

## Aviation

### Air Fares, Canadian Air Carriers, Level I

2014



#### Highlights

- In 2014, domestic and international air fares combined averaged \$243.70, down 2.1% from \$249.00 in 2013, reversing the upward trend recorded the previous year. With this decline, the average total air fare registered in 2014 was approximately at the same level as the average total air fare posted in 2010 (\$243.50), which was below pre-recession levels. The decline in 2014 was a result of year-over-year decreases in all quarters, with the most notable in the first and second quarters.
- The average domestic fare was \$184.90, down 3.1% from a year earlier, while the average international fare fell 2.2% to \$315.50.
- In 2014, 97.2% of passengers on domestic and international scheduled flights flew on discount fares, up 0.1 percentage points from 97.1% in 2013. The proportion of domestic passengers on discount fares remained unchanged (97.1%) from the previous year. On international flights, the share of passengers flying on discount fares edged up 0.2 percentage points to 97.2%.
- In terms of passenger-kilometres, the proportion of domestic discount travel also remained unchanged (97.3%) from 2013. The share of international discount travel increased 0.2 percentage points from the previous year to 98.0% in 2014.
- In 2014, average domestic air fares decreased in all 10 selected Canadian cities of enplanement compared to 2013, with Saskatoon (-7.4%), Winnipeg (-5.3%), Halifax (-5.1%) and Regina (-5.0%) recording the largest declines.
- In 2014, the average domestic fare in Toronto (\$208.80) remained the highest among the major cities, as it has since 2002. Saskatoon posted the lowest average domestic air fare (\$167.10). Vancouver (\$201.20) and Winnipeg (\$190.70) also reported average domestic air fares above the national average.

## Analysis

### Average air fares<sup>1</sup>

The airline industry continued to see increased demand for air travel in 2014 for the fifth consecutive year following the economic slowdown of 2009. During this period, the average air fare for domestic and international travel combined (on a coupon origin-destination basis) paid by passengers was \$243.70, down 2.1% from \$249.00 in 2013, reversing the upward trend recorded the previous year. With this decline, the average total air fare registered in 2014 was approximately at the same level as the average total air fare posted in 2010 (\$243.50), which was below pre-recession levels. The level reached in 2014 was a result of year-over-year decreases in all quarters, with the most notable in the first and second quarters.

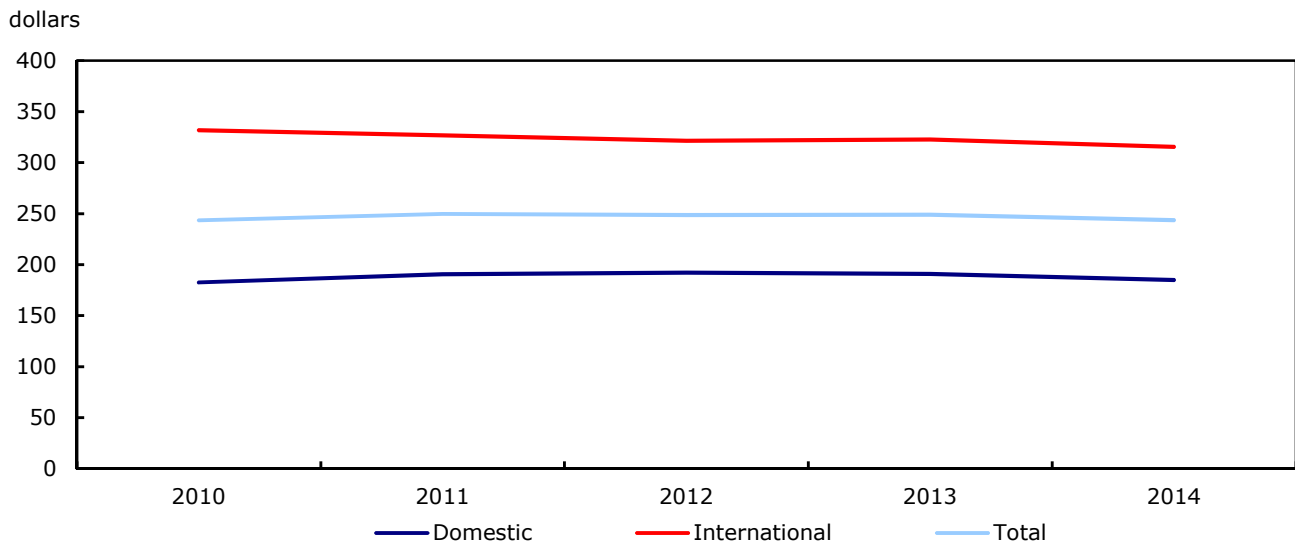
The average domestic air fare paid by passengers was \$184.90 in 2014, down 3.1% from \$190.80 in 2013. This marked the second consecutive annual decline, following three consecutive yearly increases.

The average international air fare was \$315.50 in 2014, down 2.2% from \$322.60 in 2013.

As can be seen in Chart 1 below, the average domestic air fare in 2014 fell, however, remained slightly above the level reached in 2010. The aggressive and competitive nature of the airline industry continues to be a factor that may explain the situation. The substantial price competition from Canadian low-cost carriers translated into limited ability for the major airlines to increase fares. Furthermore, the growth and competitiveness of Internet distribution channels continue to push air carriers to more aggressively price their products to cost-conscious travellers.

#### Chart 1

Average air fares — All fares, by sector, 2010 to 2014



1. Average air fares are calculated for each flight stage. When the passenger boards the aircraft at one airport and departs the aircraft at another airport, this is considered a flight stage. These fares do not include the Goods and Services Tax, air transportation taxes or user fees such as airport fees or fuel surcharges.

In the international sector, the average air fare fell for the first time since 2012, reaching its lowest level in the last ten years. The continued increase and intense competition amongst Canadian and foreign carriers in international markets, and the expansion of a low-cost airline in select leisure destinations in the United States, as well as in other international leisure markets where demand is highly elastic and responds positively to lower prices are among the factors that may have contributed to the decrease in the international fares.

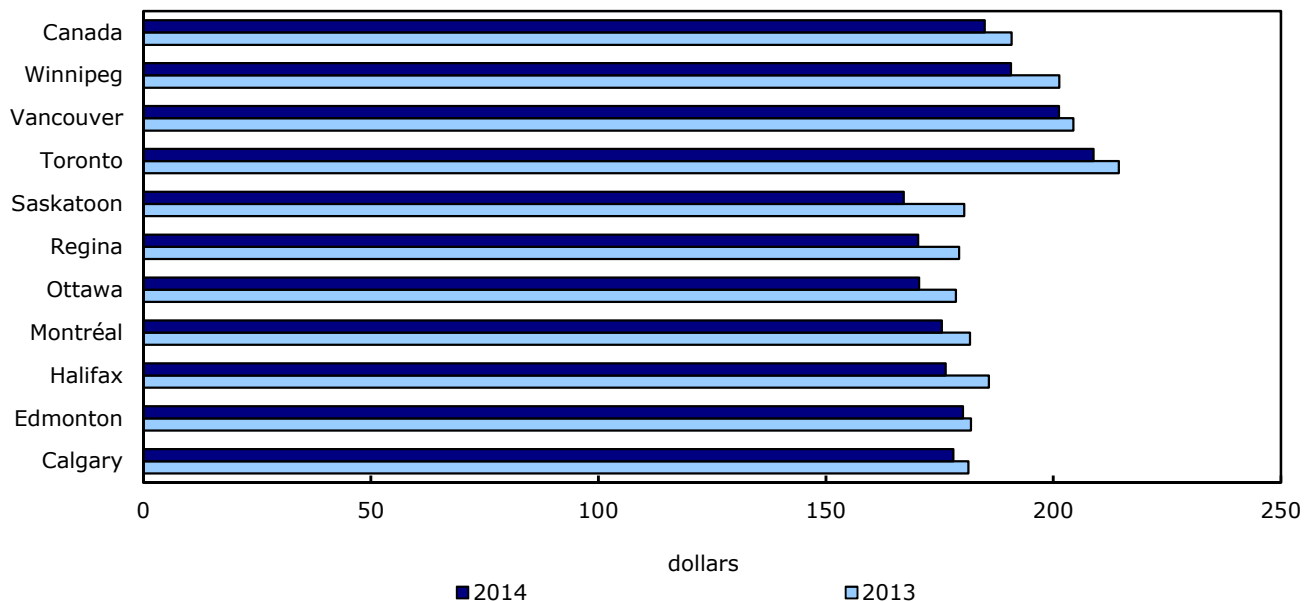
### Average domestic air fares at the city level

In 2014, average domestic air fares declined in all 10 selected Canadian cities of enplanement compared to 2013. During this period, year-over-year decreases ranged from 1.0% in Edmonton to 7.4% in Saskatoon. Toronto remained the city with the highest average domestic air fare (\$208.80), followed by Vancouver (\$201.20) and Winnipeg (\$190.70), while Saskatoon posted the lowest average domestic air fare (\$167.10). Higher fares in Toronto can be partly explained by the fact that more long-haul flights—which are more expensive—leave from Toronto's Pearson International Airport.

As shown in Chart 2 below, Toronto was the only selected eastern Canadian city of enplanement to register an average domestic air fare above the national level (\$184.90) in 2014. During the same period, Vancouver and Winnipeg were the only selected western Canadian cities of enplanement to register an average fare above the national level.

**Chart 2**

**Average domestic fares for selected eastern and western Canadian cities of enplanement, 2013 and 2014**



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

The air fare index is no longer included in this publication as of reference year 2012. However, this data series can be found in CANSIM table 329-0078.

## Notes

The estimates are derived from a sample of flight coupons collected as part of the Fare Basis Survey. The estimates relate to the operations of major Canadian air carriers. For 2014, the air carriers included are the Canadian Level I carriers (Air Canada (including Air Canada rouge beginning in July 2013), Jazz, Air Canada's Canadian regional code-share partners, Air Transat and WestJet).

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

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

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

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

Average air fares are base fares and they do not include the Goods and Services Tax, air transportation taxes or user fees such as airport fees or fuel surcharges.

Additional information on Fare Basis statistics can be obtained directly from the Aviation Statistics Centre. Tables are available in print form or in electronic format. For further information, please call (1-866-500-8400) or e-mail Client Services at [STATCAN.TransportationStats-StatistiquesduTransport.STATCAN@canada.ca](mailto:STATCAN.TransportationStats-StatistiquesduTransport.STATCAN@canada.ca).

## Statistical Tables

Table 1

Average fares, by sector and fare type group — Canadian air carriers, Level I<sup>1</sup> – Scheduled services

	Fare type group				
	Total	Business class	Economy	Discounted	Other
dollars					
<b>Domestic</b>					
2010	182.50	2,005.70	258.90	179.20	F
2011	190.70	2,316.80	254.00	187.90	F
2012	192.20	2,474.70 <sup>E</sup>	283.80	188.10	F
2013	190.80	2,546.50	277.70 <sup>E</sup>	189.00	135.30
2014 <sup>p</sup>	184.90	2,736.60	271.80	182.90	147.20
<b>Short-haul</b>					
2010	140.20	896.40 <sup>E</sup>	198.50	137.90	F
2011	146.10	1,115.20 <sup>E</sup>	192.70	144.20	F
2012	145.40	1,481.70 <sup>E</sup>	216.10	142.50	F
2013	136.40	1,195.70 <sup>E</sup>	200.40 <sup>E</sup>	134.90	92.50
2014 <sup>p</sup>	129.10	1,354.60 <sup>E</sup>	191.00	127.70	100.30
<b>Long-haul</b>					
2010	218.30	2,129.80	305.70	214.20	F
2011	229.30	2,415.00	303.00	225.70	F
2012	233.00	2,593.80 <sup>E</sup>	338.10	228.00	F
2013	238.50	2,632.30	373.30 <sup>E</sup>	236.00	169.10
2014 <sup>p</sup>	235.20	2,866.90	364.00 <sup>E</sup>	232.40	188.10
<b>International</b>					
2010	331.80	3,505.40	376.60	328.20	F
2011	326.80	3,969.00	380.70	323.90	F
2012	321.50	3,804.30	360.30	319.10	F
2013	322.60	4,251.00	464.80 <sup>E</sup>	320.60	202.40
2014 <sup>p</sup>	315.50	4,412.80 <sup>E</sup>	486.10 <sup>E</sup>	311.20	205.80
<b>Domestic and international</b>					
2010	243.50	3,329.20	288.80	240.80	F
2011	249.70	3,597.80	289.80	247.50	F
2012	248.60	3,480.30	306.60	245.90	F
2013	249.00	3,761.40	346.50 <sup>E</sup>	247.00	176.30
2014 <sup>p</sup>	243.70	3,978.60 <sup>E</sup>	361.60 <sup>E</sup>	240.70	176.00

1. From 2010 to 2014, the air carriers included are the Canadian Level I carriers, which are comprised of the Air Canada Family (Air Canada - including Air Canada rouge beginning July 2013, Jazz and regional code-share partners), Air Transat and WestJet.

**Note(s):** Due to the confidentiality or the unreliability of data, the results for the fare type group "first class" cannot be disclosed. All estimates shown above (except those marked with the codes E and F) have a coefficient of variation of less than 10% and can be considered reliable from a sampling point of view. An E indicates a coefficient between 10% and 25%. The estimates with a coefficient of variation greater than 25% cannot be released and are shown with the code F. Estimates are subject to periodic revisions to reflect carrier updates and further refinement of the fare code assignment system.

**Table 2**  
**Distribution of passengers, by sector and fare type group — Canadian air carriers, Level I<sup>1</sup> – Scheduled services**

	Fare type group			
	Business class	Economy	Discounted	Other
	percent			
<b>Domestic</b>				
2010	0	4.0	95.9	0 <sup>E</sup>
2011	0	4.0	96.0	0 <sup>E</sup>
2012	0	4.1	95.9	0 <sup>E</sup>
2013	0	2.2 <sup>E</sup>	97.1	0.7
2014 p	0	2.2	97.1	0.7
<b>Short-haul</b>				
2010	0 <sup>E</sup>	3.8	96.1	0 <sup>E</sup>
2011	0 <sup>E</sup>	3.8	96.2	F
2012	0 <sup>E</sup>	3.9	96.1	0 <sup>E</sup>
2013	0 <sup>E</sup>	2.6 <sup>E</sup>	96.8	0.7
2014 p	0 <sup>E</sup>	2.4	96.9	0.7
<b>Long-haul</b>				
2010	0	4.2	95.8	0 <sup>E</sup>
2011	0	4.1	95.8	0 <sup>E</sup>
2012	0	4.2	95.8	F
2013	0	1.8 <sup>E</sup>	97.4	0.7
2014 p	0	1.9 <sup>E</sup>	97.4	0.7
<b>International</b>				
2010	0.1	2.0	97.9	0 <sup>E</sup>
2011	0	2.1	97.9	0 <sup>E</sup>
2012	0	2.2	97.7	0 <sup>E</sup>
2013	0	1.6 <sup>E</sup>	97.0	1.4
2014 p	0	1.9 <sup>E</sup>	97.2	0.8
<b>Domestic and international</b>				
2010	0	3.2	96.7	0 <sup>E</sup>
2011	0	3.2	96.8	0 <sup>E</sup>
2012	0	3.3	96.7	0 <sup>E</sup>
2013	0	1.9 <sup>E</sup>	97.1	1.0
2014 p	0	2.1 <sup>E</sup>	97.2	0.7

1. From 2010 to 2014, the air carriers included are the Canadian Level I carriers, which are comprised of the Air Canada Family (Air Canada - including Air Canada rouge beginning July 2013, Jazz and regional code-share partners), Air Transat and WestJet.

**Note(s):** Due to the confidentiality or the unreliability of data, the results for the fare type group "first class" cannot be disclosed. All estimates shown above (except those marked with the codes E and F) have a coefficient of variation of less than 10% and can be considered reliable from a sampling point of view. An E indicates a coefficient between 10% and 25%. The estimates with a coefficient of variation greater than 25% cannot be released and are shown with the code F. Estimates are subject to periodic revisions to reflect carrier updates and further refinement of the fare code assignment system.

**Table 3**  
**Distribution of passenger-kilometres, by sector and fare type group — Canadian air carriers, Level I<sup>1</sup> – Scheduled services**

	Fare type group			
	Business class	Economy	Discounted	Other
	percent			
<b>Domestic</b>				
2010	0 <sup>E</sup>	4.2	95.8	0 <sup>E</sup>
2011	0 <sup>E</sup>	4.1	95.8	0 <sup>E</sup>
2012	0 <sup>E</sup>	4.2	95.8	F
2013	0	1.9 <sup>E</sup>	97.3	0.8
2014 <sup>p</sup>	0	1.9	97.3	0.7
<b>Short-haul</b>				
2010	0 <sup>E</sup>	4.4	95.6	0 <sup>E</sup>
2011	0 <sup>E</sup>	4.3	95.7	F
2012	0 <sup>E</sup>	4.4	95.6	0 <sup>E</sup>
2013	F	2.8 <sup>E</sup>	96.5	0.7
2014 <sup>p</sup>	0 <sup>E</sup>	2.7	96.6	0.7
<b>Long-haul</b>				
2010	0 <sup>E</sup>	4.1	95.8	0 <sup>E</sup>
2011	0 <sup>E</sup>	4.1	95.9	0 <sup>E</sup>
2012	0 <sup>E</sup>	4.2	95.8	F
2013	0	1.7 <sup>E</sup>	97.5	0.8
2014 <sup>p</sup>	0	1.8 <sup>E</sup>	97.5	0.7
<b>International</b>				
2010	0.1	1.3	98.5	0.1 <sup>E</sup>
2011	0.1	1.4	98.6	0 <sup>E</sup>
2012	0	1.5	98.5	F
2013	0.1	1.2 <sup>E</sup>	97.8	1.0
2014 <sup>p</sup>	0.1	1.4 <sup>E</sup>	98.0	0.5
<b>Domestic and international</b>				
2010	0.1	2.3	97.6	0 <sup>E</sup>
2011	0	2.3	97.7	0 <sup>E</sup>
2012	0	2.3	97.6	0 <sup>E</sup>
2013	0	1.4 <sup>E</sup>	97.7	0.9
2014 <sup>p</sup>	0.1	1.6 <sup>E</sup>	97.8	0.6

1. From 2010 to 2014, the air carriers included are the Canadian Level I carriers, which are comprised of the Air Canada Family (Air Canada - including Air Canada rouge beginning July 2013, Jazz and regional code-share partners), Air Transat and WestJet.

**Note(s):** Due to the confidentiality or the unreliability of data, the results for the fare type group "first class" cannot be disclosed. All estimates shown above (except those marked with the codes E and F) have a coefficient of variation of less than 10% and can be considered reliable from a sampling point of view. An E indicates a coefficient between 10% and 25%. The estimates with a coefficient of variation greater than 25% cannot be released and are shown with the code F. Estimates are subject to periodic revisions to reflect carrier updates and further refinement of the fare code assignment system.

**Table 4**  
**Average domestic fares for selected cities of enplanement — Canadian air carriers, Level I<sup>1</sup> – Scheduled services**

	2013	2014 <sup>P</sup>
	dollars	
Calgary	181.30	178.00
Edmonton	181.90	180.10
Halifax	185.80	176.30
Montréal	181.70	175.50
Ottawa	178.60	170.50
Regina	179.30	170.30
Saskatoon	180.40	167.10
Toronto	214.40	208.80
Vancouver	204.40	201.20
Winnipeg	201.30	190.70

1. For 2013 and 2014, the air carriers included are the Canadian Level I carriers, which are comprised of the Air Canada Family (Air Canada - including Air Canada rouge beginning July 2013, Jazz and regional code-share partners), Air Transat and WestJet.

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



**Table 5**  
**Average fares, by sector and fare type group — Canadian air carriers, Level I<sup>1</sup> – Scheduled services (quarterly)**

	Fare type group				
	Total	Business class	Economy	Discounted	Other
dollars					
<b>Domestic</b>					
<b>2013</b>					
First quarter	194.40	2,349.60 <sup>E</sup>	272.70 <sup>E</sup>	192.20	126.90
Second quarter	190.90	2,695.30 <sup>E</sup>	264.20 <sup>E</sup>	190.10	128.00
Third quarter	187.40	2,643.10	276.30 <sup>E</sup>	186.50	145.40
Fourth quarter	191.60	2,458.70 <sup>E</sup>	286.90 <sup>E</sup>	188.10	141.50
<b>2014 P</b>					
First quarter	179.10	2,720.80 <sup>E</sup>	250.20 <sup>E</sup>	177.00	137.80
Second quarter	182.60	2,847.60 <sup>E</sup>	268.50 <sup>E</sup>	181.00	147.10
Third quarter	187.60	2,739.60 <sup>E</sup>	282.80	186.00	155.40
Fourth quarter	189.20	2,651.60 <sup>E</sup>	284.50 <sup>E</sup>	186.40	144.50
<b>Short-haul</b>					
<b>2013</b>					
First quarter	141.30	F	195.10 <sup>E</sup>	139.80	90.50
Second quarter	139.70	F	210.20 <sup>E</sup>	138.70	88.10
Third quarter	130.50	F	216.10 <sup>E</sup>	129.50	94.40
Fourth quarter	134.50	1,040.60 <sup>E</sup>	194.20 <sup>E</sup>	132.30	98.80
<b>2014 P</b>					
First quarter	128.60	1,418.90 <sup>E</sup>	172.20 <sup>E</sup>	127.50	100.70
Second quarter	130.50	F	196.10 <sup>E</sup>	129.40	100.00
Third quarter	127.60	F	208.60	126.30	101.50
Fourth quarter	129.70	1,338.80 <sup>E</sup>	192.80 <sup>E</sup>	127.80	97.80
<b>Long-haul</b>					
<b>2013</b>					
First quarter	249.40	2,470.80 <sup>E</sup>	369.30 <sup>E</sup>	246.20	162.90
Second quarter	234.70	2,738.60 <sup>E</sup>	354.90 <sup>E</sup>	233.70	158.50
Third quarter	228.30	2,655.50	348.70 <sup>E</sup>	227.20	178.30
Fourth quarter	246.80	2,628.30 <sup>E</sup>	389.70 <sup>E</sup>	241.90	177.80
<b>2014 P</b>					
First quarter	234.10	2,856.70 <sup>E</sup>	351.30 <sup>E</sup>	230.80	176.40
Second quarter	228.00	2,933.70 <sup>E</sup>	344.00 <sup>E</sup>	225.80	188.60
Third quarter	232.20	2,820.30 <sup>E</sup>	356.30	230.30	194.70
Fourth quarter	248.20	2,880.20 <sup>E</sup>	F	244.10	188.40
<b>International</b>					
<b>2013</b>					
First quarter	304.00	4,013.30 <sup>E</sup>	467.90 <sup>E</sup>	299.80	219.30
Second quarter	321.00	4,347.10 <sup>E</sup>	451.10 <sup>E</sup>	320.40	189.60 <sup>E</sup>
Third quarter	358.30	4,634.40 <sup>E</sup>	506.40 <sup>E</sup>	357.80	165.50
Fourth quarter	307.00	4,007.00 <sup>E</sup>	461.40 <sup>E</sup>	302.80	206.90
<b>2014 P</b>					
First quarter	307.20	3,732.50 <sup>E</sup>	488.50 <sup>E</sup>	299.50	219.40
Second quarter	307.30	4,948.10 <sup>E</sup>	457.60 <sup>E</sup>	304.60	201.10
Third quarter	340.60	4,605.50 <sup>E</sup>	470.80 <sup>E</sup>	339.50	191.90
Fourth quarter	304.60	4,869.10 <sup>E</sup>	F	298.10	214.90
<b>Domestic and international</b>					
<b>2013</b>					
First quarter	249.00	3,578.20 <sup>E</sup>	368.10 <sup>E</sup>	245.40	197.50
Second quarter	247.10	3,832.70 <sup>E</sup>	330.10 <sup>E</sup>	246.30	164.20 <sup>E</sup>
Third quarter	258.30	4,038.70 <sup>E</sup>	309.50 <sup>E</sup>	257.90	153.80
Fourth quarter	240.60	3,578.40 <sup>E</sup>	342.60 <sup>E</sup>	237.10	175.90

See notes at the end of the table.

Table 5 – continued

Average fares, by sector and fare type group — Canadian air carriers, Level I<sup>1</sup> – Scheduled services (quarterly)

	Fare type group				
	Total	Business class	Economy	Discounted	Other
dollars					
<b>2014 p</b>					
First quarter	242.30	3,503.20 <sup>E</sup>	381.60 <sup>E</sup>	237.20	182.20
Second quarter	238.10	4,376.90 <sup>E</sup>	338.30 <sup>E</sup>	236.00	171.90
Third quarter	252.90	4,075.40 <sup>E</sup>	319.40 <sup>E</sup>	251.80	172.50
Fourth quarter	240.00	4,271.80 <sup>E</sup>	F	235.60	180.60
percent change from 2013 to 2014					
<b>Domestic</b>					
First quarter	-7.9	15.8	-8.3	-7.9	8.6
Second quarter	-4.3	5.7	1.6	-4.8	14.9
Third quarter	0.1	3.7	2.4	-0.3	6.9
Fourth quarter	-1.3	7.8	-0.8	-0.9	2.1
<b>Short-haul</b>					
First quarter	-9.0	F	-11.7	-8.8	11.3
Second quarter	-6.6	F	-6.7	-6.7	13.5
Third quarter	-2.2	F	-3.5	-2.5	7.5
Fourth quarter	-3.6	28.7	-0.7	-3.4	-1.0
<b>Long-haul</b>					
First quarter	-6.1	15.6	-4.9	-6.3	8.3
Second quarter	-2.9	7.1	-3.1	-3.4	19.0
Third quarter	1.7	6.2	2.2	1.4	9.2
Fourth quarter	0.6	9.6	F	0.9	6.0
<b>International</b>					
First quarter	1.1	-7.0	4.4	-0.1	0.0
Second quarter	-4.3	13.8	1.4	-4.9	6.1
Third quarter	-4.9	-0.6	-7.0	-5.1	16.0
Fourth quarter	-0.8	21.5	F	-1.6	3.9
<b>Domestic and international</b>					
First quarter	-2.7	-2.1	3.7	-3.3	-7.7
Second quarter	-3.6	14.2	2.5	-4.2	4.7
Third quarter	-2.1	0.9	3.2	-2.4	12.2
Fourth quarter	-0.2	19.4	F	-0.6	2.7

1. For 2013 and 2014, the air carriers included are the Canadian Level I carriers, which are comprised of the Air Canada Family (Air Canada - including Air Canada rouge beginning July 2013, Jazz and regional code-share partners), Air Transat and WestJet.

**Note(s):** Due to the confidentiality or the unreliability of data, the results for the fare type group "first class" cannot be disclosed. All estimates shown above (except those marked with the codes E and F) have a coefficient of variation of less than 10% and can be considered reliable from a sampling point of view. An E indicates a coefficient between 10% and 25%. The estimates with a coefficient of variation greater than 25% cannot be released and are shown with the code F. Estimates are subject to periodic revisions to reflect carrier updates and further refinement of the fare code assignment system.

**Table 6**  
**Discount fare traffic, by sector — Canadian air carriers, Level I<sup>1</sup> – Scheduled services (quarterly)**

	Passengers		Passenger-kilometres	
	2013	2014 <sup>P</sup>	2013	2014 <sup>P</sup>
	percent			
<b>Domestic</b>				
First quarter	96.3	96.6	96.5	96.9
Second quarter	97.8	97.2	98.0	97.4
Third quarter	98.2	97.7	98.3	97.8
Fourth quarter	95.9	96.8	96.0	97.0
<b>Short-haul</b>				
First quarter	96.0	96.5	95.7	96.1
Second quarter	97.3	97.0	97.1	96.7
Third quarter	98.0	97.5	97.8	97.2
Fourth quarter	95.7	96.6	95.3	96.2
<b>Long-haul</b>				
First quarter	96.5	96.8	96.7	97.0
Second quarter	98.2	97.3	98.2	97.5
Third quarter	98.4	97.9	98.4	97.9
Fourth quarter	96.1	97.1	96.2	97.2
<b>International</b>				
First quarter	94.7	95.8	95.6	96.5
Second quarter	97.4	97.6	98.3	98.5
Third quarter	99.0	98.6	99.4	99.2
Fourth quarter	96.9	96.9	97.7	97.5
<b>Domestic and international</b>				
First quarter	95.5	96.2	95.9	96.6
Second quarter	97.6	97.4	98.2	98.1
Third quarter	98.5	98.1	99.1	98.7
Fourth quarter	96.3	96.8	97.2	97.4

1. For 2013 and 2014, the air carriers included are the Canadian Level I carriers, which are comprised of the Air Canada Family (Air Canada - including Air Canada rouge beginning July 2013, Jazz and regional code-share partners), Air Transat and WestJet.

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

**Table 7**  
**Average domestic fares for selected cities of enplanement — Canadian air carriers, Level I<sup>1</sup> – Scheduled services (quarterly)**

	<b>Calgary</b>	<b>Edmonton</b>	<b>Halifax</b>	<b>Montréal</b>	<b>Ottawa</b>
dollars					
<b>2013</b>					
First quarter	182.40	181.40	200.40	182.40	186.40
Second quarter	178.50	180.60	179.60	189.40	183.80
Third quarter	178.20	178.70	185.10	179.50	170.70
Fourth quarter	186.50	187.30	180.70	176.00	175.00
<b>2014 p</b>					
First quarter	167.40	168.20	178.10	174.60	166.40
Second quarter	173.00	176.20	167.20	174.10	172.50
Third quarter	185.40	186.80	178.60	175.50	168.30
Fourth quarter	183.80	187.20	181.50	177.60	174.50
percent change from 2013 to 2014					
First quarter	-8.2	-7.3	-11.1	-4.3	-10.7
Second quarter	-3.1	-2.4	-6.9	-8.1	-6.1
Third quarter	4.0	4.5	-3.5	-2.2	-1.4
Fourth quarter	-1.4	-0.1	0.4	0.9	-0.3
	<b>Regina</b>	<b>Saskatoon</b>	<b>Toronto</b>	<b>Vancouver</b>	<b>Winnipeg</b>
dollars					
<b>2013</b>					
First quarter	176.30	182.20	222.20	207.10	201.50
Second quarter	178.90	184.10	214.50	202.80	199.30
Third quarter	175.80	173.90	205.60	205.10	194.60
Fourth quarter	185.50	182.10	217.80	203.00	210.90
<b>2014 p</b>					
First quarter	157.80	161.70	207.40	193.30	187.40
Second quarter	166.20	164.80	205.70	201.20	187.80
Third quarter	176.90	168.80	205.70	206.30	187.60
Fourth quarter	178.50	172.30	217.10	202.40	199.90
percent change from 2013 to 2014					
First quarter	-10.5	-11.3	-6.7	-6.7	-7.0
Second quarter	-7.1	-10.5	-4.1	-0.8	-5.8
Third quarter	0.6	-2.9	0.0	0.6	-3.6
Fourth quarter	-3.8	-5.4	-0.3	-0.3	-5.2

1. For 2013 and 2014, the air carriers included are the Canadian Level I carriers, which are comprised of the Air Canada Family (Air Canada - including Air Canada rouge beginning July 2013, Jazz and regional code-share partners), Air Transat and WestJet.

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

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The following standard symbols are used in Statistics Canada publications:

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

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