | | | | | | | | | | | | |
| 1969 | 317,683 | 1,235.1 | 13,674.4 | 288,593 | 1,192.0 | 6,885.2 | 275,605 | 319.1 | 4,902.8 | 304,075 | 541.2 | 12,870.1 |
| 1970 | 321,073 | 1,020.5 | 13,948.2 | 288,078 | 1,002.0 | 8,146.8 | 279,215 | 327.7 | 3,760.8 | 310,545 | 736.1 | 13,098.6 |
| % change -- variation % | 1.1 | - 17.4 | 2.0 | - 0.2 | - 15.9 | 18.3 | 1.3 | 2.7 | - 23.3 | 2.1 | 36.0 | 1.8 |
| Other -- Autre: | | | | | | | | | | | | |
| 1969 | 190,659 | 1,676.5 | 43,795.6 | 135,594 | 1,257.4 | 30,858.8 | 120,915 | 1,020.8 | 9,964.2 | 177,435 | 1,210.3 | 20,319.2 |
| 1970 | 228,206 | 2,065.4 | 46,960.1 | 161,408 | 1,419.7 | 31,631.5 | 154,388 | 981.1 | 9,037.3 | 221,503 | 1,235.7 | 18,576.1 |
| % change -- variation % | 19.7 | 23.2 | 7.2 | 19.0 | 12.9 | 2.5 | 27.7 | - 3.9 | - 9.3 | 24.8 | 2.1 | - 8.6 |
| Total International: | | | | | | | | | | | | |
| 1969 | 508,342 | 2,911.6 | 57,470.0 | 424,187 | 2,449.4 | 37,744.0 | 396,520 | 1,339.9 | 14,867.0 | 481,510 | 1,751.5 | 33,189.3 |
| 1970 | 549,279 | 3,085.9 | 60,908.3 | 449,486 | 2,421.7 | 39,778.3 | 443,603 | 1,308.8 | 12,798.1 | 532,048 | 1,971.8 | 31,674.7 |
| % change -- variation % | 8.1 | 6.0 | 6.0 | 6.0 | - 1.1 | 5.4 | 11.9 | - 2.3 | - 13.9 | 10.5 | 12.6 | - 4.6 |
| All services -- Tous les services: | | | | | | | | | | | | |
| 1969 | 1,062,919 | 8,251.8 | 74,371.2 | 911,233 | 7,164.3 | 49,777.7 | 913,798 | 7,213.5 | 42,233.0 | 1,065,484 | 8,301.0 | 66,826.5 |
| 1970 | 1,305,734 | 8,886.0 | 80,490.1 | 1,116,079 | 7,471.2 | 55,302.5 | 1,088,223 | 7,352.8 | 43,700.8 | 1,277,878 | 8,767.6 | 68,888.5 |
| % change -- variation % | 22.8 | 7.7 | 8.2 | 22.5 | 4.3 | 11.1 | 19.1 | 1.9 | 3.5 | 19.9 | 5.6 | 3.1 |

Note: Additions for mail and cargo may not balance due to rounding.

Nota: Les additions du courrier et des marchandises peuvent être inexactes parce que les chiffres sont arrondis.

TORONTO INTERNATIONAL AIRPORT -- AÉROPORT INTERNATIONAL DE TORONTO

Scheduled International and Mainline Domestic Traffic

Trafic international à horaire fixe et trafic intérieur de ligne principale

| Period covered -- période | Arriving load | | | Deplaned load | | | Enplaned load | | | Departing load | | |
|---|------------------------------|-----------|---------------------|------------------|----------|-----------|------------------|----------|-----------|------------------|----------|---------------------|
| | Charge à l'arrivée | | | Charge débarquée | | | Charge embarquée | | | Charge au départ | | |
| | Passengers | Mail | Cargo | Passengers | Mail | Cargo | Passengers | Mail | Cargo | Passengers | Mail | Cargo |
| January 1 to -- June 30 | 1er janvier au 30 juin | Passagers | Courrier | Passagers | Courrier | Passagers | Passagers | Courrier | Passagers | Passagers | Courrier | Passagers |
| | | | thousands of pounds | | | | | | | | | thousands of pounds |
| | | | milliers de livres | | | | | | | | | milliers de livres |
| Domestic -- Intérieur: | | | | | | | | | | | | |
| 1969 | 767,079 | 7,841.0 | 33,341.6 | 677,120 | 5,959.7 | 24,897.2 | 673,967 | 7,446.3 | 22,322.5 | 764,962 | 9,171.5 | 30,779.5 |
| 1970 | 962,594 | 8,354.6 | 37,689.2 | 866,266 | 6,637.5 | 30,401.4 | 866,506 | 7,850.9 | 30,311.7 | 966,919 | 9,440.7 | 38,047.6 |
| % change -- variation % | 25.5 | 6.6 | 13.0 | 27.9 | 11.4 | 22.1 | 28.6 | 5.4 | 35.8 | 26.4 | 2.9 | 23.6 |
| International: | | | | | | | | | | | | |
| Transborder -- Transfrontalier: | | | | | | | | | | | | |
| 1969 | 468,469 | 2,224.8 | 15,263.7 | 457,520 | 2,202.7 | 14,554.6 | 434,187 | 492.3 | 5,201.3 | 444,115 | 520.2 | 5,458.5 |
| 1970 | 493,589 | 2,552.9 | 20,324.9 | 482,443 | 2,525.1 | 19,305.4 | 458,236 | 509.7 | 5,857.7 | 468,316 | 547.6 | 6,163.7 |
| % change -- variation % | 5.4 | 14.7 | 33.2 | 5.4 | 14.6 | 32.6 | 5.5 | 3.5 | 12.6 | 5.4 | 5.3 | 12.9 |
| Other -- Autre: | | | | | | | | | | | | |
| 1969 | 98,150 | 313.9 | 3,537.1 | 90,278 | 288.4 | 3,461.5 | 76,899 | 291.6 | 3,157.4 | 84,756 | 467.3 | 3,672.2 |
| 1970 | 124,465 | 388.6 | 4,310.3 | 115,447 | 356.8 | 4,109.5 | 101,555 | 428.5 | 3,627.9 | 107,554 | 577.4 | 4,094.3 |
| % change -- variation % | 26.8 | 23.8 | 21.9 | 27.9 | 23.7 | 18.7 | 32.1 | 46.9 | 14.9 | 26.9 | 23.6 | 11.5 |
| Total International: | | | | | | | | | | | | |
| 1969 | 566,619 | 2,538.7 | 18,800.8 | 547,798 | 2,491.1 | 18,016.1 | 511,086 | 783.9 | 8,358.7 | 528,871 | 987.5 | 9,130.7 |
| 1970 | 618,054 | 2,941.5 | 24,635.5 | 597,890 | 2,881.9 | 23,414.9 | 559,791 | 938.2 | 9,485.6 | 575,870 | 1,125.0 | 10,258.0 |
| % change -- variation % | 9.1 | 15.9 | 31.0 | 9.1 | 15.7 | 30.0 | 9.5 | 19.7 | 13.5 | 8.9 | 13.9 | 12.3 |
| All services -- Tous les services: | | | | | | | | | | | | |
| 1969 | 1,333,698 | 10,379.7 | 52,142.4 | 1,224,918 | 8,450.8 | 42,913.3 | 1,185,053 | 8,230.2 | 30,681.2 | 1,293,833 | 10,159.0 | 39,910.2 |
| 1970 | 1,580,648 | 11,29.61 | 62,324.4 | 1,464,156 | 9,519.4 | 53,816.3 | 1,426,297 | 8,789.1 | 39,797.3 | 1,542,789 | 10,565.7 | 48,305.6 |
| % change -- variation % | 18.5 | 8.8 | 19.5 | 19.5 | 12.6 | 25.4 | 20.4 | 6.8 | 29.7 | 19.2 | 4.0 | 21.0 |

Note: Additions for mail and cargo may not balance due to rounding.

Notes: Les additions du courrier et des marchandises peuvent être inexactes parce que les chiffres sont arrondis.

VANCOUVER INTERNATIONAL AIRPORT -- AÉROPORT INTERNATIONAL DE VANCOUVER

Scheduled International and Mainline Domestic Traffic

Trafic international à horaire fixe et trafic intérieur de ligne principale

| Period covered -- période | Arriving load | | | Deplaned load | | | Enplaned load | | | Departing load | | | |
|---|------------------------------|---------------------|----------|------------------|---------------------|----------|------------------|---------------------|----------|------------------|---------------------|----------|--------------|
| | Charge à l'arrivée | | | Charge débarquée | | | Charge embarquée | | | Charge au départ | | | |
| | Passengers | Mail | Cargo | Passengers | Mail | Cargo | Passengers | Mail | Cargo | Passengers | Mail | Cargo | |
| January 1 to June 30 | 1er janvier au 30 juin | Passagers | Courrier | Marchandises | Passagers | Courrier | Marchandises | Passagers | Courrier | Marchandises | Passagers | Courrier | Marchandises |
| | | thousands of pounds | | | thousands of pounds | | | thousands of pounds | | | thousands of pounds | | |
| | | milliers de livres | | | milliers de livres | | | milliers de livres | | | milliers de livres | | |
| Domestic -- Intérieur: | | | | | | | | | | | | | |
| 1969 | 351,031 | 3,247.8 | 10,073.7 | 348,224 | 3,136.4 | 10,039.6 | 362,412 | 3,222.9 | 12,249.7 | 365,306 | 3,334.5 | 12,291.0 | |
| 1970 | 443,134 | 3,388.4 | 13,143.2 | 441,919 | 3,383.9 | 13,119.3 | 441,222 | 3,110.7 | 14,838.8 | 443,020 | 3,114.8 | 14,877.3 | |
| % change -- variation % | 26.2 | 4.3 | 30.5 | 26.9 | 7.9 | 30.7 | 21.7 | - 3.5 | 21.1 | 21.3 | - 6.6 | 21.0 | |
| International: | | | | | | | | | | | | | |
| Transborder -- Transfrontalier: | | | | | | | | | | | | | |
| 1969 | 137,803 | 704.9 | 3,107.8 | 136,951 | 704.9 | 2,995.3 | 124,060 | 330.9 | 1,066.0 | 126,212 | 333.1 | 1,261.4 | |
| 1970 | 145,972 | 708.7 | 4,151.4 | 144,480 | 708.7 | 4,111.2 | 133,552 | 537.8 | 1,121.9 | 135,018 | 538.1 | 1,185.6 | |
| % change -- variation % | 5.9 | 0.5 | 33.6 | 5.5 | 0.5 | 37.3 | 7.7 | 62.5 | 5.2 | 7.0 | 61.5 | - 6.0 | |
| Other -- Autre: | | | | | | | | | | | | | |
| 1969 | 18,123 | 316.2 | 1,310.2 | 16,736 | 313.8 | 1,220.2 | 9,396 | 127.0 | 399.6 | 9,396 | 127.0 | 399.7 | |
| 1970 | 17,757 | 546.9 | 1,170.3 | 17,200 | 546.9 | 1,132.1 | 11,286 | 107.3 | 504.6 | 11,286 | 107.3 | 504.6 | |
| % change -- variation % | - 2.0 | 73.0 | - 10.7 | 2.8 | 74.3 | - 7.2 | 20.1 | - 15.5 | 26.3 | 20.1 | - 15.5 | 26.2 | |
| Total International: | | | | | | | | | | | | | |
| 1969 | 155,926 | 1,021.1 | 4,418.0 | 153,687 | 1,018.7 | 4,215.5 | 133,456 | 457.9 | 1,465.6 | 135,608 | 460.1 | 1,661.0 | |
| 1970 | 163,729 | 1,255.6 | 5,321.7 | 161,680 | 1,255.6 | 52,43.3 | 144,838 | 645.1 | 1,626.5 | 146,304 | 645.4 | 1,690.2 | |
| % change -- variation % | 5.0 | 23.0 | 20.5 | 5.2 | 23.3 | 24.4 | 8.5 | 40.9 | 11.0 | 7.9 | 40.3 | 1.8 | |
| All services -- Tous les services: | | | | | | | | | | | | | |
| 1969 | 506,957 | 4,268.9 | 14,491.8 | 501,911 | 4,155.1 | 14,255.1 | 495,868 | 3,680.8 | 13,715.3 | 500,914 | 3,794.6 | 13,952.0 | |
| 1970 | 606,863 | 4,644.0 | 18,464.9 | 603,599 | 4,639.5 | 18,362.6 | 586,060 | 3,755.8 | 16,465.3 | 589,324 | 3,760.2 | 16,567.5 | |
| % change -- variation % | 19.7 | 8.8 | 27.4 | 20.3 | 11.7 | 28.8 | 18.2 | 2.0 | 20.1 | - 17.7 | - 0.9 | 18.7 | |

Note: Additions for mail and cargo may not balance due to rounding.

Nota: Les additions du courrier et des marchandises peuvent être inexactes parce que les chiffres sont arrondis.

WINNIPEG INTERNATIONAL AIRPORT -- AÉROPORT INTERNATIONAL DE WINNIPEG



1010551745

Scheduled International and Mainline Domestic Traffic

Trafic international à horaire fixe et trafic intérieur de ligne principale

| Period covered -- période | Arriving load | | | Deplaned load | | | Enplaned load | | | Departing load | | |
|---|------------------------------|---------------------|--------------|---------------------|--------------|---------------------|------------------|---------------------|--------------|---------------------|--------------|---------------------|
| | Charge à l'arrivée | | | Charge débarquée | | | Charge embarquée | | | Charge au départ | | |
| | Passengers | Mail | Cargo | Passengers | Mail | Cargo | Passengers | Mail | Cargo | Passengers | Mail | Cargo |
| January 1 to June 30 | 1er janvier -- 30 juin | Passagers | Courrier | Passagers | Courrier | Passagers | Courrier | Passagers | Courrier | Passagers | Courrier | |
| | | thousands of pounds | Marchandises | thousands of pounds | Marchandises | thousands of pounds | Marchandises | thousands of pounds | Marchandises | thousands of pounds | Marchandises | thousands of pounds |
| | | milliers de livres | | milliers de livres | | milliers de livres | | milliers de livres | | milliers de livres | | milliers de livres |
| Domestic -- Intérieur: | | | | | | | | | | | | |
| 1969 | 308,199 | 4,562.5 | 13,258.3 | 213,987 | 2,747.3 | 6,684.2 | 213,426 | 2,385.7 | 5,703.5 | 307,953 | 4,206.5 | 12,313.8 |
| 1970 | 339,409 | 4,950.6 | 14,457.3 | 253,957 | 3,017.1 | 9,498.8 | 257,599 | 2,543.0 | 7,121.3 | 344,171 | 4,485.6 | 12,162.0 |
| % change -- variation % | 10.1 | 8.5 | 9.0 | 18.7 | 9.8 | 42.1 | 20.7 | 6.6 | 24.9 | 11.8 | 6.6 | - 1.2 |
| International: | | | | | | | | | | | | |
| Transborder -- Transfrontalier: | | | | | | | | | | | | |
| 1969 | 30,842 | 447.8 | 1,282.3 | 30,842 | 447.8 | 1,282.3 | 30,379 | 85.8 | 207.0 | 30,379 | 85.8 | 207.0 |
| 1970 | 31,232 | 488.4 | 1,384.6 | 31,232 | 488.4 | 1,384.6 | 29,662 | 70.4 | 303.4 | 29,662 | 70.4 | 303.4 |
| % change -- variation % | 1.3 | 9.1 | 8.0 | 1.3 | 9.1 | 8.0 | - 2.4 | - 18.0 | 46.6 | - 2.4 | - 18.0 | 46.6 |
| Other -- Autre: | | | | | | | | | | | | |
| 1969 | 2,743 | 15.5 | 99.2 | 1,228 | 4.5 | 50.0 | 1,148 | 2.0 | 9.8 | 2,348 | 7.2 | 22.7 |
| 1970 | 6,029 | 21.8 | 162.1 | 2,745 | 4.1 | 50.2 | 2,391 | 2.3 | 3.9 | 4,555 | 11.0 | 33.5 |
| % change -- variation % | 119.8 | 40.6 | 63.4 | 123.5 | - 8.9 | 0.4 | 108.3 | 15.0 | - 60.2 | 94.0 | 52.8 | 47.6 |
| Total International: | | | | | | | | | | | | |
| 1969 | 33,585 | 463.3 | 1,381.5 | 32,070 | 452.3 | 1,332.4 | 31,527 | 87.8 | 216.8 | 32,727 | 93.0 | 229.7 |
| 1970 | 37,261 | 510.2 | 1,546.7 | 33,977 | 492.5 | 1,434.8 | 32,053 | 72.7 | 307.3 | 34,217 | 81.4 | 336.9 |
| % change -- variation % | 10.9 | 10.1 | 12.0 | 5.9 | 8.9 | 7.7 | 1.7 | - 17.2 | 41.7 | 4.6 | - 12.5 | 46.7 |
| All services -- Tous les services: | | | | | | | | | | | | |
| 1969 | 341,784 | 5,025.8 | 14,639.8 | 246,057 | 3,199.6 | 8,016.6 | 244,953 | 2,473.5 | 5,920.3 | 340,680 | 4,299.5 | 12,543.5 |
| 1970 | 376,670 | 5,460.8 | 16,004.0 | 287,934 | 3,509.6 | 10,933.6 | 289,652 | 2,615.7 | 7,428.6 | 378,388 | 4,567.0 | 12,498.9 |
| % change -- variation % | 10.2 | 8.7 | 9.3 | 17.0 | 9.7 | 13.6 | 18.2 | 5.7 | 25.5 | 11.1 | 6.2 | - 0.4 |

Note: Additions for mail and cargo may not balance due to rounding.

Nota: Les additions du courrier et des marchandises peuvent être inexactes parce que les chiffres sont arrondis.