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*Airline*

Monday 11/11/74

11:20 Ronald McVickar, Vice President of Northwest Airlines 296-7705  
in Washington called to give us his name -- thought that  
from time to time there might be occasion to talk  
and wanted to let us know his name and that of his assistant,  
Yoshie Ogawa.

*Noted  
P.W.B.*

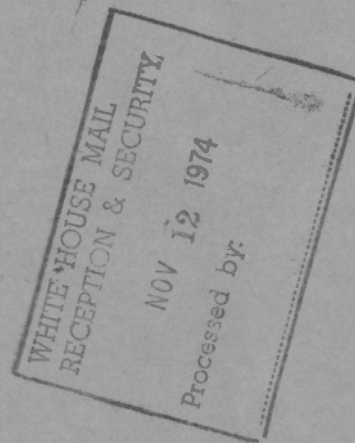




Monday 11/11/74

11:20 Ronald McVickar, Vice President of Northwest Airlines 296-7705  
in Washington called to give us his name -- thought that  
from time to time there might be occasion to talk  
and wanted to let us know his name and that of his assistant,  
Yoshie Ogawa.





FROM:

**NORTHWEST ORIENT**

1660 L Street, N.W.

ADDRESS: Washington, D.C. 20036

TO: Mrs. Eva Daughtrey

Office of

Mr. Philip A. Buchen

The Counsel

The White House

Washington, D.C. 20500

GEN. 11 7/70



# WASHINGTON/BALTIMORE

	Leave	Arrive	Flight No.	Stops or Via	Freq.	Service
<b>To Pittsburgh</b>	N 7 10a	8 02a	323	NON-STOP	Ex Su	S
	N 10 30a	11 22a	311	NON-STOP	Ex Sa Su	
	N 12 35p	1 27p	341	NON-STOP	Ex Sa	S
	N 3 55p	4 49p	355	NON-STOP	Daily	
	N 9 15p	10 08p	389	NON-STOP	Ex Sa	
<b>From Pittsburgh</b> Reservations: 391-8484	8 00a	N 8 51a	300	NON-STOP	Ex Su	S
	12 10p	N 12 58p	306	NON-STOP	Ex Su	
	1 30p	N 2 18p	16	NON-STOP	Su Only	
	3 05p	N 3 55p	338	NON-STOP	Ex Sa Su	
	7 00p	N 7 51p	356	NON-STOP	Daily	S
	9 12p	N 10 00p	374	NON-STOP	Daily	
<b>To Portland, Oregon</b>	N 7 55a	1 58p	317/47	Detroit	Ex Su	M
	D 10 15a	1 58p	3/47	Chicago	Daily	M 747
	N 12 50p	7 30p	347/109	Spokane	Daily	M
	D 5 55p	9 48p	79	One-stop	Daily	M
<b>From Portland</b> Reservations: 226-3211	7 45a	D 4 40p	78	One-stop	Daily	M
	10 45a	N 8 06p	50/68	Mpls.-St. Paul	Daily	M
<b>To Rochester, Minn.</b>	N 7 10a	1 00p	323/739	Milwaukee	Ex Su	M
	D 10 15a	3 10p	3/439	Chicago	Ex Sa	M
	D 10 15a	4 28p	3/217	Chicago	Daily	M
	N 10 55a	2 05p	319/207	Milwaukee	Ex Sa Su	S
	N 10 55a	4 28p	319/217	Detroit	Daily	S
	N 12 20p	4 28p	335/217	Detroit	Ex Sa	S
	N 2 55p	6 37p	353	Two-stop	Daily	S
	N 3 30p	9 00p	361/231	Detroit	Ex Sa	
	N 7 15p	10 10p	379	Two-stop	Ex Sa	M
<b>From Rochester</b> Reservations: 288-1821	7 30a	N 1 06p	334	Three-stop	Daily	S
	8 15a	N 2 21p	206/324	Detroit	Ex Sa	S
	12 35p	N 6 19p	228/308	Milwaukee	Ex Sa	M
	2 00p	N 7 51p	356	Three-stop	Daily	S
	3 00p	N 10 00p	224/392	Milwaukee	Ex Sa	S
<b>To San Francisco</b>	N 7 40a	2 17p	305/159	Mpls.-St. Paul	Daily	M
	N 12 50p	7 25p	347/157	Mpls.-St. Paul	Daily	M
<b>From San Francisco</b> Reservations: 391-8440	11 00a	N 8 06p	154/68	Mpls.-St. Paul	Daily	M
<b>To Seattle/Tacoma</b>	N 7 40a	12 59p	305/777	Mpls.-St. Paul	Daily	M
	D 10 15a	3 24p	3/47	Chicago	Daily	M 747
	N 12 50p	5 06p	347/125	Mpls.-St. Paul	Daily	M
	N 12 50p	7 34p	347	Five-stop	Daily	M
	N 2 55p	7 48p	353/27	Chicago	Daily	M
	N 3 55p	11 16p	355/59	Cleveland	Daily	M
	N 4 35p	11 16p	365/59	Cleveland	Ex Sa Su	M
	D 5 55p	8 30p	79	NON-STOP	Daily	M
<b>From Seattle/Tacoma</b> Reservations: 433-3500	9 00a	D 4 40p	78	NON-STOP	Daily	M
	12 25p	N 9 09p	70	One-stop	Daily	M
	11 10p	N 11 04a	42/314	Mpls.-St. Paul	Ex Fr Sa	M
	11 10p	N 2 18p	42/16	Cleveland	Sa Only	M
<b>To Seoul, Korea</b>	D 10 15a	11 20a	3/21	Tokyo	Th Su	M 747
	D 10 15a	12 15p	3	Four-stop	Mo Only	M 747
	D 10 15a	12 50p	3/21	Tokyo	Ex Th Su	M 747
<b>From Seoul</b> Reservations: 23-6106	12 30p	D 4 40p	4/78	Seattle	Tu Sa	M 747
	12 30p	N 9 09p	4/70	Seattle	Tu Sa	M 747

## SYMBOLS:

M Hot Meal service appropriate to time of day. S Snack Service. Inflight movies and stereo. Arrival second day. Enroute overnight stop in the Orient.



# WASHINGTON/BALTIMORE

	Leave	Arrive	Flight No.	Stops or Via	Freq.	Service
<b>To Spokane</b>	D 10 15a	3 39p	3/125	Chicago	Daily	M 747
	N 12 50p	3 39p	347/125	Mpls.-St. Paul	Daily	M
	N 12 50p	6 06p	347	Four-stop	Daily	M
	N 4 35p	9 30p	365	Three-stop	Ex Sa Su	S
	N 5 55p	9 30p	85/365	Mpls.-St. Paul	Daily	M
<b>From Spokane</b> Reservations: 838-4741	8 30a	N 8 06p	68	Five-stop	Daily	M
	12 10p	N 8 06p	50/68	Mpls.-St. Paul	Daily	M
	12 40a	N 11 04a	42/314	Mpls.-St. Paul	Ex Sa Su	M
	12 40a	N 1 06p	42/334	Mpls.-St. Paul	Daily	S
<b>To Taipei, Taiwan</b>	D 10 15a	9 20p	3/7	Tokyo	Th Only	M 747
	10 15a	10 40p	3	Four-stop	Sa Only	M 747
	D 10 15a	11 50p	3	Five-stop	Tu Only	M 747
	D 10 15a	10 55a	3	Four-stop	Su Only	M 747
	D 10 15a	11 35a	3/9	Tokyo	Ex Tu Th	M 747
<b>From Taipei</b> Reservations: 555951	Consult Northwest Orient Ticket or Reservations Office.					
<b>To Tokyo, Japan</b>	N 7 40a	10 05p	305/21	Mpls.-St. Paul	Daily	M 747
	D 10 15a	6 00p	3	Two-stop	Daily	M 747
<b>From Tokyo</b> Reservations: 211-7211	3 45p	D 4 40p	4/78	Seattle	Daily	M 747
	3 45p	N 9 09p	4/70	Seattle	Daily	M 747
<b>To Winnipeg, Man., Canada</b>	N 7 40a	11 50a	305/505	Mpls.-St. Paul	Daily	M
	D 10 15a	1 57p	3/715	Chicago	Daily	M
	N 5 55p	9 33p	85/445	Mpls.-St. Paul	Daily	M
<b>From Winnipeg</b> Reservations: 786-3481	8 35a	N 3 26p	738/336	Mpls.-St. Paul	Daily	M
	1 55p	N 8 06p	382/68	Mpls.-St. Paul	Daily	M

## INTERLINE CONNECTIONS

Call Northwest Reservation Offices for information and reservations on flights of other airlines connecting with Northwest services. All Northwest offices have complete schedules of other airlines available and will assist you in planning your flights.

October 1974						
S	M	T	W	T	F	S
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November 1974						
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17	18	19	20	21	22	23
24	25	26	27	28	29	30



## AIRPORT CODES:

<b>New York</b>	<b>Chicago</b>	<b>Washington</b>	<b>Florida</b>
J Kennedy	O O'Hare	N National	M Miami
L LaGuardia	M Midway	D Dulles	L Ft. Lauderdale
E Newark			



# NORTHWEST ORIENT CITY TIMETABLE

## WASHINGTON/BALTIMORE

Washington Reservations: 337-0611  
Baltimore Reservations: 837-6663

Schedule effective October 27, 1974

	Leave	Arrive	Flight No.	Stops or Via	Freq.	Service
<b>To Anchorage</b>	N 7 40a	2 30p	305/39	Mpls.-St. Paul	TuFrSaSu	M
	N 7 40a	3 20p	305/777	Mpls.-St. Paul	Ex Sa Su	M
	N 7 55a	6 05p	317/47	Detroit	Ex Su	M
	D 10 15a	2 35p	3	One-stop	Daily	M 747
	N 2 55p	10 20p	353/27	Chicago	Daily	M
	D 5 55p	10 20p	79/27	Seattle	Daily	M
<b>From Anchorage</b> Reservations: 277-8511	11 15p	D 4 40p	48/78	Seattle	Daily	M
<b>To Billings</b>	N 7 55a	2 48p	317/71	Detroit	Ex Su	M
	D 10 15a	2 48p	3/71	Chicago	Daily	M
	N 12 50p	3 52p	347	One-stop	Daily	M
	N 4 50p	8 43p	369	Two-stop	Ex Sa Su	M
<b>From Billings</b> Reservations: 248-7301	8 50a	N 3 26p	428/336	Mpls.-St. Paul	Daily	M
	12 35p	N 8 06p	68	Two-stop	Daily	M
	1 35p	N 10 00p	72/392	Detroit	Daily	M
<b>To Bismarck</b>	N 12 35p	8 14p	341/369	Mpls.-St. Paul	Ex Sa	S
	N 4 50p	8 14p	369	One-stop	Ex Sa Su	M
	N 5 55p	10 07p	85	Two-stop	Daily	M
<b>From Bismarck</b> Reservations: 255-3054	7 05a	N 3 26p	702/336	Mpls.-St. Paul	Daily	M
	3 00p	N 8 06p	68	One-stop	Daily	M
<b>To Bozeman</b>	N 12 50p	5 06p	347	Two-stop	Daily	M
<b>From Bozeman</b> Reservations: 587-4591	11 25a	N 8 06p	68	Three-stop	Daily	M
<b>To Butte</b>	N 12 50p	5 07p	347/109	Billings	Daily	M
<b>From Butte</b> Reservations: 792-8341	11 15a	N 8 06p	392/68	Billings	Daily	M
	11 15a	N 10 00p	392	Five-stop	Daily	M
<b>To Chicago</b>	D 10 15a	O 11 22a	3	NON-STOP	Daily	M 747
	N 12 35p	M 3 00p	341	Two-stop	Ex Sa	S
	N 2 55p	O 4 54p	353	One-stop	Daily	
	N 4 35p	M 6 28p	365	One-stop	Ex Sa Su	S
<b>From Chicago</b> Reservations: 346-4900	M 9 25a	N 1 01p	322	One-stop	Ex Sa Su	S
	O 3 30p	N 7 51p	356	Two-stop	Daily	S
	M 5 00p	N 8 27p	364	One-stop	Ex Sa	S
	M 6 15p	N 10 00p	548	One-stop	Ex Sa Su	S

## SYMBOLS:

M Hot Meal service appropriate to time of day. S Snack Service. Inflight movies and stereo. Arrival second day. Enroute overnight stop in the Orient.





# WASHINGTON/BALTIMORE

	Leave	Arrive	Flight No.	Stops or Via	Freq.	Service
<b>To Cleveland</b>	N 8 30a	9 40a	307	NON-STOP	Ex Su	M
	N 12 35p	2 26p	341	One-stop	Ex Sa	S
	N 2 55p	4 04p	353	NON-STOP	Daily	
	N 3 55p	6 03p	355	One-stop	Daily	
	N 4 35p	5 47p	365	NON-STOP	Ex Sa Su	
	N 10 00p	11 07p	393	NON-STOP	Daily	

<b>From Cleveland</b> Reservations: 267-0515	8 00a	N 9 05a	302	NON-STOP	Ex Su	M
	12 00p	N 1 01p	322	NON-STOP	Ex Sa Su	S
	12 30p	N 2 18p	16	One-stop	Su Only	
	2 00p	N 3 55p	338	One-stop	Ex Sa Su	
	3 35p	N 4 36p	344	NON-STOP	Ex Su	
	6 00p	N 7 51p	356	One-stop	Daily	S
	7 25p	N 8 27p	364	NON-STOP	Ex Sa	
	9 00p	N 10 00p	548	NON-STOP	Ex Sa Su	

<b>To Detroit</b>	N 7 55a	9 17a	317	NON-STOP	Ex Su	M
	N 10 55a	12 14p	319	NON-STOP	Ex Su	S
	N 12 20p	1 39p	335	NON-STOP	Ex Sa	S
	N 3 30p	4 54p	361	NON-STOP	Daily	
	N 5 30p	6 53p	367	NON-STOP	Daily	M
	N 7 30p	8 52p	371	NON-STOP	Ex Sa	S
	N 9 00p	10 20p	383	NON-STOP	Ex Sa	
	N 10 00p	12 20a	393	One-stop	Daily	

<b>From Detroit</b> Reservations: 962-2002	6 45a	N 8 51a	300	One-stop	Ex Su	S
	8 00a	N 9 16a	310	NON-STOP	Ex Su	M
	11 00a	N 12 58p	306	One-stop	Ex Su	
	11 55a	N 1 06p	334	NON-STOP	Daily	S
	1 10p	N 2 21p	324	NON-STOP	Ex Sa	
	4 50p	N 6 04p	362	NON-STOP	Daily	S
	6 50p	N 8 03p	376	NON-STOP	Ex Sa	M
	8 49p	N 10 00p	392	NON-STOP	Daily	

<b>To Edmonton, Alta., Canada</b>	N 7 40a	1 33p	305/39	Mpls.-St. Paul	Ex Mo We	M
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<b>From Edmonton</b> Reservations: 429-5781	Consult Northwest Orient Ticket or Reservations Office.					
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<b>To Fargo</b>	N 7 40a	11 47a	305/201	Mpls.-St. Paul	Daily	M
	N 12 50p	5 42p	347/166	Mpls.-St. Paul	Daily	M
	N 5 55p	9 02p	85	One-stop	Daily	M

<b>From Fargo</b> Reservations: 237-5400	10 50a	N 3 26p	336	One-stop	Daily	M
	3 30p	N 8 06p	392/68	Mpls.-St. Paul	Daily	M

<b>To Grand Forks</b>	N 7 40a	10 53a	305/505	Mpls.-St. Paul	Daily	M
	N 12 50p	6 35p	347/166	Mpls.-St. Paul	Daily	M
	N 3 30p	8 58p	361	Three-stop	Daily	S
	N 5 55p	8 58p	85/361	Mpls.-St. Paul	Daily	M

<b>From Grand Forks</b> Reservations: 775-2504	9 00a	N 3 26p	338/336	Mpls.-St. Paul	Daily	M
	9 00a	N 3 55p	338	Three-stop	Ex Sa Su	M
	3 05p	N 8 06p	382/68	Mpls.-St. Paul	Daily	M

<b>To Great Falls</b>	N 7 55a	4 07p	317/71	Detroit	Ex Su	M
	D 10 15a	4 07p	371	Chicago	Daily	M
	N 4 50p	10 02p	369	Three-stop	Ex Sa Su	M

<b>From Great Falls</b> Reservations: 761-8310	7 45a	N 3 26p	428/336	Mpls.-St. Paul	Daily	M
	12 10p	N 10 00p	72/392	Detroit	Daily	M

## AIRPORT CODES:

<b>New York</b>	<b>Chicago</b>	<b>Washington</b>	<b>Florida</b>
J Kennedy	O O'Hare	N National	M Miami
L LaGuardia	M Midway	D Dulles	L Ft. Lauderdale
E Newark			



# WASHINGTON/BALTIMORE

	Leave	Arrive	Flight No.	Stops or Via	Freq.	Service
<b>To Helena</b>	N 12 50p	5 55p	347	Three-stop	Daily	M

<b>From Helena</b> Reservations: 442-9586	10 38a	N 8 06p	68	Four-stop	Daily	M
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<b>To Hilo, Hawaii</b>	Consult Northwest Orient Ticket or Reservations Office.					
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<b>From Hilo</b> Reservations: 935-5275	6 35p	D 4 40p	94/78	Portland	Sa Only	M
	10 30p	D 4 40p	94/78	Portland	Mo Th	M
	10 30p	N 8 03p	94/376	Detroit	Mo Th	M

<b>To Hong Kong, Br. Cr. Col.</b>	D 10 15a	10 30p	3/9	Tokyo	Tu Only	M 747
	D 10 15a	10 30p	3/7	Tokyo	MoWeFrSa	M 747
	D 10 15a	11 30p	3/7	Tokyo	Th Only	M 747

<b>From Hong Kong</b> Reservations: 5-243061	10 00a	D 4 40p	4/78	Seattle	Ex Tu Sa	M 747
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<b>To Honolulu, Hawaii</b>	N 7 40a	5 05p	305/21	Mpls.-St. Paul	Daily	M
	D 10 15a	6 23p	3/17	Chicago	Sa Only	M 747

<b>From Honolulu</b> Reservations: 955-2255	8 00p	N 1 06p	16/334	Detroit	Sa Only	M
	8 00p	N 2 18p	16	Four-stop	Sa Only	M
	8 50p	D 4 40p	94/78	Seattle	Mo Th	M
	10 20p	D 4 40p	94/78	Seattle	Fr Sa Su	M

<b>To Jamestown</b>	Consult Northwest Orient Ticket or Reservations Office.					
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<b>From Jamestown</b> Reservations: 252-1310	7 55a	N 3 26p	702/336	Mpls.-St. Paul	Daily	M
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<b>To Los Angeles</b>	N 7 40a	12 40p	305/21	Mpls.-St. Paul	Daily	M
	N 12 50p	6 58p	347/169	Mpls.-St. Paul	Daily	M
	N 5 55p	11 30p	85/171	Mpls.-St. Paul	Daily	M

<b>From Los Angeles</b> Reservations: 380-1511	10 45a	N 8 06p	166/68	Mpls.-St. Paul	Daily	M
	12 45a	N 11 04a	172/314	Mpls.-St. Paul	Ex Sa Su	M
	12 45a	N 1 01p	172/322	Mpls.-St. Paul	Ex Sa Su	M
	Above Flight Is Operated With Night Coach Service					

<b>To Madison</b>	N 7 10a	10 53a	323/209	Milwaukee	Ex Su	M
	D 10 15a	2 06p	3/439	Chicago	Ex Sa	M
	D 10 15a	3 18p	3/535	Chicago	Daily	M
	N 10 55a	1 48p	319	Two-stop	Daily	S
	N 2 55p	7 16p	353/743	Chicago	Ex Sa	
	N 3 30p	8 28p	361/233	Milwaukee	Daily	
	N 7 15p	9 08p	379	One-stop	Ex Sa	M

<b>From Madison</b> Reservations: 255-6711	8 30a	N 1 06p	334	Two-stop	Daily	S
	2 40p	N 6 19p	308	One-stop	Daily	M
	4 00p	N 10 00p	224/392	Milwaukee	Ex Sa	S

<b>To Manila, Philippines</b>	D 10 15a	10 15p	3/7	Tokyo	Tu Only	M 747
	D 10 15a	10 15p	3	Three-stop	Th Only	M 747
	D 10 15a	11 25p	3/7	Tokyo	Su Only	M 747

<b>From Manila</b> Reservations: 49-55-11	Consult Northwest Orient Ticket or Reservations Office.					
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## SYMBOLS:

M Hot Meal service appropriate to time of day.	✈ Inflight movies and stereo.	Ⓢ Arrival second day. Enroute overnight stop in the Orient.
S Snack Service.	◆ Arrival following day.	



# WASHINGTON/BALTIMORE

	Leave	Arrive	Flight No.	Stops or Via	Freq.	Service
<b>To Milwaukee</b>	N 7 10a	9 54a	323	Two-stop	Ex Su	M
	N 7 55a	9 54a	317/323	Detroit	Ex Su	M
	N 10 55a	12 43p	319	One-stop	Daily	S
	N 3 30p	5 29p	361	One-stop	Daily	
	N 5 30p	9 08p	367/543	Detroit	Daily	M
	N 7 15p	8 05p	379	NON-STOP	Ex Sa	M

<b>From Milwaukee</b> Reservations: 272-8920	9 30a	N 1 06p	334	One-stop	Daily	S
	12 15p	N 6 04p	218/362	Detroit	Ex Su	S
	3 45p	N 6 19p	308	NON-STOP	Daily	M
	6 30p	N 10 00p	392	One-stop	Daily	S

<b>To Minneapolis/St. Paul</b>	N 7 40a	9 06a	305	NON-STOP	Daily	M
	N 7 55a	10 29a	317/515	Detroit	Ex Su	M
	N 8 30a	1 47p	307/125	Cleveland	Ex Su	M
	D 10 15a	1 05p	3/735	Chicago	Daily	M
	N 12 50p	2 15p	347	NON-STOP	Daily	M
	N 4 50p	6 18p	369	NON-STOP	Ex Sa Su	M
	N 5 55p	7 23p	85	NON-STOP	Daily	M
	N 7 15p	10 31p	379/221	Milwaukee	Ex Sa	M
	N 7 15p	10 57p	379	Three-stop	Ex Sa	M
	N 10 00p	5 12a	393/245	Detroit	Daily	

<b>From Minneapolis/St. Paul</b> Reservations: 726-1234	6 00a	N 2 18p	42/16	Cleveland	Su Only	M
	7 50a	N 12 58p	514/306	Detroit	Ex Su	M
	8 00a	N 11 04a	314	NON-STOP	Ex Sa Su	M
	12 20p	N 3 26p	336	NON-STOP	Daily	M
	1 40p	N 6 19p	542/308	Milwaukee	Daily	M
	5 00p	N 8 06p	68	NON-STOP	Daily	M
	6 05p	N 9 09p	70	NON-STOP	Daily	M
	12 45a	N 8 51a	244/300	Detroit	Ex Su	S

<b>To Missoula</b>	N 12 50p	6 03p	347/109	Billings	Daily	M
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<b>From Missoula</b> Reservations: 728-1400	10 20a	N 8 06p	392/68	Billings	Daily	M
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<b>To New York/Newark</b>	Consult Northwest Orient Ticket or Reservations Office.					
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<b>From New York/Newark</b> Reservations: 564-2300	J 8 25a	D 9 43a	3	NON-STOP	Daily	S 747
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<b>To Okinawa, Japan</b>	10 15a	9 25p	3/7	Tokyo	Su Only	M 747
	D 10 15a	10 55p	3	Four-stop	Tu Only	M 747

<b>From Okinawa</b> Reservations: 098937-1151	Consult Northwest Orient Ticket or Reservations Office.					
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<b>To Osaka, Japan</b>	D 10 15a	8 20p	3	Three-stop	Ex Th	M 747
	D 10 15a	8 20p	3/9	Tokyo	Th Only	M 747

<b>From Osaka</b> Reservations: 06-203-7851	Consult Northwest Orient Ticket or Reservations Office.					
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## AIRPORT CODES:

<b>New York</b>	<b>Chicago</b>	<b>Washington</b>	<b>Florida</b>
J Kennedy	O O'Hare	N National	M Miami
L LaGuardia	M Midway	D Dulles	L Ft. Lauderdale
E Newark			

# NORTHWEST ORIENT

System Timetable Effective October 27, 1974

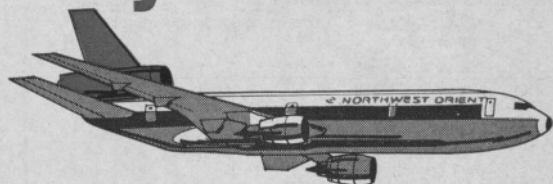
OCTOBER 1974

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20	21	22	23	24	25	26
27	28	29	30	31		

NOVEMBER 1974

S	M	T	W	T	F	S
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3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

**We're the No.1  
Wide-cabin  
Way to Alaska!**



- Service from more cities to Anchorage than any other airline

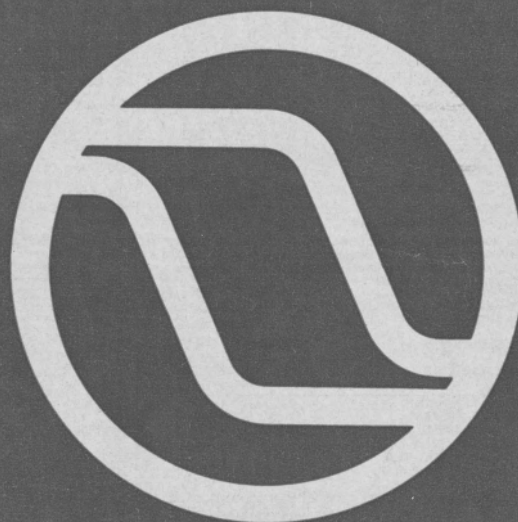
Northwest's Wide-cabin Way to Anchorage is the easiest way going. You'll find spacious Northwest DC-10s or 747's waiting to take you to Anchorage from Chicago, Seattle/Tacoma, Portland, Minneapolis/St. Paul, Detroit, Washington, D.C., New York, Atlanta, Tampa, Miami and Tokyo.

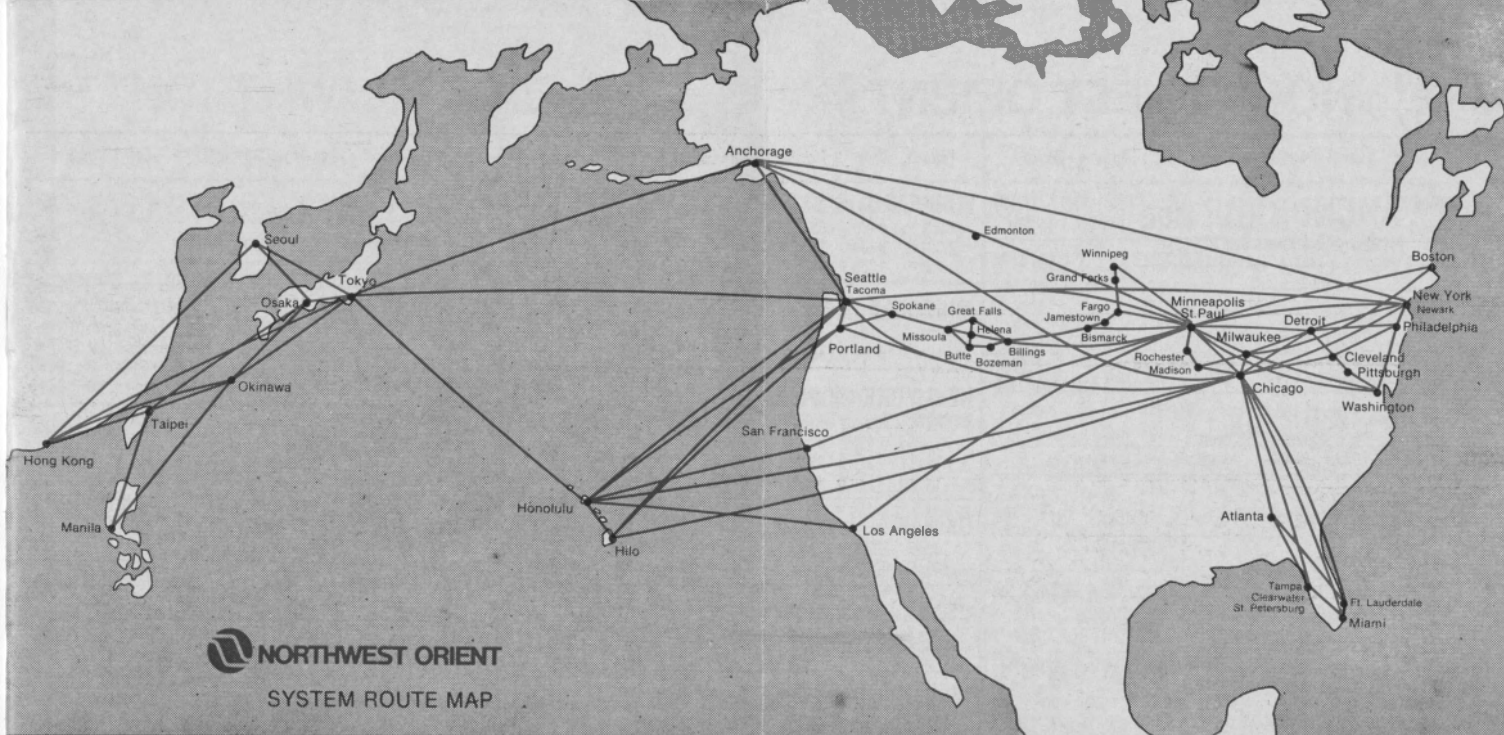
So if you've got Alaska in mind—keep us in mind. We've got the Wide-cabin Way to Anchorage.

*See your travel agent first — to make your trip more enjoyable than ever. He's a real expert when it comes to going places!*

# NORTHWEST ORIENT

System Timetable Effective October 27, 1974





# FLY THE ORIENT EXPRESS

## Only Northwest flies all wide-cabin 747s to Tokyo and the Orient

You can fly the Polar Express, the North-Pacific Express or the Mid-Pacific Express on a wide-cabin 747. Northwest can take you from 39 U.S. cities to Tokyo and the Orient . . . and bring you back again. Going or coming — you can enjoy one of our low-cost stopover tours in Hawaii or the West Coast. You'll enjoy our Regal Imperial Service, too.

Don't settle for less . . . fly Northwest Orient.

### Daily Express flights to Tokyo and the Orient

New York	8:25 am	<b>747</b>	Los Angeles	7:15 am	<b>747</b>
	10:00 am	<b>747</b>		1:30 pm	<b>747</b>
Washington, D.C.	10:15 am	<b>747</b>	San Francisco	9:30 am	<b>747</b>
Chicago	12:20 pm	<b>747</b>	Seattle/Tacoma	1:50 pm	<b>747</b>
Mpls./St. Paul	11:00 am	<b>747</b>	Anchorage	3:30 pm	<b>747</b>
			Honolulu	2:00 pm	<b>747</b>
				6:10 pm	<b>747</b>



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# NORTHWEST ORIENT

Leave	Arrive	Flight No.	Stops or Via	Freq.	Service
From: <b>ANCHORAGE (AST)</b> For Reservations Please Call: 277-8511					
To:					
<b>ATLANTA (EST)</b>					
815a	939p	6/796	Chicago	Ex Sa	M 747
615p	943a	26	Two-stop	Ex Sa Su	M 747
1115p	500p	48/776	Seattle	Daily	M 747
<b>BILLINGS (MST)</b>					
900a	821p	12/40	Spokane	Daily	M
1115p	1157a	48/392	Seattle	Daily	S
<b>BISMARCK (CST)</b>					
900a	1054p	12/40	Spokane	Daily	M
<b>BUTTE (MST)</b>					
1115p	1055a	48/392	Seattle	Daily	S
<b>CHICAGO (CST)</b> AIRPORTS: O-O'Hare M-Midway					
815a	0 554p	6	NON-STOP	Daily	M 747
900a	0 1122p	12	Three-stop	Ex Sa	M 747
900a	0 1122p	12	Three-stop	Ex Sa	M 747
900a	0 152a	12/244	Mpls.-St. Paul	Daily	M 747
615p	0 547a	26	One-stop	Ex Sa Su	M 747
1115p	0 209p	48/94	Seattle	Daily	M 747
<b>CLEVELAND (EST)</b>					
815a	848p	6/302	Chicago	Ex Sa	M 747
615p	1007a	26/42	Chicago	Ex Sa Su	M 747
<b>DETROIT (EST)</b>					
815a	1036p	6/474	Chicago	Ex Sa	M 747
615p	1037a	26/414	Chicago	Ex Sa Su	M 747
1115p	457p	48/94	Seattle	Daily	M 747
<b>EDMONTON, Alta., Canada (MST)</b>					
830a	240p	38	NON-STOP	SaSuMoWe M	
<b>FARGO/MOORHEAD (CST)</b>					
830a	902p	38/85	Mpls.-St. Paul	SaSuMoWe M	
1115p	305p	48/392	Seattle	Daily	M
<b>FT LAUDERDALE (EST)</b>					
615p	1238p	26/726	Chicago	Ex Sa Su	M
<b>GRAND FORKS (CST)</b>					
830a	858p	38/361	Mpls.-St. Paul	SaSuMoWe M	
<b>GREAT FALLS (MST)</b>					
900a	724p	12/40	Spokane	Daily	M
1115p	1140a	48/72	Seattle	Daily	S
<b>HONG KONG, Br. Cr. Col. (GMT + 8)</b>					
330p	1030p	3/9	Tokyo	Tu Only	M 747
330p	1030p	3/7	Tokyo	MoWeFrSa	M 747
330p	1130p	3/7	Tokyo	Th Only	M 747
<b>MANILA, Philippines (GMT + 8)</b>					
330p	1015p	3/7	Tokyo	Tu Only	M 747
330p	1015p	3	One-stop	Th Only	M 747
330p	1125p	3/7	Tokyo	Su Only	M 747
<b>MIAMI/FT LAUDERDALE (EST)</b> AIRPORTS: M-Miami L-Ft Lauderdale					
615p	M 1200p	26	Three-stop	Ex Sa Su	M 747
615p	L 1238p	26/726	Chicago	Ex Sa Su	M 747

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Leave	Arrive	Flight No.	Stops or Via	Freq.	Service
<b>MINNEAPOLIS/ST PAUL (CST)</b>					
830a	640p	38	One-stop	SaSuMoWe M	747
900a	923p	12	Daily	Daily	M 747
1115p	105p	48/776	Seattle	Daily	M 747
<b>MISSOULA (MST)</b>					
900a	629p	12/40	Spokane	Daily	M
1115p	959a	48/392	Seattle	Daily	S
<b>NEW YORK/NEWARK (EST)</b> AIRPORTS: J-Kennedy L-LaGuardia E-Newark					
815a	J 943p	6	One-stop	Daily	M 747
615p	E 137p	26/206	Chicago	MoTuWeTh	M 747
1115p	J 455p	48/4	Seattle	Daily	M 747
<b>OKINAWA, Japan (GMT + 9)</b>					
330p	925p	3/7	Tokyo	Su Only	M 747
330p	1055p	3	Two-stop	Tu Only	M 747
<b>OSAKA, Japan (GMT + 9)</b>					
330p	820p	3	One-stop	Ex Th	M 747
330p	820p	3/9	Tokyo	Th Only	M 747
<b>PHILADELPHIA (EST)</b>					
1115p	832p	48/50	Portland	Daily	M
<b>PORTLAND, Oregon (PST)</b>					
1115p	705a	48	One-stop	Daily	S 747
<b>SEATTLE/TACOMA (PST)</b>					
900a	200p	12	NON-STOP	Daily	M 747
615p	1115p	26	NON-STOP	Ex Sa Su	M 747
1115p	415a	48	NON-STOP	Daily	S 747
<b>SEOUL, Korea (GMT + 9)</b>					
330p	1120a	3/21	Tokyo	Th Su	M 747
330p	1215p	3	Two-stop	Mo Only	M 747
330p	1250p	3/21	Tokyo	Ex Th Su	M 747
<b>SPOKANE (PST)</b>					
900a	317p	12/608	Seattle	Daily	M
900a	419p	12	One-stop	Daily	M 747
1115p	747a	48/392	Seattle	Daily	S
<b>TAIPEI, Taiwan (GMT + 8)</b>					
330p	920p	3/7	Tokyo	Th Only	M 747
330p	1040p	3	Two-stop	Sa Only	M 747
330p	1150p	3	Three-stop	Tu Only	M 747
330p	1055a	3	Two-stop	Su Only	M 747
330p	1135a	3/9	Tokyo	Ex Tu Th	M 747
<b>TAMPA/ST PETERSBURG (EST)</b>					
815a	1223a	6/728	Chicago	Daily	M 747
615p	1242p	26/708	Atlanta	Ex Sa Su	M 747
1115p	704p	48/776	Seattle	Daily	M 747
<b>TOKYO, Japan (GMT + 9)</b>					
330p	600p	3	NON-STOP	Daily	M 747
<b>WASHINGTON/BALTIMORE (EST)</b> AIRPORTS: D-Dulles N-National					
1115p	D 440p	48/78	Seattle	Daily	M
<b>WINNIPEG, Man., Canada (CST)</b>					
830a	933p	38/445	Mpls.-St. Paul	SaSuMoWe M	
1115p	324p	48/776/215	Seattle/Mpls.-St. Paul	Daily	M

Fares shown above do not include a surcharge of approximately 37¢ per flight per passenger that is added by all airlines to cover the cost of airport security.



# NORTHWEST ORIENT

Leave	Arrive	Flight No.	Stops or Via	Freq.	Service
From: <b>ATLANTA (Cont'd)</b> For Reservations Please Call: 577-3271					
To:					
<b>MIAMI/FT LAUDERDALE (EST)</b> F \$75.00 Y \$58.00 AIRPORTS: M-Miami L-Ft Lauderdale					
1025a	M 1200p	26	NON-STOP	Daily	S 747
1125a	M 102p	758	NON-STOP	Daily	M
1125a	L 150p	758	One-stop	Daily	M
850p	M 1026p	752	NON-STOP	Daily	M
<b>MILWAUKEE (CST)</b> F \$84.00 Y \$64.00					
1010a	1053a	739	NON-STOP	Daily	S
510p	748p	743/733	Chicago	Daily	M
<b>MINNEAPOLIS/ST PAUL (CST)</b> F \$106.00 Y \$82.00					
935a	1051a	777	NON-STOP	Daily	M 747
1010a	1234p	739/281	Milwaukee	Daily	S
110p	223p	753	NON-STOP	Daily	M
410p	726p	27/445	Chicago	Daily	S 747
620p	735p	727	NON-STOP	Daily	M
<b>MISSOULA (MST)</b> F \$201.00 Y \$151.00					
935a	603p	777/109	Mpls.-St. Paul	Daily	M
<b>OKINAWA, Japan (GMT + 9)</b>					
845a	1055p	705/3	Chicago	Tu Only	M 747
935a	925p	777/7	Seattle	Su Only	M 747
<b>OSAKA, Japan (GMT + 9)</b>					
845a	820p	705/3	Chicago	Ex Th Su	M 747
<b>PORTLAND, Oregon (PST)</b> -F \$217.00 Y \$167.00					
845a	140p	705/95	Chicago	MoThFrSa	M
845a	158p	705/47	Chicago	Ex Su	M
110p	825p	753/51	Mpls.-St. Paul	Daily	M
410p	948p	27/79	Seattle	Daily	M
<b>ROCHESTER, Minn. (CST)</b> F \$106.00 Y \$82.00					
1010a	100p	739	Two-stop	Daily	S
410p	637p	27/353	Chicago	Daily	S
510p	900p	743/231	Chicago	Daily	M
<b>SEATTLE/TACOMA (PST)</b> F \$217.00 Y \$167.00					
845a	1208p	705/95	Chicago	Ex Su	M
935a	1259p	777	One-stop	Daily	M 747
110p	506p	753/125	Mpls.-St. Paul	Daily	M
410p	748p	27	One-stop	Daily	M 747
510p	1116p	743/59	Chicago	Daily	M
<b>SEOUL, Korea (GMT + 9)</b>					
845a	1120a	705/3/21	Chicago/Tokyo	Th Only	M 747
845a	1250p	705/3/21	Chicago/Tokyo	Ex Th Su	M 747
<b>SPOKANE (PST)</b> F \$208.00 Y \$160.00					
110p	330p	753/125	Mpls.-St. Paul	Daily	M
620p	930p	727/365	Mpls.-St. Paul	Daily	M
<b>TAIPEI, Taiwan (GMT + 8)</b>					
845p	1040p	705/3	Chicago	Sa Only	M 747
845a	1150p	705/3	Chicago	Tu Only	M 747
845a	1135a	705/3/9	Chicago/Tokyo	MoWeFrSa	M 747
935a	920p	777/7	Seattle	Th Only	M 747
<b>TAMPA/ST PETERSBURG (EST)</b> F \$57.00 Y \$43.00 FN \$43.00 YN \$36.00					
1130a	1242p	708	NON-STOP	Daily	S
550p	704p	776	NON-STOP	Daily	M 747
<b>TOKYO, Japan (GMT + 9)</b>					
935a	505p	777/7	Seattle	Daily	M 747

For Alaska, Hawaii and International fares see page 36.

Leave	Arrive	Flight No.	Stops or Via	Freq.	Service
<b>WINNIPEG, Man., Canada (CST)</b>				F \$164.16	Y \$126.36
845a	157p	705/715	Chicago	Ex Su	M
935a	324p	777/215	Mpls.-St. Paul	Daily	M
620p	933p	727/445	Mpls.-St. Paul	Daily	M
From: <b>BILLINGS (MST)</b>					
For Reservations Please Call: 248-7301					
To:					
<b>ANCHORAGE (AST)</b>					
1015a	320p	105/777	Seattle	Ex Sa Su	M
1015a	605p	105/47	Seattle	Daily	M
430p	1020p	347/27	Seattle	Daily	S
<b>ATLANTA (EST)</b>				F \$181.00	Y \$134.00
850a	500p	428/776	Mpls.-St. Paul	Daily	M
135p	830p	72/718	Chicago	Daily	M
<b>BISMARCK (CST)</b>				F \$54.00	Y \$42.00
1235p	234p	68	NON-STOP	Daily	S
855p	1054p	40	NON-STOP	Daily	S
<b>BOSTON (EST)</b>				F \$192.00	Y \$147.00
1245p	909p	392/288	Mpls.-St. Paul	Daily	M
<b>BOZEMAN (MST)</b>				F \$30.00	Y \$23.00
955a	1031a	103	NON-STOP	Daily	S
430p	506p	347	NON-STOP	Daily	S
<b>BUTTE (MST)</b>				F \$35.00	Y \$25.00
955a	1119a	103	One-stop	Daily	S
420p	507p	109	NON-STOP	Daily	S
<b>CHICAGO (CST)</b>				F \$121.00	Y \$93.00
AIRPORTS: O-O'Hare M-Midway					
850a	0 122p	428	One-stop	Daily	M
1245p	M 547p	392/548	Mpls.-St. Paul	Ex Sa Su	M
135p	0 453p	72	NON-STOP	Daily	M
855p	0 152a	40/244	Mpls.-St. Paul	Daily	S
<b>CLEVELAND (EST)</b>				F \$146.00	Y \$112.00
850a	532p	428/356	Chicago	Daily	M
135p	759p	72/28	Chicago	Daily	M
<b>DETROIT (EST)</b>				F \$140.00	Y \$108.00
850a	354p	428	Two-stop	Ex Sa Su	M
850a	457p	428/94	Chicago	Daily	M
135p	736p	72	One-stop	Daily	M
855p	439a	40/244	Mpls.-St. Paul	Daily	S
<b>FARGO/MOORHEAD (CST)</b>				F \$73.00	Y \$57.00
1245p	305p	392	NON-STOP	Daily	M
<b>FT LAUDERDALE (EST)</b>				F \$241.00	Y \$172.00
850a	651p	428/716	Mpls.-St. Paul	Daily	M
<b>GREAT FALLS (MST)</b>				F \$35.00	Y \$27.00
1015a	1057a	105	NON-STOP	Daily	S
325p	407p	71	NON-STOP	Daily	S
920p	1002p	369	NON-STOP	Daily	S
<b>HELENA (MST)</b>				F \$34.00	Y \$25.00
955a	1204p	103	Two-stop	Daily	S
430p	555p	347	One-stop	Daily	S
<b>HILO, Hawaii (HST)</b>					
1015a	605p	105/103/95	Spokane/Portland	Sa Only	✈ ☪
<b>HONOLULU, Hawaii (HST)</b>					
1015a	610p	105/103/95	Spokane/Portland	SuMoThFr	✈ ☪
1015a	730p	105/103/95	Spokane/Portland	Sa Only	✈ ☪





# NORTHWEST ORIENT

Leave	Arrive	Flight No.	Stops or Via	Freq.	Service
From: <b>BISMARCK (CST)</b> For Reservations Please Call: 255-3054					
To:					
<b>ANCHORAGE (AST)</b>					
915a	320p	105/777	Seattle	Ex Sa Su	M
915a	605p	105/47	Seattle	Daily	M
340p	1020p	109/27	Seattle	Daily	S
<b>ATLANTA (EST)</b>					
705a	255p	702/738	Mpls.-St. Paul	Daily	M
300p	803p	68/752	Mpls.-St. Paul	Daily	M
<b>BILLINGS (MST)</b>					
915a	918a	105	NON-STOP	Daily	F \$54.00 Y \$42.00
340p	343p	109	NON-STOP	Daily	
840p	843p	369	NON-STOP	Daily	
<b>BOSTON (EST)</b>					
705a	323p	702/284	Milwaukee	Daily	M
300p	909p	68/288	Mpls.-St. Paul	Daily	M
<b>BOZEMAN (MST)</b>					
915a	1031a	105/103	Billings	Daily	S
340p	506p	109/347	Billings	Daily	
<b>BUTTE (MST)</b>					
915a	1119a	105/103	Billings	Daily	S
340p	507p	109	One-stop	Daily	S
<b>CHICAGO (CST)</b>					
AIRPORTS: O-O'Hare M-Midway					
705a	0 1140a	702/738	Mpls.-St. Paul	Daily	
300p	M 547p	68/548	Mpls.-St. Paul	Ex Sa Su	M
300p	0 557p	68/382	Mpls.-St. Paul	Daily	
1115p	0 152a	40/244	Mpls.-St. Paul	Daily	
<b>CLEVELAND (EST)</b>					
705a	116p	702/338	Mpls.-St. Paul	Ex Sa Su	M
300p	812p	68/548	Mpls.-St. Paul	Ex Sa Su	S
300p	848p	68/382	Mpls.-St. Paul	Ex Sa	S
<b>DETROIT (EST)</b>					
705a	123p	702/524	Mpls.-St. Paul	Daily	M
300p	729p	68/374	Mpls.-St. Paul	Daily	M
1115p	439a	40/244	Mpls.-St. Paul	Daily	
<b>FARGO/MOORHEAD (CST)</b>					
705a	825a	702	One-stop	Daily	F \$35.00 Y \$27.00
<b>FT LAUDERDALE (EST)</b>					
705a	651p	702/716	Mpls.-St. Paul	Daily	M
<b>GREAT FALLS (MST)</b>					
915a	1057a	105	One-stop	Daily	F \$68.00 Y \$52.00
840p	1002p	369	One-stop	Daily	
<b>HELENA (MST)</b>					
915a	1204p	105/103	Billings	Daily	S
340p	555p	109/347	Billings	Daily	
<b>HILO, Hawaii (HST)</b>					
915a	605p	105/103/95	Spokane/Portland	Sa Only	飛 乗
<b>HONOLULU, Hawaii (HST)</b>					
915a	610p	105/103/95	Spokane/Portland	SuMoThFr	飛 乗
<b>JAMESTOWN (CST)</b>					
705a	735a	702	NON-STOP	Daily	F \$28.00 Y \$21.00

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Leave	Arrive	Flight No.	Stops or Via	Freq.	Service
<b>MADISON (CST)</b>					
705a	112p	702/228	Mpls.-St. Paul	Ex Sa	F \$76.00 Y \$59.00
300p	628p	68/470	Mpls.-St. Paul	Daily	
<b>MIAMI/FT LAUDERDALE (EST)</b>					
AIRPORTS: M-Miami L-Ft Lauderdale					
705a	L 651p	702/716	Mpls.-St. Paul	Daily	M
300p	M 1026p	68/752	Mpls.-St. Paul	Daily	M
<b>MILWAUKEE (CST)</b>					
705a	1107a	702	Three-stop	Daily	F \$84.00 Y \$65.00
300p	557p	68/392	Mpls.-St. Paul	Daily	S
<b>MINNEAPOLIS/ST PAUL (CST)</b>					
705a	935a	702	Two-stop	Daily	F \$54.00 Y \$42.00
300p	404p	68	NON-STOP	Daily	
1115p	1219a	40	NON-STOP	Daily	
<b>MISSOULA (MST)</b>					
915a	1156a	105	Two-stop	Daily	F \$79.00 Y \$60.00
340p	603p	109	Two-stop	Daily	S
<b>NEW YORK/NEWARK (EST)</b>					
AIRPORTS: J-Kennedy L-LaGuardia E-Newark					
705a	L 321p	702/222	Mpls.-St. Paul	Daily	M
705a	E 357p	702/218	Milwaukee	Ex Sa Su	S
705a	J 445p	702/220	Milwaukee	Daily	M
300p	L 914p	68/230	Mpls.-St. Paul	Daily	M
300p	E 956p	68/50	Mpls.-St. Paul	Daily	M
1115p	J 652a	40/244	Mpls.-St. Paul	Daily	
<b>PHILADELPHIA (EST)</b>					
705a	314p	702/524	Mpls.-St. Paul	Daily	M
300p	832p	68/50	Mpls.-St. Paul	Daily	M
<b>PITTSBURGH (EST)</b>					
705a	236p	702/338	Mpls.-St. Paul	Ex Sa Su	M
300p	847p	68/374	Mpls.-St. Paul	Daily	M
<b>PORTLAND, Oregon (PST)</b>					
915a	145p	105/103	Spokane	Daily	S
340p	730p	109	Four-stop	Daily	S
<b>ROCHESTER, Minn. (CST)</b>					
705a	1214p	702/228	Mpls.-St. Paul	Ex Sa	F \$63.00 Y \$47.00
300p	709p	68/492	Mpls.-St. Paul	Daily	
<b>SEATTLE/TACOMA (PST)</b>					
915a	134p	105	Four-stop	Daily	S
348p	734p	109/347	Billings	Daily	S
340p	831p	109	Five-stop	Daily	S
<b>SPOKANE (PST)</b>					
915a	1158a	105	Three-stop	Daily	F \$94.00 Y \$72.00
340p	601p	109	Three-stop	Daily	S
<b>TAMPA/ST PETERSBURG (EST)</b>					
705a	309p	702	Four-stop	Daily	F \$186.00 Y \$136.00
<b>WASHINGTON/BALTIMORE (EST)</b>					
AIRPORTS: D-Dulles N-National					
705a	N 326p	702/336	Mpls.-St. Paul	Daily	M
300p	N 806p	68	One-stop	Daily	M
From: <b>BOSTON (EST)</b> For Reservations Please Call: 267-4885					
To:					
<b>BILLINGS (MST)</b>					
945a	343p	281/109	Mpls.-St. Paul	Daily	F \$192.00 Y \$147.00
130p	843p	285/369	Mpls.-St. Paul	Ex Sa	M

Fares shown above do not include a surcharge of approximately 37¢ per flight per passenger that is added by all airlines to cover the cost of airport security.

Leave	Arrive	Flight No.	Stops or Via	Freq.	Service
<b>BISMARCK (CST)</b>					
945a	315p	281/109	Mpls.-St. Paul	Daily	F \$162.00 Y \$125.00
130p	814p	285/369	Mpls.-St. Paul	Ex Sa	S
500p	1007p	287/85	Mpls.-St. Paul	Daily	M
<b>BOZEMAN (MST)</b>					
945a	506p	281/347	Mpls.-St. Paul	Daily	F \$207.00 Y \$159.00
<b>BUTTE (MST)</b>					
945a	507p	281/109	Mpls.-St. Paul	Daily	F \$212.00 Y \$162.00
<b>FARGO/MOORHEAD (CST)</b>					
130p	542p	285/166	Mpls.-St. Paul	Ex Sa	F \$152.00 Y \$117.00
500p	902p	287/85	Mpls.-St. Paul	Daily	S
<b>GRAND FORKS (CST)</b>					
130p	635p	285/166	Mpls.-St. Paul	Ex Sa	F \$155.00 Y \$119.00
500p	858p	287/361	Mpls.-St. Paul	Daily	S
<b>GREAT FALLS (MST)</b>					
130p	1002p	285/369	Mpls.-St. Paul	Ex Sa	F \$207.00 Y \$159.00
<b>HELENA (MST)</b>					
945a	555p	281/347	Mpls.-St. Paul	Daily	F \$208.00 Y \$160.00
<b>JAMESTOWN (CST)</b>					
945a	225p	281/109	Mpls.-St. Paul	Daily	F \$156.00 Y \$120.00
<b>LOS ANGELES (PST)</b>					
130p	658p	285/169	Mpls.-St. Paul	Ex Sa	F \$251.00 Y \$194.00
500p	1130p	287/171	Mpls.-St. Paul	Daily	M
<b>MADISON (CST)</b>					
945a	1158a	281/739	Milwaukee	Daily	F \$108.00 Y \$84.00
<b>MILWAUKEE (CST)</b>					
945a	1105a	281	NON-STOP	Daily	F \$102.00 Y \$77.00
130p	250p	285	NON-STOP	Ex Sa	M
<b>MINNEAPOLIS/ST PAUL (CST)</b>					
945a	1234p	281	One-stop	Daily	F \$125.00 Y \$95.00
130p	419p	285	One-stop	Ex Sa	M
500p	657p	287	NON-STOP	Daily	M
<b>MISSOULA (MST)</b>					
945a	603p	281/109	Mpls.-St. Paul	Daily	F \$216.00 Y \$165.00
<b>PORTLAND, Oregon (PST)</b>					
130p	825p	285/51	Mpls.-St. Paul	Ex Sa	F \$251.00 Y \$194.00
<b>ROCHESTER, Minn. (CST)</b>					
945a	100p	281/739	Milwaukee	Daily	F \$122.00 Y \$94.00
<b>SAN FRANCISCO/OAKLAND/ SAN JOSE (PST)</b>					
All Flights Serve San Francisco Int'l Airport					
130p	725p	285/157	Mpls.-St. Paul	Ex Sa	F \$251.00 Y \$194.00
<b>SEATTLE/TACOMA (PST)</b>					
945a	506p	281/125	Mpls.-St. Paul	Daily	F \$251.00 Y \$194.00
130p	704p	285/51	Mpls.-St. Paul	Ex Sa	M
<b>SPOKANE (PST)</b>					
945a	339p	281/125	Mpls.-St. Paul	Daily	F \$231.00 Y \$178.00
500p	930p	287/365	Mpls.-St. Paul	Daily	M
<b>WINNIPEG, Man., Canada (CST)</b>					
945a	324p	281/215	Mpls.-St. Paul	Daily	F \$168.48 Y \$129.60
500p	933p	287/445	Mpls.-St. Paul	Daily	M



# NORTHWEST ORIENT

Leave	Arrive	Flight No.	Stops or Via	Freq.	Service
From: <b>BOZEMAN (MST)</b> For Reservations Please Call: 587-4591					
To:					
<b>ANCHORAGE (AST)</b>					
1050a	605p	103/47	Portland	Daily	M
525p	1020p	347/27	Seattle	Daily	S
<b>ATLANTA (EST)</b>					
1125a	803p	68/752	Mpls.-St. Paul	Daily	F \$190.00 Y \$140.00 M
<b>BILLINGS (MST)</b>					
1125a	1159a	68	NON-STOP	Daily	F \$30.00 Y \$23.00
710p	744p	108	NON-STOP	Daily	
<b>BISMARCK (CST)</b>					
1125a	234p	68	One-stop	Daily	F \$68.00 Y \$52.00 S
710p	1054p	108/40	Billings	Daily	S
<b>BOSTON (EST)</b>					
1125a	909p	68/288	Mpls.-St. Paul	Daily	F \$207.00 Y \$159.00 M
<b>BUTTE (MST)</b>					
1050a	1119a	103	NON-STOP	Daily	F \$23.00 Y \$18.00
<b>CHICAGO (CST)</b>					
AIRPORTS: O-O'Hare M-Midway					
1125a	0 453p	68/72	Billings	Daily	F \$131.00 Y \$102.00 M
1125a	M 547p	68/548	Mpls.-St. Paul	Ex Sa Su	S
<b>CLEVELAND (EST)</b>					
1125a	812p	68/548	Mpls.-St. Paul	Ex Sa Su	F \$159.00 Y \$122.00 S
1125a	848p	68/382	Mpls.-St. Paul	Ex Sa	S
<b>DETROIT (EST)</b>					
1125a	729p	68/374	Mpls.-St. Paul	Daily	F \$152.00 Y \$117.00 M
<b>HELENA (MST)</b>					
1050a	1204p	103	One-stop	Daily	F \$23.00 Y \$18.00
525p	555p	347	NON-STOP	Daily	
<b>HILO, Hawaii (HST)</b>					
1050a	605p	103/95	Portland	Sa Only	飛 乗
<b>HONOLULU, Hawaii (HST)</b>					
1050a	610p	103/95	Portland	SuMoThFr	飛 乗
1050a	730p	103/95	Portland	Sa Only	飛 乗
<b>MIAMI/FT LAUDERDALE (EST)</b>					
AIRPORTS: M-Miami L-Ft Lauderdale					
1125a	M 1026p	68/752	Mpls.-St. Paul	Daily	F \$244.00 Y \$178.00 M
<b>MILWAUKEE (CST)</b>					
1125a	557p	68/392	Billings	Daily	F \$130.00 Y \$100.00 M
<b>MINNEAPOLIS/ST PAUL (CST)</b>					
1125a	404p	68	Two-stop	Daily	F \$103.00 Y \$79.00 S
710p	1219a ♦	108/40	Billings	Daily	S
<b>NEW YORK/NEWARK (EST)</b>					
AIRPORTS: J-Kennedy L-LaGuardia E-Newark					
1125a	L 914p	68/230	Mpls.-St. Paul	Daily	F \$194.00 Y \$149.00 M
1125a	E 942p	68/72	Billings	Daily	M
<b>PHILADELPHIA (EST)</b>					
1125a	832p	68/50	Mpls.-St. Paul	Daily	F \$192.00 Y \$146.00 M
<b>PORTLAND, Oregon (PST)</b>					
1050a	145p	103	Three-stop	Daily	F \$72.00 Y \$56.00 S
525p	730p	347/109	Snoke	Daily	S





# NORTHWEST ORIENT

Leave	Arrive	Flight No.	Stops or Via	Freq.	Service
From: <b>CHICAGO</b> (Cont'd)					
AIRPORTS: O-O'Hare M-Midway					
To:					
<b>CLEVELAND</b> (EST) F \$49.00 Y \$38.00					
O 800a	1007a	42	NON-STOP	Daily	M <b>DC10</b>
M 925a	1121a	322	NON-STOP	Ex Sa Su	
O 130p	335p	18	NON-STOP	Daily	S
O 330p	532p	356	NON-STOP	Daily	
M 500p	658p	364	NON-STOP	Ex Sa	S
O 550p	759p	28	NON-STOP	Daily	S <b>DC10</b>
M 615p	812p	548	NON-STOP	Ex Sa Su	S
O 645p	848p	382	NON-STOP	Ex Sa	S
O 745p	947p	458	NON-STOP	Ex Sa	
<b>DETROIT</b> (EST) F \$39.00 Y \$30.00					
O 845a	1037a	414	NON-STOP	Ex Su	S
O 945a	1139a	206	NON-STOP	Daily	
O 200p	354p	428	NON-STOP	Ex Sa Su	
O 300p	457p	94	NON-STOP	Daily	<b>DC10</b>
O 430p	628p	46	NON-STOP	Daily	<b>DC10</b>
O 540p	736p	72	NON-STOP	Daily	
O 845p	1036p	474	NON-STOP	Ex Sa	
O 245a	439a	244	NON-STOP	Daily	<b>747</b>
<b>EDMONTON, Alta., Canada</b> (MST) F \$167.40 Y \$128.52					
M 845a	133p	509/39	Mpls.-St. Paul	Tu Th Fr	M
O 1000a	133p	39	One-stop	Ex Mo We	M
<b>FARGO/MOORHEAD</b> (CST) F \$73.00 Y \$57.00					
O 800a	1147a	505/201	Mpls.-St. Paul	Daily	M
O 830a	1147a	415/201	Mpls.-St. Paul	Ex Su	M
M 845a	1147a	509/201	Mpls.-St. Paul	Ex Sa Su	M
O 310p	542p	417/166	Mpls.-St. Paul	Daily	
M 325p	702p	341/707	Mpls.-St. Paul	Ex Sa	
O 415p	702p	707	One-stop	Daily	S
O 610p	902p	445/85	Mpls.-St. Paul	Daily	S
O 400a	742a	245/105	Mpls.-St. Paul	Daily	M
<b>FT LAUDERDALE</b> (EST) F \$131.00 Y \$102.00 FN \$102.00					
O 855a	1238p	726	NON-STOP	Daily	M
O 310p	651p	716	NON-STOP	Daily	M
<b>GRAND FORKS</b> (CST) F \$79.00 Y \$60.00					
O 800a	1053a	505	One-stop	Daily	M
O 310p	635p	417/166	Mpls.-St. Paul	Daily	
M 325p	858p	341/361	Mpls.-St. Paul	Ex Sa	
O 610p	858p	445/361	Mpls.-St. Paul	Daily	S
<b>GREAT FALLS</b> (MST) F \$135.00 Y \$104.00					
O 105p	407p	71	One-stop	Daily	M
M 325p	1002p	341/369	Mpls.-St. Paul	Ex Sa	S
O 415p	1002p	707/369	Mpls.-St. Paul	Daily	S
O 455p	1002p	437/369	Mpls.-St. Paul	Ex Sa	S
O 400a	1057a	245/105	Mpls.-St. Paul	Daily	M
<b>HELENA</b> (MST) F \$137.00 Y \$106.00					
O 105p	555p	71/347	Billings	Daily	M
<b>HILO, Hawaii</b> (HST)					
O 1000a	605p	95	Two-stop	Sa Only	<b>DC10</b>
O 1150a	605p	47/95	Portland	Sa Only	<b>DC10</b>
<b>HONG KONG, Br. Cr. Col.</b> (GMT + 8)					
O 1220p	1030p	3/7	Tokyo	MoWeFrSa	<b>DC10</b>
O 1220p	1030p	3/9	Tokyo	Tu Only	<b>DC10</b>
O 1220p	1130p	3/7	Tokyo	Th Only	<b>DC10</b>

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Leave	Arrive	Flight No.	Stops or Via	Freq.	Service
<b>HONOLULU, Hawaii</b> (HST)					
O 800a	505p	505/21	Mpls.-St. Paul	Daily	<b>DC10</b>
O 830a	505p	415/21	Mpls.-St. Paul	Ex Su	<b>DC10</b>
O 1000a	610p	95	Two-stop	SuMoThFr	<b>DC10</b>
O 1150a	610p	47/95	Portland	SuMoThFr	<b>DC10</b>
O 115p	623p	17	NON-STOP	Sa Only	<b>747</b>
<b>JAMESTOWN</b> (CST) F \$82.00 Y \$63.00					
O 1110a	225p	109	One-stop	Daily	S
<b>LOS ANGELES</b> (PST) F \$182.00 Y \$140.00					
O 800a	1240p	505/21	Mpls.-St. Paul	Daily	M
O 830a	1240p	415/21	Mpls.-St. Paul	Ex Su	M <b>DC10</b>
M 845a	1240p	509/21	Mpls.-St. Paul	Ex Sa Su	M
O 310p	658p	417/169	Mpls.-St. Paul	Daily	M
M 325p	658p	341/169	Mpls.-St. Paul	Ex Sa	M
M 650p	1130p	365/171	Mpls.-St. Paul	Ex Sa Su	S
O 810p	1130p	723/171	Mpls.-St. Paul	Daily	S
<b>MADISON</b> (CST) F \$29.00 Y \$22.00					
O 755a	835a	423	NON-STOP	Daily	S
O 1055a	1137a	435	NON-STOP	Ex Su	
O 125p	206p	439	NON-STOP	Ex Sa	
O 240p	318p	535	NON-STOP	Daily	
O 635p	716p	743	NON-STOP	Ex Sa	
<b>MANILA, Philippines</b> (GMT + 8)					
O 1220p	1015p	3	Two-stop	Th Only	<b>DC10</b>
O 1220p	1015p	3/7	Tokyo	Tu Only	<b>DC10</b>
O 1220p	1125p	3/7	Tokyo	Su Only	<b>DC10</b>
<b>MIAMI/FT LAUDERDALE</b> (EST) F \$131.00 Y \$102.00 FN \$102.00					
AIRPORTS: M-Miami L-Ft Lauderdale					
O 700a	M 1200p	26	One-stop	Daily	M <b>DC10</b>
O 855a	L 1238p	726	NON-STOP	Daily	M
O 1130a	M 315p	704	NON-STOP	Daily	M
O 310p	L 651p	716	NON-STOP	Daily	M
O 510p	M 857p	734	NON-STOP	Daily	M
<b>MILWAUKEE</b> (CST) F \$23.00 Y \$18.00					
O 715p	748p	733	NON-STOP	Daily	
<b>MINNEAPOLIS/ST PAUL</b> (CST) F \$52.00 Y \$40.00 FN \$40.00 YN \$32.00					
O 700a	809a	115	NON-STOP	Daily	M
O 800a	910a	505	NON-STOP	Daily	M
O 830a	944a	415	NON-STOP	Ex Su	M <b>DC10</b>
M 845a	952a	509	NON-STOP	Ex Sa Su	M
O 1000a	1112a	39	NON-STOP	Daily	
O 1110a	1220p	109	NON-STOP	Daily	S
O 1155a	105p	735	NON-STOP	Daily	S
O 1235p	147p	125	NON-STOP	Daily	S <b>DC10</b>
O 225p	338p	729	NON-STOP	Daily	<b>DC10</b>
O 310p	418p	417	NON-STOP	Daily	
M 325p	432p	341	NON-STOP	Ex Sa	
O 415p	526p	707	NON-STOP	Daily	S
O 455p	610p	437	NON-STOP	Ex Sa	S <b>DC10</b>
O 610p	726p	445	NON-STOP	Daily	S <b>DC10</b>
M 650p	757p	365	NON-STOP	Ex Sa Su	S
O 700p	815p	751	NON-STOP	Daily	S <b>DC10</b>
O 810p	920p	723	NON-STOP	Daily	
O 915p	1024p	491	NON-STOP	Daily	
O 1155p	103a	741	NON-STOP	Daily	<b>DC10</b>
O 400a	512a	245	NON-STOP	Daily	<b>747</b>
<b>MISSOULA</b> (MST) F \$147.00 Y \$111.00					
O 1110a	603p	109	Five-stop	Daily	S
O 105p	603p	71/109	Billings	Daily	M
O 400a	1156a	245/105	Mpls.-St. Paul	Daily	M

Fares shown above do not include a surcharge of approximately 37¢ per flight per passenger that is added by all airlines to cover the cost of airport security.

Leave	Arrive	Flight No.	Stops or Via	Freq.	Service
<b>NEW YORK/NEWARK</b> (EST) F \$88.00 Y \$68.00					
AIRPORTS: J-Kennedy L-LaGuardia E-Newark					
O 945a	E 137p	206	One-stop	Ex Sa	M
O 430p	E 839p	46	One-stop	Daily	<b>DC10</b>
O 540p	E 942p	72	One-stop	Daily	S
O 645p	J 943p	6	NON-STOP	Daily	M <b>747</b>
O 245a	J 652a	244	One-stop	Daily	<b>747</b>
<b>OKINAWA, Japan</b> (GMT + 9)					
O 1220p	925p	3/7	Tokyo	Su Only	<b>DC10</b>
O 1220p	1055p	3	Three-stop	Tu Only	<b>DC10</b>
<b>OSAKA, Japan</b> (GMT + 9)					
O 1220p	820p	3/9	Tokyo	Th Only	<b>DC10</b>
O 1220p	820p	3	Two-stop	Ex Th	<b>DC10</b>
<b>PHILADELPHIA</b> (EST) F \$83.00 Y \$64.00					
O 130p	521p	18	One-stop	Daily	S
M 500p	948p	364/28	Cleveland	Ex Sa	S
O 550p	948p	28	One-stop	Daily	S <b>DC10</b>
M 615p	948p	548/28	Cleveland	Ex Sa Su	S
<b>PITTSBURGH</b> (EST) F \$57.00 Y \$43.00					
M 925a	236p	322/338	Cleveland	Ex Sa Su	
O 330p	639p	356	One-stop	Daily	
<b>PORTLAND, Oregon</b> (PST) F \$182.00 Y \$140.00					
O 700a	1128a	115	Two-stop	Daily	M
O 1150a	158p	47	NON-STOP	Daily	M <b>DC10</b>
O 1235p	500p	125/611	Spokane	Daily	S
M 325p	825p	341/51	Mpls.-St. Paul	Ex Sa	M
O 340p	825p	29/51	Seattle	Daily	M <b>DC10</b>
O 540p	948p	27/79	Seattle	Daily	M
<b>ROCHESTER, Minn.</b> (CST) F \$47.00 Y \$36.00					
O 755a	935a	423	One-stop	Daily	S
O 125p	310p	439	One-stop	Ex Sa	
O 330p	428p	217	NON-STOP	Daily	
O 535p	637p	353	NON-STOP	Daily	S
O 800p	900p	231	NON-STOP	Daily	
<b>SAN FRANCISCO/OAKLAND/SAN JOSE</b> (PST) F \$182.00 Y \$140.00					
All Flights Serve San Francisco Int'l Airport					
M 845a	217p	509/159	Mpls.-St. Paul	Ex Sa Su	M
O 1000a	217p	39/159	Mpls.-St. Paul	Daily	M
O 310p	725p	417/157	Mpls.-St. Paul	Daily	M
M 325p	725p	341/157	Mpls.-St. Paul	Ex Sa	M
<b>SEATTLE/TACOMA</b> (PST) F \$182.00 Y \$140.00					
O 700a	1012a	115	One-stop	Daily	M
M 845a	1259p	509/777	Mpls.-St. Paul	Ex Sa Su	M
O 1000a	1208p	95	NON-STOP	Daily	M <b>DC10</b>
O 1150a	324p	47	One-stop	Daily	M <b>DC10</b>
O 1235p	506p	125	Two-stop	Daily	S <b>DC10</b>
M 325p	704p	341/51	Mpls.-St. Paul	Ex Sa	M
O 340p	544p	29	NON-STOP	Daily	M <b>DC10</b>
O 540p	748p	27	NON-STOP	Daily	M <b>DC10</b>
M 650p	1116p	365/59	Spokane	Ex Sa Su	S
O 800p	1116p	59	One-stop	Daily	M
<b>SEOUL, Korea</b> (GMT + 9)					
O 1220p	1120a	3/21	Tokyo	Th Su	<b>DC10</b>
O 1220p	1215p	3	Three-stop	Mo Only	<b>DC10</b>
O 1220p	1250p	3/21	Tokyo	Ex Th Su	<b>DC10</b>
<b>SPOKANE</b> (PST) F \$159.00 Y \$122.00					
O 1235p	339p	125	One-stop	Daily	S <b>DC10</b>
M 650p	930p	365	One-stop	Ex Sa Su	S
O 800p	937p	59	NON-STOP	Daily	M



# NORTHWEST ORIENT

Leave	Arrive	Flight No.	Stops or Via	Freq.	Service
From: <b>CHICAGO</b> (Cont'd)					
AIRPORTS: O-O'Hare M-Midway					
To:					
<b>TAIPEI, Taiwan</b> (GMT + 8)					
O 1220p	920p	3/7	Tokyo	Th Only	<b>DC10</b>
O 1220p	1040p	3	Three-stop	Sa Only	<b>DC10</b>
O 1220p	1150p	3	Four-stop	Tu Only	<b>DC10</b>
O 1220p	1055a	3	Three-stop	Su Only	<b>DC10</b>
O 1220p	1135a	3/9	Tokyo	Ex Tu Th	<b>DC10</b>
<b>TAMPA/ST PETERSBURG</b> (EST) F \$114.00 Y \$88.00 FN \$88.00					
O 1005a	131p	750	NON-STOP	Daily	M <b>DC10</b>
O 410p	733p	736	NON-STOP	Daily	M
O 900p	1223a	728	NON-STOP	Daily	S <b>DC10</b>
<b>TOKYO, Japan</b> (GMT + 9)					
O 1000a	505p	95/7	Seattle	Daily	<b>DC10</b>
O 1220p	600p	3	One-stop	Daily	<b>DC10</b>
<b>WASHINGTON/BALTIMORE</b> (EST) F \$75.00 Y \$58.00					
AIRPORTS: D-Dulles N-National					
M 925a	N 101p	322	One-stop	Ex Sa Su	S





# NORTHWEST ORIENT

Leave	Arrive	Flight No.	Stops or Via	Freq.	Service
From: <b>CLEVELAND</b> (Cont'd)					
To:					
<b>WASHINGTON/BALTIMORE</b> (EST) F \$48.00 Y \$36.00					
AIRPORTS: D-Dulles N-National					
800a	N 905a	302	NON-STOP	Ex Su	M
1200p	N 101p	322	NON-STOP	Ex Sa Su	S
1230p	N 218p	16	One-stop	Su Only	
200p	N 355p	338	One-stop	Ex Sa Su	
335p	N 436p	344	NON-STOP	Ex Su	
600p	N 751p	356	One-stop	Daily	S
725p	N 827p	364	NON-STOP	Ex Sa	
900p	N 100p	548	NON-STOP	Ex Sa Su	
<b>WINNIPEG, Man., Canada</b> (CST) F \$122.04 Y \$93.96					
1115a	157p	125/715	Chicago	Daily	M
640p	933p	355/445	Mpls.-St. Paul	Daily	M
From: <b>DETROIT</b> (EST)					
For Reservations Please Call: 962-2002					
To:					
<b>ANCHORAGE</b> (AST) F \$140.00 Y \$108.00					
955a	230p	515/39	Mpls.-St. Paul	Tu Fr Sa	M
1055a	235p	47/3	Chicago	Daily	M
415p	1020p	51/27	Seattle	Daily	M
<b>BILLINGS</b> (MST) F \$140.00 Y \$108.00					
1215p	248p	71	One-stop	Daily	M
415p	843p	51/369	Mpls.-St. Paul	Daily	S
310a	918a	245/105	Mpls.-St. Paul	Daily	M
<b>BISMARCK</b> (CST) F \$106.00 Y \$82.00					
900a	315p	95/109	Chicago	Daily	S
955a	315p	515/109	Mpls.-St. Paul	Ex Su	
415p	814p	51/369	Mpls.-St. Paul	Daily	S
535p	1007p	361/85	Mpls.-St. Paul	Daily	S
310a	852a	245/105	Mpls.-St. Paul	Daily	M
<b>BOZEMAN</b> (MST) F \$152.00 Y \$117.00					
1215p	506p	71/347	Billings	Daily	M
<b>BUTTE</b> (MST) F \$156.00 Y \$120.00					
1215p	507p	71/109	Billings	Daily	M
<b>CHICAGO</b> (CST) F \$39.00 Y \$30.00					
AIRPORTS: O-O'Hare M-Midway					
725a	O 721a	423	NON-STOP	Ex Su	S
900a	O 903a	95	NON-STOP	Daily	DC10
1055a	O 1054a	47	NON-STOP	Daily	DC10
1215p	O 1215p	71	NON-STOP	Daily	
250p	O 248p	217	NON-STOP	Daily	
710p	O 715p	231	NON-STOP	Ex Sa	
310a	O 310a	245	NON-STOP	Daily	747
<b>CLEVELAND</b> (EST) F \$28.00 Y \$21.00					
1125a	1159a	16	NON-STOP	Su Only	
<b>EDMONTON, Alta., Canada</b> (MST) F \$169.56 Y \$130.68					
900a	133p	95/39	Chicago	Ex Mo We	M
955a	133p	515/39	Mpls.-St. Paul	TuThFrSa	M
<b>FARGO/MOORHEAD</b> (CST) F \$91.00 Y \$70.00					
955a	1147a	515/201	Mpls.-St. Paul	Ex Su	
415p	702p	51/707	Mpls.-St. Paul	Daily	
535p	902p	361/85	Mpls.-St. Paul	Daily	S
310a	742a	245/105	Mpls.-St. Paul	Daily	M

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Leave	Arrive	Flight No.	Stops or Via	Freq.	Service
<b>GRAND FORKS</b> (CST) F \$94.00 Y \$72.00					
805a	1053a	303/505	Mpls.-St. Paul	Ex Su	M
535p	858p	361	Two-stop	Daily	S
<b>GREAT FALLS</b> (MST) F \$154.00 Y \$118.00					
1215p	407p	71	Two-stop	Daily	M
415p	1002p	51/369	Mpls.-St. Paul	Daily	S
310a	1057a	245/105	Mpls.-St. Paul	Daily	M
<b>HELENA</b> (MST) F \$155.00 Y \$119.00					
1215p	555p	71/347	Billings	Daily	M
<b>HILO, Hawaii</b> (HST) F \$155.00 Y \$119.00					
900a	605p	95	Three-stop	Sa Only	✈ DC10
<b>HONG KONG, Br. Cr. Col.</b> (GMT + 8) F \$154.00 Y \$118.00					
900a	1030p	95/7/9	Seattle/Tokyo	Tu Only	✈ 747
900a	1030p	95/7	Seattle	MoWeFrSa	✈ 747
900a	1130p	95/7	Seattle	Th Only	✈ 747
<b>HONOLULU, Hawaii</b> (HST) F \$154.00 Y \$118.00					
900a	610p	95	Three-stop	SuMoThFr	✈ DC10
900a	730p	95	Four-stop	Sa Only	✈ DC10
955a	505p	515/21	Mpls.-St. Paul	Ex Su	✈ DC10
1055a	610p	47/95	Portland	SuMoThFr	✈ DC10
1215p	623p	71/17	Chicago	Sa Only	✈
<b>JAMESTOWN</b> (CST) F \$98.00 Y \$75.00					
900a	225p	95/109	Chicago	Daily	S
955a	225p	515/109	Mpls.-St. Paul	Ex Su	
<b>LOS ANGELES</b> (PST) F \$201.00 Y \$155.00					
955a	1240p	515/21	Mpls.-St. Paul	Ex Su	✈ DC10
415p	658p	51/169	Mpls.-St. Paul	Daily	M
730p	1130p	367/171	Mpls.-St. Paul	Daily	S
<b>MADISON</b> (CST) F \$49.00 Y \$38.00					
725a	835a	423	One-stop	Ex Su	S
1000a	1053a	323/209	Milwaukee	Ex Su	
1250p	148p	319	One-stop	Daily	S
250p	716p	217/743	Chicago	Ex Sa	
535p	828p	361/233	Milwaukee	Daily	
<b>MANILA, Philippines</b> (GMT + 8) F \$154.00 Y \$118.00					
900a	1015p	95/7	Seattle	Tu Only	✈ 747
900a	1125p	95/7	Seattle	Su Only	✈ 747
1055a	1015p	47/3	Chicago	Th Only	✈ 747
<b>MILWAUKEE</b> (CST) F \$41.00 Y \$31.00					
805a	759a	303	NON-STOP	Ex Su	M
1000a	954a	323	NON-STOP	Ex Su	
1250p	1243p	319	NON-STOP	Daily	S
535p	529p	361	NON-STOP	Daily	
840p	833p	227	NON-STOP	Ex Sa	
915p	908p	543	NON-STOP	Daily	
<b>MINNEAPOLIS/ST PAUL</b> (CST) F \$71.00 Y \$54.00					
725a	910a	423/505	Chicago	Ex Su	M
805a	929a	303	One-stop	Ex Su	M
900a	1112a	95/39	Chicago	Daily	
955a	1029a	515	NON-STOP	Ex Su	DC10
1055a	105p	47/735	Chicago	Daily	S
1250p	209p	319/537	Milwaukee	Daily	S
415p	450p	51	NON-STOP	Daily	DC10
535p	709p	361	One-stop	Daily	S
730p	802p	367	NON-STOP	Daily	
840p	1031p	227/221	Milwaukee	Ex Sa	
310a	512a	245	One-stop	Daily	747
<b>MISSOULA</b> (MST) F \$163.00 Y \$125.00					
1215p	603p	71/109	Billings	Daily	M

Fares shown above do not include a surcharge of approximately 37¢ per flight per passenger that is added by all airlines to cover the cost of airport security.

Leave	Arrive	Flight No.	Stops or Via	Freq.	Service
<b>NEW YORK/NEWARK</b> (EST) F \$67.00 Y \$51.00					
AIRPORTS: J-Kennedy L-LaGuardia E-Newark					
525a	J 652a	244	NON-STOP	Daily	747
810a	E 928a	204	NON-STOP	Daily	M
1220p	E 137p	206	NON-STOP	Ex Sa	M
225p	J 354p	234	NON-STOP	Daily	S
240p	E 357p	218	NON-STOP	Ex Sa	
420p	E 538p	236	NON-STOP	Daily	M
720p	E 839p	46	NON-STOP	Daily	S
825p	E 942p	72	NON-STOP	Daily	S
<b>OKINAWA, Japan</b> (GMT + 9) F \$67.00 Y \$51.00					
900a	925p	95/7	Seattle	Su Only	✈ 747
1055a	1055p	47/3	Chicago	Tu Only	✈ 747
<b>OSAKA, Japan</b> (GMT + 9) F \$67.00 Y \$51.00					
1055a	820p	47/3	Chicago	Ex Th	✈ 747
<b>PHILADELPHIA</b> (EST) F \$63.00 Y \$47.00					
800a	916a	504	NON-STOP	Ex Sa Su	M
1105a	1219p	514	NON-STOP	Ex Su	DC10
200p	314p	524	NON-STOP	Daily	
605p	722p	542	NON-STOP	Daily	M
<b>PITTSBURGH</b> (EST) F \$37.00 Y \$28.00					
645a	732a	300	NON-STOP	Ex Su	S
1100a	1147a	306	NON-STOP	Ex Su	
1125a	106p	16	One-stop	Su Only	
315p	402p	350	NON-STOP	Ex Sa	
800p	847p	374	NON-STOP	Daily	
<b>PORTLAND, Oregon</b> (PST) F \$201.00 Y \$155.00					
1055a	158p	47	One-stop	Daily	M
1215p	730p	71/109	Spokane	Daily	DC10
415p	825p	51	Two-stop	Daily	DC10
310a	1128a	245/115	Mpls.-St. Paul	Daily	M
<b>ROCHESTER, Minn.</b> (CST) F \$67.00 Y \$51.00					
725a	935a	423	Two-stop	Ex Su	S
1000a	100p	323/739	Milwaukee	Ex Su	
1250p	205p	319/207	Milwaukee	Ex Sa Su	S
250p	428p	217	One-stop	Daily	
710p	900p	231	One-stop	Ex Sa	
<b>SAN FRANCISCO/OAKLAND/</b> <b>SAN JOSE</b> (PST) F \$201.00 Y \$155.00					
All Flights Serve San Francisco Int'l Airport					
955a	217p	515/159	Mpls.-St. Paul	Ex Su	M
415p	725p	51/157	Mpls.-St. Paul	Daily	M
<b>SEATTLE/TACOMA</b> (PST) F \$201.00 Y \$155.00					
900a	1208p	95	One-stop	Daily	M
1055a	324p	47	Two-stop	Daily	DC10
1215p	604p	71	Four-stop	Daily	M
250p	544p	217/29	Chicago	Daily	M
415p	704p	51	One-stop	Daily	DC10
710p	1116p	231/59	Chicago	Ex Sa	M
310a	1012a	245/115	Mpls.-St. Paul	Daily	M
<b>SEOUL, Korea</b> (GMT + 9) F \$178.00 Y \$137.00					
1055a	1120a	47/3/21	Chicago/Tokyo	Th Su	✈ 747
1055a	1250p	47/3/21	Chicago/Tokyo	Ex Th Su	✈ 747
<b>SPOKANE</b> (PST) F \$178.00 Y \$137.00					
1055a	339p	47/125	Chicago	Daily	S
1215p	429p	71	Three-stop	Daily	M
730p	930p	367/365	Mpls.-St. Paul	Daily	



# NORTHWEST ORIENT

Leave	Arrive	Flight No.	Stops or Via	Freq.	Service
From: <b>DETROIT</b> (Cont'd)					
To:					
<b>TAIPEI, Taiwan (GMT + 8)</b>					
900a	920p ♦ 95/7	Seattle	Th Only	✈	747
900a	1135a ⊗ 95/7/9	Seattle/Tokyo	Ex Tu Th	✈	747
1055a	1040p ♦ 47/3	Chicago	Sa Only	✈	747
1055a	1150p ♦ 47/3	Chicago	Tu Only	✈	747
1055a	1055a ⊗ 47/3	Chicago	Su Only	✈	747
<b>TOKYO, Japan (GMT + 9)</b>					
900a	505p ♦ 95/7	Seattle	Daily	✈	747
1055a	600p ♦ 47/3	Chicago	Daily	✈	747
<b>WASHINGTON/BALTIMORE (EST)</b>				F \$54.00	Y \$42.00
AIRPORTS: D-Dulles N-National					
645a	N 851a	300	One-stop	Ex Su	S
800a	N 916a	310	NON-STOP	Ex Su	M
1100a	N 1258p	306	One-stop	Ex Su	M
1155a	N 106p	334	NON-STOP	Daily	S
110p	N 221p	324	NON-STOP	Ex Sa	
450p	N 604p	362	NON-STOP	Daily	S
650p	N 803p	376	NON-STOP	Ex Sa	M
849p	N 1000p	392	NON-STOP	Daily	
<b>WINNIPEG, Man., Canada (CST)</b>				F \$116.64	Y \$89.64
805a	1150a	303/505	Mpls.-St. Paul	Ex Su	M
1055a	157p	47/715	Chicago	Daily	M
535p	933p	361/445	Mpls.-St. Paul	Daily	S
From: <b>EDMONTON, Alta., Canada (MST)</b>					
For Reservations Please Call: 429-5781					
(Fares Quoted In Canadian Funds)					
To:					
<b>ANCHORAGE (AST)</b>					
205p	230p	39	NON-STOP	TuFrSaSu	S
<b>CHICAGO (CST)</b>				F \$155.00	Y \$119.00
AIRPORTS: O-O'Hare M-Midway					
325p	O 855p	38	One-stop	Ex Tu Fr	S
<b>FARGO/MOORHEAD (CST)</b>				F \$134.00	Y \$103.00
325p	902p	38/85	Mpls.-St. Paul	Ex Tu Fr	S
<b>GRAND FORKS (CST)</b>				F \$134.00	Y \$103.00
325p	858p	38/361	Mpls.-St. Paul	Ex Tu Fr	S
<b>HONG KONG, Br. Cr. Col. (GMT + 8)</b>					
205p	1030p ♦ 39/3/9	Anchorage/Tokyo	Tu Only	✈	747
205p	1030p ♦ 39/3/7	Anchorage/Tokyo	Fr Sa	✈	747
<b>MANILA, Philippines (GMT + 8)</b>					
205p	1015p ♦ 39/3/7	Anchorage/Tokyo	Tu Only	✈	747
205p	1125p ♦ 39/3/7	Anchorage/Tokyo	Su Only	✈	747
<b>MINNEAPOLIS/ST PAUL (CST)</b>				F \$134.00	Y \$103.00
325p	640p	38	NON-STOP	Ex Tu Fr	S
<b>OKINAWA, Japan (GMT + 9)</b>					
205p	925p ♦ 39/3/7	Anchorage/Tokyo	Su Only	✈	747
205p	1055p ♦ 39/3	Anchorage	Tu Only	✈	747
<b>OSAKA, Japan (GMT + 9)</b>					
205p	820p ♦ 39/3	Anchorage	TuFrSaSu	✈	747





# NORTHWEST ORIENT

Leave	Arrive	Flight No.	Stops or Via	Freq.	Service
From: <b>FARGO/MOORHEAD</b> (Cont'd)					
To:					
<b>SEATTLE/TACOMA</b> (PST) F \$138.00 Y \$104.00					
Fares For Routings Via Mpls.-St. Paul F \$160.00 Y \$124.00					
810a	134p	<b>105</b>	Five-stop	Daily	S
850a	1259p	<b>702/777</b>	Mpls.-St. Paul	Daily	M
1050a	506p	<b>336/125</b>	Mpls.-St. Paul	Daily	S
330p	704p	<b>392/51</b>	Mpls.-St. Paul	Daily	M
<b>SPOKANE</b> (PST) F \$113.00 Y \$86.00					
Fares For Routings Via Mpls.-St. Paul F \$134.00 Y \$100.00					
810a	1158a	<b>105</b>	Four-stop	Daily	M
1050a	339p	<b>336/125</b>	Mpls.-St. Paul	Daily	S
<b>TAMPA/ST PETERSBURG</b> (EST) F \$170.00 Y \$125.00					
850a	309p	<b>702</b>	Two-stop	Daily	M
1050a	704p	<b>336/776</b>	Mpls.-St. Paul	Daily	M
<b>TOKYO, Japan</b> (GMT +9) 850a 1005p ♦ <b>702/21</b> Mpls.-St. Paul Daily 飛 747					
<b>WASHINGTON/BALTIMORE</b> (EST) F \$126.00 Y \$96.00					
AIRPORTS: D-Dulles N-National					
1050a	N 326p	<b>336</b>	One-stop	Daily	M
330p	N 806p	<b>392/68</b>	Mpls.-St. Paul	Daily	M
From: <b>FT LAUDERDALE</b> (EST)					
For Reservations Please Call: 525-7204					
To:					
<b>ANCHORAGE</b> (AST) 820a 235p <b>735/3</b> Chicago Daily M 飛 145p 1020p <b>707/27</b> Chicago Daily M					
<b>BILLINGS</b> (MST) 820a 248p <b>735/71</b> Chicago Daily M 145p 843p <b>707/369</b> Mpls.-St. Paul Daily M					
<b>BISMARCK</b> (CST) 145p 814p <b>707/369</b> Mpls.-St. Paul Daily M F \$201.00 Y \$147.00					
<b>BOZEMAN</b> (MST) 820a 506p <b>735/347</b> Mpls.-St. Paul Daily M F \$244.00 Y \$178.00					
<b>CHICAGO</b> (CST) F \$131.00 Y \$102.00 <b>FM</b> \$102.00 <b>YN</b> \$82.00					
AIRPORTS: O-O'Hare M-Midway					
820a	O 1110a	<b>735</b>	One-stop	Daily	M
145p	O 343p	<b>707</b>	NON-STOP	Daily	M
430p	O 633p	<b>733</b>	NON-STOP	Daily	M
<b>FARGO/MOORHEAD</b> (CST) F \$186.00 Y \$137.00					
820a	542p	<b>735/166</b>	Mpls.-St. Paul	Daily	M
145p	702p	<b>707</b>	Two-stop	Daily	M
<b>GRAND FORKS</b> (CST) F \$194.00 Y \$140.00					
820a	635p	<b>735/166</b>	Mpls.-St. Paul	Daily	M
145p	858p	<b>707/361</b>	Mpls.-St. Paul	Daily	M
<b>GREAT FALLS</b> (MST) F \$247.00 Y \$179.00					
820a	407p	<b>735/71</b>	Chicago	Daily	M
145p	1002p	<b>707/369</b>	Mpls.-St. Paul	Daily	M
<b>HONOLULU, Hawaii</b> (HST) 820a 623p <b>735/17</b> Chicago Sa Only 飛 飛					

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Leave	Arrive	Flight No.	Stops or Via	Freq.	Service
<b>MADISON</b> (CST) F \$142.00 Y \$109.00					
820a	206p	<b>735/439</b>	Chicago	Ex Sa	M
820a	318p	<b>735/535</b>	Chicago	Daily	M
145p	716p	<b>707/743</b>	Chicago	Ex Sa	M
430p	908p	<b>733/379</b>	Milwaukee	Ex Sa	M
<b>MANILA, Philippines</b> (GMT +8) 820a 1015p ♦ <b>735/3</b> Chicago Th Only 飛 飛 747					
<b>MILWAUKEE</b> (CST) F \$139.00 Y \$106.00					
430p	748p	<b>733</b>	One-stop	Daily	M
<b>MINNEAPOLIS/ST PAUL</b> (CST) F \$160.00 Y \$122.00					
820a	105p	<b>735</b>	Two-stop	Daily	M
145p	526p	<b>707</b>	One-stop	Daily	M
430p	815p	<b>733/751</b>	Chicago	Daily	M
<b>OKINAWA, Japan</b> (GMT +9) 820a 1055p ♦ <b>735/3</b> Chicago Tu Only 飛 飛 747					
<b>OSAKA, Japan</b> (GMT +9) 820a 820p ♦ <b>735/3</b> Chicago Ex Th 飛 飛 747					
<b>PORTLAND, Oregon</b> (PST) F \$265.00 Y \$204.00					
820a	158p	<b>735/47</b>	Chicago	Daily	M
<b>ROCHESTER, Minn.</b> (CST) F \$159.00 Y \$120.00					
820a	310p	<b>735/439</b>	Chicago	Ex Sa	M
820a	428p	<b>735/217</b>	Chicago	Daily	M
145p	637p	<b>707/353</b>	Chicago	Daily	M
430p	900p	<b>733/231</b>	Chicago	Daily	M
<b>SEATTLE/TACOMA</b> (PST) F \$265.00 Y \$204.00					
820a	324p	<b>735/47</b>	Chicago	Daily	M
145p	748p	<b>707/27</b>	Chicago	Daily	M
430p	1116p	<b>733/59</b>	Chicago	Daily	M
<b>SEOUL, Korea</b> (GMT +9) 820a 1215p ⊕ <b>735/3</b> Chicago Mo Only 飛 飛 747					
<b>SPOKANE</b> (PST) F \$254.00 Y \$196.00					
820a	339p	<b>735/125</b>	Mpls.-St. Paul	Daily	M
430p	937p	<b>733/59</b>	Chicago	Daily	M
<b>TAIPEI, Taiwan</b> (GMT +8) 820a 1155a ⊕ <b>735/3</b> Chicago Su Only 飛 飛 747					
<b>TAMPA/ST PETERSBURG</b> (EST) F \$36.00 Y \$28.00					
820a	908a	<b>735</b>	NON-STOP	Daily	S
<b>TOKYO, Japan</b> (GMT +9) 820a 600p ♦ <b>735/3</b> Chicago Daily 飛 飛 747					
<b>WINNIPEG, Man., Canada</b> (CST) F \$200.88 Y \$154.44					
820a	157p	<b>735/715</b>	Chicago	Daily	M
145p	933p	<b>707/445</b>	Mpls.-St. Paul	Daily	M
From: <b>GRAND FORKS</b> (CST)					
For Reservations Please Call: 775-2504					
To:					
<b>ANCHORAGE</b> (AST) 900a 230p <b>338/39</b> Mpls.-St. Paul TuFrSaSu M 900a 320p <b>338/777</b> Mpls.-St. Paul Ex Sa Su M					
<b>ATLANTA</b> (EST) F \$136.00 Y \$102.00					
900a	255p	<b>338/738</b>	Mpls.-St. Paul	Daily	M
305p	803p	<b>382/752</b>	Mpls.-St. Paul	Daily	M
<b>BOSTON</b> (EST) F \$155.00 Y \$119.00					
900a	323p	<b>338/284</b>	Mpls.-St. Paul	Daily	M
305p	909p	<b>382/288</b>	Mpls.-St. Paul	Daily	M

Fares shown above do not include a surcharge of approximately 37¢ per flight per passenger that is added by all airlines to cover the cost of airport security.

Leave	Arrive	Flight No.	Stops or Via	Freq.	Service
<b>CHICAGO</b> (CST) F \$79.00 Y \$60.00					
AIRPORTS: O-O'Hare M-Midway					
900a	O 1140a	<b>338/738</b>	Mpls.-St. Paul	Daily	S
305p	M 547p	<b>382/548</b>	Mpls.-St. Paul	Ex Sa Su	M
305p	O 557p	<b>382</b>	One-stop	Daily	M
720p	O 1033p	<b>478</b>	Two-stop	Ex Sa	M
720p	O 1122p	<b>478/12</b>	Mpls.-St. Paul	Daily	M
<b>CLEVELAND</b> (EST) F \$100.00 Y \$79.00					
900a	116p	<b>338</b>	One-stop	Ex Sa Su	M
305p	812p	<b>382/548</b>	Mpls.-St. Paul	Ex Sa Su	S
305p	848p	<b>382</b>	Two-stop	Ex Sa	S
<b>DETROIT</b> (EST) F \$94.00 Y \$72.00					
900a	123p	<b>338/524</b>	Mpls.-St. Paul	Daily	M
305p	729p	<b>382/374</b>	Mpls.-St. Paul	Daily	M
720p	439a ♦	<b>478/244</b>	Mpls.-St. Paul	Daily	M
<b>EDMONTON, Alta., Canada</b> (MST) F \$144.72 Y \$111.24					
900a	133p	<b>338/39</b>	Mpls.-St. Paul	Ex Mo We	M
<b>FARGO/MOORHEAD</b> (CST) F \$23.00 Y \$18.00					
720p	746p	<b>478</b>	NON-STOP	Daily	M
<b>FT LAUDERDALE</b> (EST) F \$194.00 Y \$140.00					
900a	651p	<b>338/716</b>	Mpls.-St. Paul	Daily	M
<b>GREAT FALLS</b> (MST) F \$92.00 Y \$71.00					
Fares For Routings Via Mpls.-St. Paul F \$106.00 Y \$81.00					
305p	1002p	<b>382/369</b>	Mpls.-St. Paul	Daily	S
<b>HONOLULU, Hawaii</b> (HST) 900a 505p <b>338/21</b> Mpls.-St. Paul Daily 飛 飛 747					
<b>LOS ANGELES</b> (PST) F \$190.00 Y \$142.00					
900a	1240p	<b>338/21</b>	Mpls.-St. Paul	Daily	M
305p	658p	<b>382/169</b>	Mpls.-St. Paul	Daily	M
720p	1130p	<b>478/171</b>	Mpls.-St. Paul	Daily	S
<b>MADISON</b> (CST) F \$68.00 Y \$52.00					
900a	112p	<b>338/228</b>	Mpls.-St. Paul	Ex Sa	S
305p	628p	<b>382/470</b>	Mpls.-St. Paul	Daily	M
<b>MIAMI/FT LAUDERDALE</b> (EST) F \$193.00 Y \$140.00					
AIRPORTS: M-Miami L-LaGuardia E-Newark					
900a	L 651p	<b>338/716</b>	Mpls.-St. Paul	Daily	M
305p	M 1026p	<b>382/752</b>	Mpls.-St. Paul	Daily	M
<b>MILWAUKEE</b> (CST) F \$73.00 Y \$57.00					
900a	1157a	<b>338/284</b>	Mpls.-St. Paul	Daily	S
305p	557p	<b>382/392</b>	Mpls.-St. Paul	Daily	S
<b>MINNEAPOLIS/ST PAUL</b> (CST) F \$47.00 Y \$36.00					
900a	953a	<b>338</b>	NON-STOP	Daily	S
305p	358p	<b>382</b>	NON-STOP	Daily	M
720p	855p	<b>478</b>	One-stop	Daily	M
<b>NEW YORK/NEWARK</b> (EST) F \$137.00 Y \$106.00					
AIRPORTS: J-Kennedy L-LaGuardia E-Newark					
900a	L 321p	<b>338/222</b>	Mpls.-St. Paul	Daily	M
900a	J 445p	<b>338/220</b>	Mpls.-St. Paul	Daily	M
305p	L 914p	<b>382/230</b>	Mpls.-St. Paul	Daily	M
305p	J 943p	<b>382/6</b>	Chicago	Daily	M
305p	E 956p	<b>382/50</b>	Mpls.-St. Paul	Daily	M
720p	J 652a ♦	<b>478/244</b>	Mpls.-St. Paul	Daily	M
<b>PHILADELPHIA</b> (EST) F \$136.00 Y \$105.00					
900a	314p	<b>338/524</b>	Mpls.-St. Paul	Daily	M
305p	832p	<b>382/50</b>	Mpls.-St. Paul	Daily	M
<b>PITTSBURGH</b> (EST) F \$112.00 Y \$87.00					
900a	236p	<b>338</b>	Two-stop	Ex Sa Su	M
305p	847p	<b>382/374</b>	Mpls.-St. Paul	Daily	M



# NORTHWEST ORIENT

Leave	Arrive	Flight No.	Stops or Via	Freq.	Service
From: <b>GRAND FORKS</b> (Cont'd)					
To:					
<b>PORTLAND, Oregon (PST)</b>				<b>F \$139.00 Y \$107.00</b>	
Fares For Routings Via Mpls.-St. Paul F \$160.00 Y \$124.00					
305p	825p	<b>382/51</b>	Mpls.-St. Paul	Daily	M
<b>ROCHESTER, Minn. (CST)</b>				<b>F \$53.00 Y \$41.00</b>	
900a	1214p	<b>338/228</b>	Mpls.-St. Paul	Ex Sa	S
305p	709p	<b>382/492</b>	Mpls.-St. Paul	Daily	M
<b>SAN FRANCISCO/OAKLAND/ SAN JOSE (PST)</b>				<b>F \$190.00 Y \$142.00</b>	
All Flights Serve San Francisco Int'l Airport					
900a	217p	<b>338/159</b>	Mpls.-St. Paul	Daily	M
305p	725p	<b>382/157</b>	Mpls.-St. Paul	Daily	M
<b>SEATTLE/TACOMA (PST)</b>				<b>F \$139.00 Y \$107.00</b>	
Fares For Routings Via Mpls.-St. Paul F \$160.00 Y \$124.00					
900a	1259p	<b>338/777</b>	Mpls.-St. Paul	Daily	M
305p	704p	<b>382/51</b>	Mpls.-St. Paul	Daily	M
<b>TAMPA/ST PETERSBURG (EST)</b>				<b>F \$174.00 Y \$128.00</b>	
900a	704p	<b>338/776</b>	Mpls.-St. Paul	Daily	M
305p	1223a ♦	<b>382/728</b>	Chicago	Daily	S
<b>TOKYO, Japan (GMT +9)</b>					
900a	1005p ♦	<b>338/21</b>	Mpls.-St. Paul	Daily	<b>¥ 飛 747</b>
<b>WASHINGTON/BALTIMORE (EST)</b>				<b>F \$130.00 Y \$100.00</b>	
AIRPORTS: D-Dulles N-National					
900a	N 326p	<b>338/336</b>	Mpls.-St. Paul	Daily	M
900a	N 355p	<b>338</b>	Three-stop	Ex Sa Su	M
305p	N 806p	<b>382/68</b>	Mpls.-St. Paul	Daily	M
<b>WINNIPEG, Man., Canada (CST)</b>				<b>F \$29.16 Y \$22.68</b>	
1115a	1150a	<b>505</b>	NON-STOP	Daily	
From: <b>GREAT FALLS (MST)</b>					
For Reservations Please Call: 761-8310					
To:					
<b>ANCHORAGE (AST)</b>					
1120a	320p	<b>105/777</b>	Seattle	Ex Sa Su	M
1120a	605p	<b>105/47</b>	Seattle	Daily	M
435p	1020p	<b>71/27</b>	Seattle	Daily	S
<b>ATLANTA (EST)</b>				<b>F \$192.00 Y \$141.00</b>	
745a	500p	<b>428/776</b>	Mpls.-St. Paul	Daily	M
1210p	830p	<b>72/718</b>	Chicago	Daily	M
<b>BILLINGS (MST)</b>				<b>F \$35.00 Y \$27.00</b>	
745a	821a	<b>428</b>	NON-STOP	Daily	S
1210p	1246p	<b>72</b>	NON-STOP	Daily	
745p	821p	<b>40</b>	NON-STOP	Daily	
<b>BISMARCK (CST)</b>				<b>F \$68.00 Y \$52.00</b>	
745p	1054p	<b>40</b>	One-stop	Daily	S
<b>CHICAGO (CST)</b>				<b>F \$135.00 Y \$104.00</b>	
AIRPORTS: O-O'Hare M-Midway					
745a	O 122p	<b>428</b>	Two-stop	Daily	M
1210p	O 453p	<b>72</b>	One-stop	Daily	M
745p	O 152a ♦	<b>40/244</b>	Mpls.-St. Paul	Daily	S
<b>CLEVELAND (EST)</b>				<b>F \$160.00 Y \$124.00</b>	
745a	532p	<b>428/356</b>	Chicago	Daily	M
1210p	759p	<b>72/28</b>	Chicago	Daily	M





Leave	Arrive	Flight No.	Stops or Via	Freq.	Service
<b>MIAMI/FT LAUDERDALE (EST)</b>					
AIRPORTS: M-Miami L-Ft Lauderdale					
635p	L 651p	♦ 94/716	Chicago	Sa Only	R ✖✖✖✖
635p	M 857p	♦ 94/734	Chicago	Sa Only	R ✖✖✖✖
1030p	L 651p	♦ 94/716	Chicago	Mo Th	R ✖✖✖✖
1030p	M 857p	♦ 94/734	Chicago	Mo Th	R ✖✖✖✖
<b>MINNEAPOLIS/ST PAUL (CST)</b>					
635p	105p	♦ 94/776	Seattle	Sa Only	R ✖✖✖✖
1030p	105p	♦ 94/776	Seattle	Mo Th	R ✖✖✖✖
<b>NEW YORK/NEWARK (EST)</b>					
AIRPORTS: J-Kennedy L-LaGuardia E-Newark					
635p	J 455p	♦ 94/4	Seattle	Sa Only	R ✖✖✖✖
635p	E 839p	♦ 94/46	Detroit	Sa Only	R ✖✖✖✖
1030p	J 455p	♦ 94/4	Seattle	Mo Th	R ✖✖✖✖
1030p	E 839p	♦ 94/46	Detroit	Mo Th	R ✖✖✖✖
<b>PHILADELPHIA (EST)</b>					
635p	722p	♦ 94/542	Detroit	Sa Only	R ✖✖✖✖
1030p	722p	♦ 94/542	Detroit	Mo Th	R ✖✖✖✖
<b>PITTSBURGH (EST)</b>					
635p	639p	♦ 94/356	Chicago	Sa Only	R ✖✖✖✖
1030p	639p	♦ 94/356	Chicago	Mo Th	R ✖✖✖✖
<b>PORTLAND, Oregon (PST)</b>					
635p	520a	♦ 94	One-stop	Sa Only	R ✖✖✖✖
1030p	525a	♦ 94	NON-STOP	Mo Th	R ✖✖✖✖
<b>SEATTLE/TACOMA (PST)</b>					
635p	649a	♦ 94	Two-stop	Sa Only	R ✖✖✖✖
1030p	649a	♦ 94	One-stop	Mo Th	R ✖✖✖✖
<b>SPOKANE (PST)</b>					
635p	752a	♦ 94/68	Portland	Sa Only	R ✖✖✖✖
1030p	752a	♦ 94/68	Portland	Mo Th	R ✖✖✖✖
<b>TAMPA/ST PETERSBURG (EST)</b>					
635p	704p	♦ 94/776	Seattle	Sa Only	R ✖✖✖✖
1030p	704p	♦ 94/776	Seattle	Mo Th	R ✖✖✖✖
<b>WASHINGTON/BALTIMORE (EST)</b>					
AIRPORTS: D-Dulles N-National					
635p	D 440p	♦ 94/78	Portland	Sa Only	R ✖✖✖✖
1030p	D 440p	♦ 94/78	Portland	Mo Th	R ✖✖✖✖
1030p	N 803p	♦ 94/376	Detroit	Mo Th	R ✖✖✖✖
From: <b>HONG KONG,</b> <b>Br. Cr. Col. (GMT + 8)</b> For Reservations Please Call: 5-243061					
To: <b>ANCHORAGE (AST)</b>					
1000a	615a	4/6	Tokyo	Ex Tu Sa	R ✖✖✖✖ 747
1100a	615a	10/6	Tokyo	Sa Only	R ✖✖✖✖ 747
<b>ATLANTA (EST)</b>					
1000a	500p	4/776	Seattle	Ex Tu Sa	R ✖✖✖✖ 747
<b>CHICAGO (CST)</b>					
AIRPORTS: O-O'Hare M-Midway					
1000a	O 209p	4/94	Seattle	Ex Tu Sa	R ✖✖✖✖ 747
1100a	O 554p	10/6	Tokyo	Sa Only	R ✖✖✖✖ 747
<b>CLEVELAND (EST)</b>					
1000a	759p	4/28	Seattle	Ex Tu Sa	R ✖✖✖✖ 747
<b>DETROIT (EST)</b>					
1000a	457p	4/94	Seattle	Ex Tu Sa	R ✖✖✖✖ 747

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<b>Leave</b>	<b>Arrive</b>	<b>Flight No.</b>	<b>Stops or Via</b>	<b>Freq.</b>	<b>Service</b>
<b>MIAMI/FT LAUDERDALE (EST)</b>					
<b>AIRPORTS:</b> M-Miami L-Ft Lauderdale					
300p	M 1200p ♦	86/26	Seattle	Daily	R ✂✂✂✂✂
800p	L 1238p ♦	16/726	Chicago	Sa Only	R ✂✂✂✂✂
800p	M 315p ♦	16/704	Chicago	Sa Only	R ✂✂✂✂✂
850p	L 651p ♦	94/716	Chicago	Mo Th	R ✂✂✂✂✂
850p	M 857p ♦	94/734	Chicago	Mo Th	R ✂✂✂✂✂
1020p	L 651p ♦	94/716	Chicago	Fr Sa Su	R ✂✂✂✂✂
1020p	M 857p ♦	94/734	Chicago	Fr Sa Su	R ✂✂✂✂✂
<b>MINNEAPOLIS/ST PAUL (CST)</b>					
900a	1022p	22	One-stop	Daily	R ✂✂✂✂✂
300p	503a ♦	86/42	Seattle	Daily	R ✂✂✂✂✂
850p	105p ♦	94/776	Seattle	Mo Th	R ✂✂✂✂✂
1020p	105p ♦	94/776	Seattle	Fr Sa Su	R ✂✂✂✂✂
<b>NEW YORK/NEWARK (EST)</b>					
<b>AIRPORTS:</b> J-Kennedy L-LaGuardia E-Newark					
900a	J 652a ♦	22/244	Mpls.-St. Paul	Daily	R ✂✂✂✂✂
800p	E 137p ♦	16/206	Chicago	Sa Only	R ✂✂✂✂✂
850p	J 455p ♦	94/4	Seattle	Mo Th	R ✂✂✂✂✂
850p	E 839p ♦	94/46	Detroit	Mo Th	R ✂✂✂✂✂
1020p	J 455p ♦	94/4	Seattle	Fr Sa Su	R ✂✂✂✂✂
1020p	E 839p ♦	94/46	Chicago	Fr Sa Su	R ✂✂✂✂✂
<b>OKINAWA, Japan (GMT + 9)</b>					
200p	925p ♦	9/7	Tokyo	Su Only	R ✂✂✂✂✂
200p	1055p ♦	9/3	Tokyo	Tu Only	R ✂✂✂✂✂
<b>OSAKA, Japan (GMT + 9)</b>					
200p	820p ♦	9/3	Tokyo	Ex Th	R ✂✂✂✂✂
200p	820p ♦	9	One-stop	Th Only	R ✂✂✂✂✂
<b>PHILADELPHIA (EST)</b>					
800p	314p ♦	9/524	Detroit	Sa Only	R ✂✂✂✂✂
850p	722p ♦	94/542	Detroit	Mo Th	R ✂✂✂✂✂
1020p	722p ♦	94/542	Detroit	Fr Sa Su	R ✂✂✂✂✂
<b>PITTSBURGH (EST)</b>					
800p	106p ♦	16	Three-stop	Sa Only	R ✂✂✂✂✂
850p	639p ♦	94/356	Chicago	Mo Th	R ✂✂✂✂✂
1020p	639p ♦	94/356	Chicago	Fr Sa Su	R ✂✂✂✂✂
<b>PORTLAND, Oregon (PST)</b>					
300p	1138p	86	One-stop	Daily	R ✂✂✂✂✂
850p	525a ♦	94	One-stop	Mo Th	R ✂✂✂✂✂
1020p	520a ♦	94	NON-STOP	Fr Sa Su	R ✂✂✂✂✂
<b>SAN FRANCISCO/OAKLAND/SAN JOSE (PST)</b>					
<b>All Flights Serve San Francisco Int'l Airport</b>					
1120a	610p	10	NON-STOP	Daily	R ✂✂✂✂✂
<b>SEATTLE/TACOMA (PST)</b>					
300p	1010p	86	NON-STOP	Daily	R ✂✂✂✂✂
850p	649a ♦	94	Two-stop	Mo Th	R ✂✂✂✂✂
1020p	649a ♦	94	One-stop	Fr Sa Su	R ✂✂✂✂✂
<b>SEOUL, Korea (GMT + 9)</b>					
610p	1120a ☉	21	One-stop	Th Su	R ✂✂✂✂✂
610p	1250p ☉	21	One-stop	Ex Th Su	R ✂✂✂✂✂
<b>SPOKANE (PST)</b>					
300p	1159p	86/42	Seattle	Daily	R ✂✂✂✂✂
850p	752a ♦	94/68	Portland	Mo Th	R ✂✂✂✂✂
1020p	752a ♦	94/68	Portland	Fr Sa Su	R ✂✂✂✂✂

**Aircraft Type shown with Flight Itineraries**  
see pages 34-35.

**For General Information and Explanation of References see page 33.**





# NORTHWEST ORIENT

Leave	Arrive	Flight No.	Stops or Via	Freq.	Service
From: <b>JAMESTOWN</b> (Cont'd)					
To:					
<b>NEW YORK/NEWARK (EST)</b> F \$141.00 Y \$109.00					
AIRPORTS: J-Kennedy L-LaGuardia E-Newark					
755a	L 321p	702/222	Mpls.-St. Paul	Daily	M
755a	E 357p	702/218	Milwaukee	Ex Sa Su	S
755a	J 445p	702/220	Mpls.-St. Paul	Daily	M
<b>PHILADELPHIA (EST)</b> F \$139.00 Y \$107.00					
755a	314p	702/524	Mpls.-St. Paul	Daily	M
<b>PITTSBURGH (EST)</b> F \$117.00 Y \$90.00					
755a	236p	702/338	Mpls.-St. Paul	Ex Sa Su	M
<b>PORTLAND, Oregon (PST)</b> F \$130.00 Y \$95.00					
245p	730p	109	Five-stop	Daily	S
<b>ROCHESTER, Minn. (CST)</b> F \$53.00 Y \$41.00					
755a	1214p	702/228	Mpls.-St. Paul	Ex Sa	M
<b>SEATTLE/TACOMA (PST)</b> F \$130.00 Y \$95.00					
245p	734p	109/347	Billings	Daily	S
<b>SPOKANE (PST)</b> F \$106.00 Y \$81.00					
245p	601p	109	Four-stop	Daily	S
<b>WASHINGTON/BALTIMORE (EST)</b> F \$135.00 Y \$104.00					
AIRPORTS: D-Dulles N-National					
755a	N 326p	702/336	Mpls.-St. Paul	Daily	M
From: <b>LOS ANGELES (PST)</b>					
For Reservations Please Call: 380-1511					
To:					
<b>BOSTON (EST)</b> F \$251.00 Y \$194.00 FN \$194.00					
1045a 909p 166/288 Mpls.-St. Paul Daily M					
1245a 1218p 172/282 Mpls.-St. Paul Ex Su M ★					
<b>CHICAGO (CST)</b> F \$182.00 Y \$140.00 FN \$140.00					
AIRPORTS: O-O'Hare M-Midway					
1045a	M 547p	166/548	Mpls.-St. Paul	Ex Sa Su	M
1045a	O 557p	166/382	Mpls.-St. Paul	Daily	M
510p	O 152a ♦	22/244	Mpls.-St. Paul	Daily	M 747
1245a	O 803a	172/726	Mpls.-St. Paul	Daily	M ★
1245a	M 852a	172/322	Mpls.-St. Paul	Ex Sa Su	M ★
<b>CLEVELAND (EST)</b> F \$207.00 Y \$159.00 FN \$159.00					
1045a 812p 166/548 Mpls.-St. Paul Ex Sa Su M					
1045a 848p 166/382 Mpls.-St. Paul Ex Sa M					
1245a 1121a 172/322 Mpls.-St. Paul Ex Sa Su M ★					
<b>DETROIT (EST)</b> F \$201.00 Y \$155.00 FN \$155.00					
1045a 729p 166/374 Mpls.-St. Paul Daily M					
510p 439a ♦ 22/244 Mpls.-St. Paul Daily M 747					
1245a 1017a 172/514 Mpls.-St. Paul Ex Su M ★ DC10					
<b>FARGO/MOORHEAD (CST)</b> F \$181.00 Y \$138.00					
1045a 542p 166 One-stop Daily 747					
1245a 742a 172/105 Mpls.-St. Paul Daily M					
<b>GRAND FORKS (CST)</b> F \$190.00 Y \$142.00					
1045a 635p 166 Two-stop Daily S					
1245a 1053a 172/505 Mpls.-St. Paul Daily S					

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Leave	Arrive	Flight No.	Stops or Via	Freq.	Service
<b>HONG KONG, Br. Cr. Col. (GMT + 8)</b>					
715a	1030p ♦	9/7	Tokyo	MoWeFrSa	747
715a	1030p ♦	9	Three-stop	Tu Only	747
715a	1130p ♦	9/7	Tokyo	Th Only	747
<b>HONOLULU, Hawaii (HST)</b>					
715a	1245p	9	One-stop	Daily	747
130p	505p	21	NON-STOP	Daily	747
<b>MADISON (CST)</b> F \$170.00 Y \$130.00 FN \$130.00					
1045a 628p 166/470 Mpls.-St. Paul Daily M					
1245a 807a 172/334 Mpls.-St. Paul Daily M ★					
<b>MANILA, Philippines (GMT + 8)</b>					
715a	1015p ♦	9/3	Tokyo	Th Only	747
715a	1015p ♦	9/7	Tokyo	Tu Only	747
715a	1125p ♦	9/7	Tokyo	Su Only	747
<b>MILWAUKEE (CST)</b> F \$180.00 Y \$139.00 FN \$139.00					
1045a 557p 166/392 Mpls.-St. Paul Daily M					
1245a 852a 172/282 Mpls.-St. Paul Ex Su M ★					
1245a 858a 172/334 Mpls.-St. Paul Daily S ★					
<b>MINNEAPOLIS/ST PAUL (CST)</b> F \$160.00 Y \$124.00					
1045a 357p 166 NON-STOP Daily 747					
510p 1022p 22 NON-STOP Daily S ★ DC10					
1245a 600a 172 NON-STOP Daily S ★ DC10					
<b>NEW YORK/NEWARK (EST)</b> F \$243.00 Y \$187.00 FN \$187.00					
AIRPORTS: J-Kennedy L-LaGuardia E-Newark					
1045a	L 914p	166/230	Mpls.-St. Paul	Daily	M
1045a	E 956p	166/50	Mpls.-St. Paul	Daily	M
510p	J 652a ♦	22/244	Mpls.-St. Paul	Daily	M 747
1245a	L 1047a	172/200	Mpls.-St. Paul	Daily	M ★
<b>OKINAWA, Japan (GMT + 9)</b>					
715a	925p ♦	9/7	Tokyo	Su Only	747
715a	1055p ♦	9	Four-stop	Tu Sa	747
<b>OSAKA, Japan (GMT + 9)</b>					
715a	820p ♦	9/3	Tokyo	Ex Th	747
715a	820p ♦	9	Three-stop	Th Only	747
<b>PHILADELPHIA (EST)</b> F \$237.00 Y \$182.00 FN \$182.00					
1045a 832p 166/50 Mpls.-St. Paul Daily M					
1245a 1219p 172/514 Mpls.-St. Paul Ex Su M ★ DC10					
<b>PITTSBURGH (EST)</b> F \$216.00 Y \$165.00					
1045a 847p 166/374 Mpls.-St. Paul Daily M					
<b>ROCHESTER, Minn. (CST)</b> F \$160.00 Y \$124.00 FN \$124.00					
1045a 709p 166/492 Mpls.-St. Paul Daily M					
1245a 709a 172/334 Mpls.-St. Paul Daily S ★					
<b>SEOUL, Korea (GMT + 9)</b>					
130p	1120a @	21	Two-stop	Th Su	747
130p	1250p @	21	Two-stop	Ex Th Su	747
<b>TAIPEI, Taiwan (GMT + 8)</b>					
715a	920p ♦	9/7	Tokyo	Th Only	747
715a	1040p ♦	9	Four-stop	Th Only	747
715a	1040p ♦	9/3	Tokyo	Sa Only	747
715a	1150p ♦	9/3	Tokyo	Tu Only	747
715a	1055a @	9/3	Tokyo	Su Only	747
715a	1135a @	9	Three-stop	Ex Tu Th	747
130p	1135a @	21/9	Tokyo	Ex Tu Th	747

Fares shown above do not include a surcharge of approximately 37¢ per flight per passenger that is added by all airlines to cover the cost of airport security.

Leave	Arrive	Flight No.	Stops or Via	Freq.	Service
<b>TOKYO, Japan (GMT + 9)</b>					
715a	555p ♦	9	Two-stop	Daily	747
130p	1005p ♦	21	One-stop	Daily	747
<b>WASHINGTON/BALTIMORE (EST)</b> F \$230.00 Y \$177.00					
AIRPORTS: D-Dulles N-National					
1045a	N 806p	166/68	Mpls.-St. Paul	Daily	M
1245a	N 1104a	172/314	Mpls.-St. Paul	Ex Sa Su	M
1245a	N 101p	172/322	Mpls.-St. Paul	Ex Sa Su	M ★
<b>WINNIPEG, Man., Canada (CST)</b> F \$197.64 Y \$151.20					
1245a	1150a	172/505	Mpls.-St. Paul	Daily	S
From: <b>MADISON (CST)</b>					
For Reservations Please Call: 255-6711					
To:					
<b>ANCHORAGE (AST)</b>					
855a	230p	423/39	Mpls.-St. Paul	TuFrSaSu	M
855a	320p	423/777	Mpls.-St. Paul	Ex Sa Su	M
<b>ATLANTA (EST)</b> F \$87.00 Y \$68.00					
645a	1046a	202/758	Milwaukee	Ex Sa Su	M
725a	1238p	414/726	Chicago	Ex Su	M
725a	M 315p	414/704	Chicago	Ex Su	M
1135a	L 651p	434/716	Chicago	Daily	M
300p	M 857p	736/734	Chicago	Daily	M
<b>BILLINGS (MST)</b> F \$111.00 Y \$86.00					
855a	343p	423/109	Mpls.-St. Paul	Daily	S
230p	843p	439/369	Mpls.-St. Paul	Daily	S
<b>BISMARCK (CST)</b> F \$76.00 Y \$59.00					
855a	315p	423/109	Mpls.-St. Paul	Daily	S
230p	814p	439/369	Mpls.-St. Paul	Daily	S
<b>BOSTON (EST)</b> F \$108.00 Y \$84.00					
830a	1218p	334/282	Milwaukee	Ex Su	M
830a	323p	334/284	Milwaukee	Daily	M
<b>CHICAGO (CST)</b> F \$29.00 Y \$22.00					
AIRPORTS: O-O'Hare M-Midway					
725a	O 800a	414	NON-STOP	Ex Su	S
1135a	O 1214p	434	NON-STOP	Daily	S
300p	O 339p	736	NON-STOP	Daily	S
420p	O 459p	718	NON-STOP	Daily	S
650p	O 734p	470	NON-STOP	Daily	S
<b>CLEVELAND (EST)</b> F \$57.00 Y \$43.00					
1135a	335p	434/18	Chicago	Daily	S
420p	759p	718/28	Chicago	Daily	S
<b>DETROIT (EST)</b> F \$49.00 Y \$38.00					
645a	1015a	202/306	Milwaukee	Ex Sa Su	M
725a	1037a	414	One-stop	Ex Su	S
830a	1120a	334	One-stop	Daily	S
1135a	354p	434/428	Chicago	Ex Sa Su	M
1135a	457p	434/94	Chicago	Daily	S
135p	524p	228/542	Milwaukee	Ex Sa	M
300p	628p	736/46	Chicago	Daily	S
420p	736p	718/72	Chicago	Daily	S
650p	1036p	470/474	Chicago	Ex Sa	M
<b>EDMONTON, Alta., Canada (MST)</b> F \$165.24 Y \$127.44					
855a	133p	423/39	Mpls.-St. Paul	Ex Mo We	M
<b>FARGO/MOORHEAD (CST)</b> F \$63.00 Y \$47.00					
855a	1147a	423/201	Mpls.-St. Paul	Daily	M
230p	542p	439/166	Mpls.-St. Paul	Daily	M
<b>FT LAUDERDALE (EST)</b> F \$142.00 Y \$109.00					
725a	1238p	414/726	Chicago	Ex Su	M
1135a	651p	434/716	Chicago	Daily	M



# NORTHWEST ORIENT

Leave	Arrive	Flight No.	Stops or Via	Freq.	Service
From: <b>MADISON</b> (Cont'd)					
To:					
<b>GRAND FORKS (CST)</b> F \$68.00 Y \$52.00					
230p	635p	423/166	Mpls.-St. Paul	Daily	M
<b>GREAT FALLS (MST)</b> F \$125.00 Y \$95.00					
230p	1002p	439/369	Mpls.-St. Paul	Daily	S
<b>HONOLULU, Hawaii (HST)</b>					
855a	505p	423/21	Mpls.-St. Paul	Daily	747
<b>JAMESTOWN (CST)</b> F \$69.00 Y \$53.00					
855a	225p	423/109	Mpls.-St. Paul	Daily	M
<b>LOS ANGELES (PST)</b> F \$170.00 Y \$130.00					





# NORTHWEST ORIENT

Leave	Arrive	Flight No.	Stops or Via	Freq.	Service
From: <b>MIAMI/ FT LAUDERDALE</b> (Cont'd)					
AIRPORTS: M-Miami L-Ft Lauderdale					
To:					
<b>CHICAGO (CST)</b> F \$131.00 Y \$102.00 FN \$102.00 YN \$82.00					
AIRPORTS: O-O'Hare M-Midway					
L 820a	O 1110a	735	One-stop	Daily	M
M 920a	O 1117a	715	NON-STOP	Daily	M
M 140p	O 455p	27	One-stop	Daily	S
L 145p	O 343p	707	NON-STOP	Daily	M
L 430p	O 633p	733	NON-STOP	Daily	M
M 515p	O 721p	723	NON-STOP	Daily	M
<b>FARGO/MOORHEAD (CST)</b> F \$186.00 Y \$137.00					
L 820a	542p	735/166	Mpls.-St. Paul	Daily	M
M 1055a	542p	753/166	Mpls.-St. Paul	Daily	M
L 145p	702p	707	Two-stop	Daily	M
<b>GRAND FORKS (CST)</b> F \$193.00 Y \$140.00					
L 820a	635p	735/166	Mpls.-St. Paul	Daily	M
M 1055a	635p	753/166	Mpls.-St. Paul	Daily	M
L 145p	858p	707/361	Mpls.-St. Paul	Daily	M
<b>GREAT FALLS (MST)</b> F \$247.00 Y \$179.00					
L 820a	407p	735/71	Chicago	Daily	M
M 920a	407p	715/71	Chicago	Daily	M
L 145p	1002p	707/369	Mpls.-St. Paul	Daily	M
<b>HONG KONG, Br. Cr. Col. (GMT + 8)</b>					
M 920a	1030p	715/3/9	Chicago/Tokyo	Tu Only	✈ 747
M 920a	1030p	715/3/7	Chicago/Tokyo	MoWeFrSa	✈ 747
M 920a	1130p	715/3/7	Chicago/Tokyo	Th Only	✈ 747
<b>HONOLULU, Hawaii (HST)</b>					
L 820a	623p	735/17	Chicago	Sa Only	✈ 747
M 920a	623p	715/17	Chicago	Sa Only	✈ 747
<b>MADISON (CST)</b> F \$142.00 Y \$109.00					
L 820a	206p	735/439	Chicago	Ex Sa	M
L 820a	318p	735/535	Chicago	Daily	M
M 920a	206p	715/439	Chicago	Ex Sa	M
M 920a	318p	715/535	Chicago	Daily	M
M 140p	716p	27/743	Chicago	Ex Sa	S
L 145p	716p	707/743	Chicago	Ex Sa	M
L 430p	828p	719/233	Milwaukee	Daily	M
L 430p	908p	733/379	Milwaukee	Ex Sa	M
<b>MANILA, Philippines (GMT + 8)</b>					
L 820a	1015p	735/3	Chicago	Th Only	✈ 747
M 920a	1015p	715/3	Chicago	Th Only	✈ 747
M 920a	1015p	715/3/7	Chicago/Tokyo	Tu Only	✈ 747
M 920a	1125p	715/3/7	Chicago/Tokyo	Su Only	✈ 747
<b>MILWAUKEE (CST)</b> F \$139.00 Y \$106.00					
L 430p	733p	719	One-stop	Daily	M
M 430p	748p	733	One-stop	Daily	M
<b>MINNEAPOLIS/ST PAUL (CST)</b> F \$160.00 Y \$122.00					
L 820a	105p	735	Two-stop	Daily	M
M 920a	105p	715/735	Chicago	Daily	M
M 1055a	223p	753	One-stop	Daily	M
M 140p	726p	27/445	Chicago	Daily	S
L 145p	526p	707	One-stop	Daily	M
L 430p	815p	733/751	Chicago	Daily	M
M 515p	920p	723	One-stop	Daily	M

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Fares shown above do not include a surcharge of approximately 37¢ per flight per passenger that is added by all airlines to cover the cost of airport security.

Leave	Arrive	Flight No.	Stops or Via	Freq.	Service
From: <b>MILWAUKEE (CST)</b>					
For Reservations Please Call: 272-8920					
To:					
<b>ANCHORAGE (AST)</b>					
830a	230p	303/39	Mpls.-St. Paul	TuFrSaSu	M
830a	320p	303/777	Mpls.-St. Paul	Ex Sa Su	M
<b>ATLANTA (EST)</b> F \$84.00 Y \$64.00					
800a	1046a	758	NON-STOP	Daily	M
<b>BILLINGS (MST)</b> F \$119.00 Y \$91.00					
110p	352p	537/347	Mpls.-St. Paul	Daily	M
320p	843p	285/369	Mpls.-St. Paul	Ex Sa	S
<b>BISMARCK (CST)</b> F \$84.00 Y \$65.00					
1135a	315p	281/109	Mpls.-St. Paul	Daily	S
320p	814p	285/369	Mpls.-St. Paul	Ex Sa	S
610p	1007p	361/85	Mpls.-St. Paul	Daily	S
<b>BOSTON (EST)</b> F \$102.00 Y \$77.00					
925a	1218p	282	NON-STOP	Ex Su	M
1230p	323p	284	NON-STOP	Daily	M
<b>BOZEMAN (MST)</b> F \$130.00 Y \$100.00					
110p	506p	537/347	Mpls.-St. Paul	Daily	M
<b>BUTTE (MST)</b> F \$136.00 Y \$105.00					
1135a	507p	281/109	Mpls.-St. Paul	Daily	S
<b>CHICAGO (CST)</b> F \$23.00 Y \$18.00					
AIRPORTS: O-O'Hare M-Midway					
850p	O 924p	492	NON-STOP	Daily	M
<b>DETROIT (EST)</b> F \$41.00 Y \$31.00					
825a	1015a	306	NON-STOP	Ex Su	M
930a	1120a	334	NON-STOP	Daily	M
1215p	205p	218	NON-STOP	Ex Su	S
330p	524p	542	NON-STOP	Daily	M
630p	822p	392	NON-STOP	Daily	S
<b>EDMONTON, Alta., Canada (MST)</b> F \$167.40 Y \$128.52					
830a	133p	303/39	Mpls.-St. Paul	Ex Mo We	M
<b>FARGO/MOORHEAD (CST)</b> F \$69.00 Y \$53.00					
830a	1147a	303/201	Mpls.-St. Paul	Daily	M
110p	542p	537/166	Mpls.-St. Paul	Daily	M
320p	542p	285/166	Mpls.-St. Paul	Ex Sa	M
610p	902p	361/85	Mpls.-St. Paul	Daily	S
<b>FT LAUDERDALE (EST)</b> F \$139.00 Y \$106.00					
800a	150p	758	Two-stop	Daily	M
<b>GRAND FORKS (CST)</b> F \$73.00 Y \$57.00					
830a	1053a	303/505	Mpls.-St. Paul	Daily	M
110p	635p	537/166	Mpls.-St. Paul	Daily	M
320p	635p	285/166	Mpls.-St. Paul	Ex Sa	M
610p	858p	361	One-stop	Daily	S
<b>GREAT FALLS (MST)</b> F \$131.00 Y \$102.00					
320p	1002p	285/369	Mpls.-St. Paul	Ex Sa	S
<b>HELENA (MST)</b> F \$135.00 Y \$104.00					
110p	555p	537/347	Mpls.-St. Paul	Daily	M
<b>HONOLULU, Hawaii (HST)</b>					
830a	505p	303/21	Mpls.-St. Paul	Daily	✈ 747
<b>JAMESTOWN (CST)</b> F \$75.00 Y \$58.00					
1135a	225p	281/109	Mpls.-St. Paul	Daily	S



# NORTHWEST ORIENT

Leave	Arrive	Flight No.	Stops or Via	Freq.	Service
From: <b>MILWAUKEE (Cont'd)</b>					
To:					
<b>LOS ANGELES (PST)</b> F \$180.00 Y \$139.00					
830a	1240p	303/21	Mpls.-St. Paul	Daily	M
110p	658p	537/169	Mpls.-St. Paul	Daily	M
320p	658p	285/169	Mpls.-St. Paul	Ex Sa	M
810p	1130p	719/171	Mpls.-St. Paul	Daily	S
<b>MADISON (CST)</b> F \$24.00 Y \$19.00					
1025a	1053a	209	NON-STOP	Daily	M
1130a	1158a	739	NON-STOP	Daily	M
120p	148p	319	NON-STOP	Daily	M
800p	828p	233	NON-STOP	Daily	M
840p	908p	379	NON-STOP	Ex Sa	M
<b>MIAMI/FT LAUDERDALE (EST)</b> F \$139.00 Y \$106.00					
AIRPORTS: M-Miami L-Ft Lauderdale					
800a	M 102p	758	One-stop	Daily	M
800a	L 150p	758	Two-stop	Daily	M
<b>MINNEAPOLIS/ST PAUL (CST)</b> F \$48.00 Y \$37.00					
830a	929a	303	NON-STOP	Daily	M
1135a	1234p	281	NON-STOP	Daily	S
110p	209p	537	NON-STOP	Daily	M
320p	419p	285	NON-STOP	Ex Sa	M
610p	709p	361	NON-STOP	Daily	S
810p	909p	719	NON-STOP	Daily	M
930p	1031p	221	NON-STOP	Daily	747
<b>MISSOULA (MST)</b> F \$141.00 Y \$109.00					
1135a	603p	281/109	Mpls.-St. Paul	Daily	S
<b>NEW YORK/NEWARK (EST)</b> F \$90.00 Y \$69.00					
AIRPORTS: J-Kennedy L-LaGuardia E-Newark					
745a	L 1029a	202	NON-STOP	Ex Sa Su	M
750a	E 1137a	226	One-stop	Ex Sa	M
930a	E 137p	334/206	Detroit	Ex Sa	M
930a	J 354p	334/234	Detroit	Daily	S
1215p	E 357p	218	One-stop	Ex Sa Su	S
1215p	E 538p	218/236	Detroit	Ex Su	M
150p	J 445p	220	NON-STOP	Daily	M
240p	L 524p	228	NON-STOP	Ex Sa	S
330p	E 839p	542/46	Detroit	Daily	S
515p	L 800p	224	NON-STOP	Ex Sa	M
<b>PHILADELPHIA (EST)</b> F \$86.00 Y \$66.00					
750a	1025a	226	NON-STOP	Ex Sa	M
825a	1219p	306/514	Detroit	Ex Su	M
930a	314p	334/524	Detroit	Daily	M
330p	722p	542	One-stop	Daily	M
<b>PITTSBURGH (EST)</b> F \$59.00 Y \$47.00					
825a	1147a	306	One-stop	Ex Su	M
930a	402p	334/350	Detroit	Ex Sa	M
1215p	402p	218/350	Detroit	Ex Sa Su	S
330p	847p	542/374	Detroit	Daily	M
<b>PORTLAND, Oregon (PST)</b> F \$180.00 Y \$139.00					
110p	825p	537/51	Mpls.-St. Paul	Daily	M
320p	825p	285/51	Mpls.-St. Paul	Ex Sa	M
<b>ROCHESTER, Minn. (CST)</b> F \$39.00 Y \$30.00					
1130a	100p	739	One-stop	Daily	M
115p	205p	207	NON-STOP	Ex Sa Su	M
840p	1010p	379	One-stop	Ex Sa	M

For Alaska, Hawaii and International fares see page 36.

Leave	Arrive	Flight No.	Stops or Via	Freq.	Service
<b>SAN FRANCISCO/OAKLAND/ SAN JOSE (PST)</b>					
F \$180.00 Y \$139.00					
All Flights Serve San Francisco Int'l Airport					
830a	217p	303/159	Mpls.-St. Paul	Daily	M
110p	725p	537/157	Mpls.-St. Paul	Daily	M
320p	725p	285/157	Mpls.-St. Paul	Ex Sa	M
<b>SEATTLE/TACOMA (PST)</b>					
F \$180.00 Y \$139.00					
830a	1259p	303/777	Mpls.-St. Paul	Daily	M
110p	506p	537/125	Mpls.-St. Paul	Daily	S
320p	704p	285/51	Mpls.-St. Paul	Ex Sa	M
<b>SEOUL, Korea (GMT + 9)</b>					
830a	1120a @	303/21	Mpls.-St. Paul	Th Su	✈ 747
830a	1250p @	303/21	Mpls.-St. Paul	Ex Th Su	✈ 747
<b>SPOKANE (PST)</b>					
F \$158.00 Y \$121.00					
110p	339p	537/125	Mpls.-St. Paul	Daily	S
610p	930p	361/365	Mpls.-St. Paul	Daily	S
<b>TAMPA/ST PETERSBURG (EST)</b>					
F \$124.00 Y \$93.00					
800a	1242p	758/708	Atlanta	Daily	M
1145a	309p	702	NON-STOP	Daily	M
<b>TOKYO, Japan (GMT + 9)</b>					
830a	1005p ♦	303/21	Mpls.-St. Paul	Daily	✈ 747
<b>WASHINGTON/BALTIMORE (EST)</b>					
F \$79.00 Y \$60.00					
AIRPORTS: D-Dulles N-National					
930a	N 106p	334	One-stop	Daily	S
1215p	N 604p	218/362	Detroit	Ex Su	S
345p	N 619p	308	NON-STOP	Daily	M
630p	N 1000p	392	One-stop	Daily	S
<b>WINNIPEG, Man., Canada (CST)</b>					
F \$91.80 Y \$70.20					
830a	1150a	303/505	Mpls.-St. Paul	Daily	M
1135a	324p	281/215	Mpls.-St. Paul	Daily	S
610p	933p	361/445	Mpls.-St. Paul	Daily	S
From: <b>MINNEAPOLIS/ ST PAUL (CST)</b>					
For Reservations Please Call: 726-1234					
To:					
<b>ANCHORAGE (AST)</b>					
1135a	320p	777	One-stop	Ex Sa Su	M DC10
1155a	230p	39	One-stop	TuFrSaSu	M
540p	1020p	51/27	Seattle	Daily	M DC10
<b>ATLANTA (EST)</b>					
F \$106.00 Y \$82.00					
740a	1049a	708	NON-STOP	Daily	M
1035a	255p	738	One-stop	Daily	M
150p	500p	776	NON-STOP	Daily	M DC10
500p	803p	752	NON-STOP	Daily	M
<b>BILLINGS (MST)</b>					
F \$91.00 Y \$70.00					
650a	918a	105	Two-stop	Daily	M
255p	352p	347	NON-STOP	Daily	
700p	843p	369	One-stop	Daily	S
<b>BISMARCK (CST)</b>					
F \$54.00 Y \$42.00					
650a	852a	105	One-stop	Daily	M
125p	315p	109	One-stop	Daily	
700p	814p	369	NON-STOP	Daily	S
810p	1007p	85	One-stop	Daily	
<b>BOSTON (EST)</b>					
F \$125.00 Y \$95.00					
755a	1218p	282	One-stop	Ex Su	M
1100a	323p	284	One-stop	Daily	M
545a	909p	288	NON-STOP	Daily	M



Leave	Arrive	Flight No.	Stops or Via	Freq.	Service
From: <b>MINNEAPOLIS/ST PAUL (Cont'd)</b>					
To:					
<b>GRAND FORKS (CST)</b> F \$47.00 Y \$36.00					
955a	1053a	505	NON-STOP	Daily	M
450p	635p	166	NON-STOP	Daily	M
800p	858p	361	NON-STOP	Daily	M
<b>GREAT FALLS (MST)</b> F \$105.00 Y \$81.00					
650a	1057a	165	Three-stop	Daily	M
700p	1002p	369	Two-stop	Daily	S
<b>HELENA (MST)</b> F \$107.00 Y \$82.00					
650a	1204p	105/103	Billings	Daily	M
255p	555p	347	Two-stop	Daily	M
<b>HILO, Hawaii (HST)</b>					
850a	605p	115/95	Seattle	Sa Only	R ✈
<b>HONG KONG, Br. Cr. Col. (GMT + 8)</b>					
1135a	1030p	777/7	Seattle	MoWeFrSa	R ✈ 747
1135a	1030p	777/7/9	Seattle/Tokyo	Tu Only	R ✈ 747
1135a	1130p	777/7	Seattle	Th Only	R ✈ 747
<b>HONOLULU, Hawaii (HST)</b>					
1100a	505p	21	One-stop	Daily	R ✈ 747
<b>JAMESTOWN (CST)</b> F \$48.00 Y \$37.00					
125p	225p	109	NON-STOP	Daily	M
<b>LOS ANGELES (PST)</b> F \$160.00 Y \$124.00 FN \$124.00 YN \$98.00					
1100a	1240p	21	NON-STOP	Daily	R ✈ 747
520p	658p	169	NON-STOP	Daily	R ✈
1000p	1130p	171	NON-STOP	Daily	S ★ DC10
<b>MADISON (CST)</b> F \$39.00 Y \$30.00					
640a	807a	334	One-stop	Daily	S
1145a	112p	228	One-stop	Ex Sa	M
540p	628p	470	NON-STOP	Daily	M
<b>MANILA, Philippines (GMT + 8)</b>					
1135a	1015p	777/7/3	Seattle/Tokyo	Th Only	R ✈ 747
1135a	1015p	777/7	Seattle	Tu Only	R ✈ 747
1135a	1125p	777/7	Seattle	Su Only	R ✈ 747
<b>MIAMI/FT LAUDERDALE (EST)</b> F \$160.00 Y \$122.00					
AIRPORTS: M-Miami L-Ft Lauderdale					
700a	L 1238p	726	One-stop	Daily	M
740a	M 102p	708/758	Atlanta	Daily	M
740a	L 150p	708/758	Atlanta	Daily	M
740a	M 202p	708	Two-stop	Daily	M
935a	M 315p	704	One-stop	Daily	M
120p	L 651p	716	One-stop	Daily	M
120p	M 857p	716/734	Chicago	Daily	M
245p	M 857p	438/734	Chicago	Ex Sa Su	M
500p	M 1026p	752	One-stop	Daily	M
<b>MILWAUKEE (CST)</b> F \$48.00 Y \$37.00					
640a	858a	334	Two-stop	Daily	S
755a	852a	282	NON-STOP	Ex Su	M
1010a	1107a	702	NON-STOP	Daily	M
1100a	1157a	284	NON-STOP	Daily	M
1200p	101p	220	NON-STOP	Daily	747
140p	241p	542	NON-STOP	Daily	DC10
500p	557p	392	NON-STOP	Daily	S
640p	815p	492	One-stop	Daily	M

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Fares shown above do not include a surcharge of approximately 37¢ per flight per passenger that is added by all airlines to cover the cost of airport security.

Leave	Arrive	Flight No.	Stops or Via	Freq.	Service
From: <b>MISSOULA (MST)</b> F \$118.00 Y \$90.00					
650a	1156a	105	Four-stop	Daily	M
125p	603p	109	Four-stop	Daily	S
255p	603p	347/109	Billings	Daily	S
<b>NEW YORK/NEWARK (EST)</b> F \$117.00 Y \$90.00					
AIRPORTS: J-Kennedy L-LaGuardia E-Newark					
730a	L 1047a	200	NON-STOP	Daily	M
800a	E 137p	750/206	Chicago	Ex Sa	M
1100a	J 354p	524/234	Detroit	Daily	M
1100a	E 357p	524/218	Detroit	Ex Sa	M
1100a	E 538p	524/236	Detroit	Daily	M
1200p	J 445p	220	One-stop	Daily	747
1205p	L 321p	222	NON-STOP	Daily	M
1215p	E 538p	428/236	Detroit	Ex Sa Su	M
140p	L 800p	542/224	Milwaukee	Ex Sa	M
140p	E 839p	542/46	Detroit	Daily	S
245p	E 839p	438/46	Chicago	Ex Sa Su	S
340p	L 700p	242	NON-STOP	Ex Sa Su	M
445p	J 943p	382/6	Chicago	Daily	M
520p	E 956p	50	One-stop	Daily	M
555p	L 914p	230	NON-STOP	Daily	M
1245a	J 652a	244	Two-stop	Daily	747
1245a	E 928a	244/204	Detroit	Daily	M
<b>OKINAWA, Japan (GMT + 9)</b>					
1135a	925p	777/7	Seattle	Su Only	R ✈ 747
1155a	1055p	39/3	Anchorage	Tu Only	R ✈ 747
<b>OSAKA, Japan (GMT + 9)</b>					
1135a	820p	777/7/9	Seattle/Tokyo	Th Only	R ✈ 747
1135a	820p	777/7/3	Seattle/Tokyo	Ex Th	R ✈ 747
<b>PHILADELPHIA (EST)</b> F \$112.00 Y \$87.00					
750a	1219p	514	One-stop	Ex Su	M
1100a	314p	524	One-stop	Daily	M
1120a	521p	426/18	Chicago	Daily	S
140p	722p	542	Two-stop	Daily	DC10
520p	832p	50	NON-STOP	Daily	M
1245a	916a	244/504	Detroit	Ex Sa Su	M
<b>PITTSBURGH (EST)</b> F \$90.00 Y \$69.00					
600a	106p	42/16	Cleveland	Su Only	M
750a	1147a	514/306	Detroit	Ex Su	M
1045a	236p	338	One-stop	Ex Sa Su	M
1100a	402p	524/350	Detroit	Ex Sa	M
120p	639p	716/356	Chicago	Daily	M
505p	847p	374	One-stop	Daily	M
1245a	732a	244/300	Detroit	Ex Su	S
<b>PORTLAND, Oregon (PST)</b> F \$160.00 Y \$124.00					
850a	1128a	115	One-stop	Daily	M
245p	500p	125/611	Spokane	Daily	S
540p	825p	51	One-stop	Daily	DC10
<b>ROCHESTER, Minn. (CST)</b> F \$24.00 Y \$19.00					
640a	709a	334	NON-STOP	Daily	M
1145a	1214p	228	NON-STOP	Ex Sa	M
640p	709p	492	NON-STOP	Daily	M
<b>SAN FRANCISCO/OAKLAND/SAN JOSE (PST)</b> F \$160.00 Y \$124.00					
All Flights Serve San Francisco Int'l Airport					
1230p	217p	159	NON-STOP	Daily	R ✈ DC10
540p	725p	157	NON-STOP	Daily	R ✈
<b>SEATTLE/TACOMA (PST)</b> F \$160.00 Y \$124.00					
850a	1012a	115	NON-STOP	Daily	M
1135a	1259p	777	NON-STOP	Daily	M
245p	506p	125	One-stop	Daily	S
540p	704p	51	NON-STOP	Daily	DC10
840p	1116p	365/59	Spokane	Daily	S
<b>SEOUL, Korea (GMT + 9)</b>					
1100a	1120a	21	Three-stop	Th Su	R ✈ 747
1100a	1250p	21	Three-stop	Ex Th Su	R ✈ 747
<b>SPOKANE (PST)</b> F \$134.00 Y \$100.00					
245p	339p	125	NON-STOP	Daily	S
840p	930p	365	NON-STOP	Daily	DC10
<b>TAIPEI, Taiwan (GMT + 8)</b>					
1135a	920p	777/7	Seattle	Th Only	R ✈ 747
1155a	1040p	39/3	Anchorage	Sa Only	R ✈ 747
1155a	1150p	39/3	Anchorage	Tu Only	R ✈ 747
1135a	1135a	777/7/9	Seattle/Tokyo	Ex Tu Th	R ✈ 747
<b>TAMPA/ST PETERSBURG (EST)</b> F \$143.00 Y \$109.00					
740a	1242p	708	One-stop	Daily	M
800a	131p	750	One-stop	Daily	M
1010a	309p	702	One-stop	Daily	M
150p	704p	776	One-stop	Daily	DC10
655p	1223a	474/728	Chicago	Daily	S
<b>TOKYO, Japan (GMT + 9)</b>					
1100a	1005p	21	Two-stop	Daily	R ✈ 747
1135a	505p	777/7	Seattle	Daily	R ✈ 747
1155a	600p	39/3	Anchorage	TuFrSaSu	R ✈ 747
<b>WASHINGTON/BALTIMORE (EST)</b> F \$108.00 Y \$84.00					
AIRPORTS: D-Dulles N-National					
600a	N 218p	42/16	Cleveland	Su Only	M
750a	N 1258p	514/306	Detroit	Ex Su	M
800a	N 1104a	314	NON-STOP	Ex Sa Su	M
1220p	N 326p	336	NON-STOP	Daily	M
140p	N 619p	542/308	Milwaukee	Daily	M
500p	N 806p	68	NON-STOP	Daily	M
605p	N 909p	70	NON-STOP	Daily	M
1245a	N 851a	244/300	Detroit	Ex Su	S
<b>WINNIPEG, Man., Canada (CST)</b> F \$61.56 Y \$47.52					
955a	1150a	505	One-stop	Daily	M
210p	324p	215	NON-STOP	Daily	M
815p	933p	445	NON-STOP	Daily	DC10

From: **MISSOULA (MST)**

For Reservations Please Call: 728-1400

To:

<b>ANCHORAGE (AST)</b>					
1220p	320p	105/777	Seattle	Ex Sa Su	M
1220p	605p	105/47	Seattle	Daily	M
623p	1020p	109/27	Seattle	Daily	S
<b>ATLANTA (EST)</b> F \$201.00 Y \$151.00					
1020a	803p	392/752	Mpls.-St. Paul	Daily	M
<b>BILLINGS (MST)</b> F \$47.00 Y \$36.00					
1020a	1157a	392	One-stop	Daily	M
445p	744p	108	Three-stop	Daily	S
650p	821p	40	One-stop	Daily	M
<b>BISMARCK (CST)</b> F \$79.00 Y \$60.00					
1020a	234p	392/68	Billings	Daily	S
650p	1054p	40	Two-stop	Daily	S
<b>BOSTON (EST)</b> F \$216.00 Y \$165.00					
1020a	909p	392/288	Mpls.-St. Paul	Daily	M
<b>BOZEMAN (MST)</b> F \$34.00 Y \$25.00					
445p	651p	108	Two-stop	Daily	S
<b>BUTTE (MST)</b> F \$28.00 Y \$21.00					
1020a	1055a	392	NON-STOP	Daily	M
445p	605p	108	One-stop	Daily	S

Leave	Arrive	Flight No.	Stops or Via	Freq.	Service
From: <b>MISSOULA (Cont'd)</b>					
To:					
<b>CHICAGO (CST)</b> F \$147.00 Y \$111.00					
AIRPORTS: O-O'Hare M-Midway					
1020a	O 453p	392/72	Billings	Daily	M
1020a	M 547p	392/548	Mpls.-St. Paul	Ex Sa Su	M
650p	O 152a ♦	40/244	Mpls.-St. Paul	Daily	S
<b>CLEVELAND (EST)</b> F \$173.00 Y \$131.00					
1020a	812p	392/548	Mpls.-St. Paul	Ex Sa Su	M
1020a	848p	392/382	Mpls.-St. Paul	Ex Sa	M
<b>DETROIT (EST)</b> F \$163.00 Y \$125.00					
1020a	729p	392/374	Mpls.-St. Paul	Daily	M
1020a	822p	392	Five-stop	Daily	M
650p	439a ♦	40/244	Mpls.-St. Paul	Daily	S
<b>GREAT FALLS (MST)</b> F \$30.00 Y \$23.00					
650p	724p	40	NON-STOP	Daily	
<b>HELENA (MST)</b> F \$28.00 Y \$21.00					
445p	517p	108	NON-STOP	Daily	S
<b>MADISON (CST)</b> F \$138.00 Y \$105.00					
1020a	628p	392/470	Mpls.-St. Paul	Daily	M
<b>MILWAUKEE (CST)</b> F \$141.00 Y \$109.00					
1020a	557p	392	Four-stop	Daily	M
<b>MINNEAPOLIS/ST PAUL (CST)</b> F \$118.00 Y \$90.00					
1020a	404p	392/68	Billings	Daily	S
1020a	415p	392	Three-stop	Daily	M
650p	1219a ♦	40	Three-stop	Daily	S
<b>NEW YORK/NEWARK (EST)</b> F \$208.00 Y \$156.00					
AIRPORTS: J-Kennedy L-LaGuardia E-Newark					
1020a	L 914p	392/230	Mpls.-St. Paul	Daily	M
1020a	E 942p	392/72	Billings	Daily	M
<b>PHILADELPHIA (EST)</b> F \$208.00 Y \$155.00					
1020a	832p	392/50	Mpls.-St. Paul	Daily	M
<b>PORTLAND, Oregon (PST)</b> F \$57.00 Y \$43.00					
1220p	145p	105/103	Spokane	Daily	S
623p	730p	109	One-stop	Daily	S
<b>ROCHESTER, Minn. (CST)</b> F \$124.00 Y \$93.00					
1020a	709p	392/492	Mpls.-St. Paul	Daily	M
<b>SEATTLE/TACOMA (PST)</b> F \$57.00 Y \$43.00					
1220p	134p	105	One-stop	Daily	S
623p	734p	109/347	Spokane	Daily	S
623p	831p	109	Two-stop	Daily	S
<b>SPOKANE (PST)</b> F \$34.00 Y \$25.00					
1220p	1158a	105	NON-STOP	Daily	
623p	601p	109	NON-STOP	Daily	
<b>WASHINGTON/BALTIMORE (EST)</b> F \$195.00 Y \$152.00					
AIRPORTS: D-Dulles N-National					





# NORTHWEST ORIENT

Leave	Arrive	Flight No.	Stops or Via	Freq.	Service
From: <b>NEW YORK/NEWARK</b> (Cont'd)					
AIRPORTS: J-Kennedy L-LaGuardia E-Newark					
To:					
<b>MILWAUKEE (CST)</b> F \$90.00 Y \$69.00					
L 850a	959a	209	NON-STOP	Daily	M
E 1030a	1237p	537	One-stop	Daily	M
L 1140a	1245p	207	NON-STOP	Ex Sa Su	M
E 1240p	529p	217/361	Detroit	Ex Sa M	M
L 620p	730p	233	NON-STOP	Daily	M
E 630p	833p	227	One-stop	Ex Sa M	M
E 630p	908p	227/543	Detroit	Daily	M
J 730p	848p	221	NON-STOP	Daily	M <b>747</b>
<b>MINNEAPOLIS/ST PAUL (CST)</b> F \$117.00 Y \$90.00					
J 825a	105p	3/735	Chicago	Daily	M
L 830a	1015a	201	NON-STOP	Ex Sa Su	M
E 835a	105p	47/735	Chicago	Daily	M
L 850a	1234p	209/281	Milwaukee	Daily	M
E 1030a	209p	537	Two-stop	Daily	M
L 1150a	131p	215	NON-STOP	Daily	M
E 1240p	450p	217/51	Detroit	Ex Sa M	M
L 415p	559p	235	NON-STOP	Daily	M
E 415p	707p	223	One-stop	Ex Sa M	M
E 500p	802p	231/367	Detroit	Ex Sa M	M
L 620p	909p	233/719	Milwaukee	Daily	M
E 630p	1031p	227/221	Milwaukee	Ex Sa M	M
J 730p	1031p	221	One-stop	Daily	M <b>747</b>
L 750p	933p	241	NON-STOP	Ex Sa Su	M
E 1100p	512a	243/245	Detroit	Daily	M
J 1230a	512a	245	Two-stop	Daily	M <b>747</b>
<b>MISSOULA (MST)</b> F \$208.00 Y \$156.00					
L 830a	603p	201/109	Mpls.-St. Paul	Ex Sa Su	M
E 1000a	603p	71/109	Billings	Daily	M
<b>OKINAWA, Japan (GMT + 9)</b>					
J 1000a	925p	7	Two-stop	Su Only	M <b>747</b>
J 1000a	1055p	7/3	Tokyo	Tu Only	M <b>747</b>
<b>OSAKA, Japan (GMT + 9)</b>					
J 825a	820p	3	Four-stop	Ex Th	M <b>747</b>
J 1000a	820p	7/3	Tokyo	Ex Th	M <b>747</b>
J 1000a	820p	7/9	Tokyo	Th Only	M <b>747</b>
<b>PHILADELPHIA (EST)</b> F \$24.00 Y \$19.00					
E 1030a	1108a	537	NON-STOP	Daily	M
E 415p	453p	223	NON-STOP	Ex Sa	M
<b>PORTLAND, Oregon (PST)</b> F \$243.00 Y \$187.00					
J 825a	158p	3/47	Chicago	Daily	M <b>747</b>
E 835a	158p	47	Two-stop	Daily	M <b>DC10</b>
E 1000a	730p	71/109	Spokane	Daily	M
E 1240p	825p	217/51	Detroit	Ex Sa M	M
J 1230a	1128a	245/115	Mpls.-St. Paul	Daily	M
<b>ROCHESTER, Minn. (CST)</b> F \$111.00 Y \$86.00					
J 825a	310p	3/439	Chicago	Ex Sa	M
J 825a	428p	3/217	Chicago	Daily	M
L 850a	100p	209/739	Milwaukee	Daily	M
E 1000a	310p	71/439	Chicago	Ex Sa	S
E 1000a	428p	71/217	Chicago	Daily	S
E 1030a	205p	537/207	Milwaukee	Ex Sa Su	M
L 1140a	205p	207	One-stop	Ex Sa Su	M
E 1240p	428p	217	Two-stop	Ex Sa M	M
E 500p	900p	231	Two-stop	Ex Sa M	M
L 620p	1010p	233/379	Milwaukee	Ex Sa M	M

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Leave	Arrive	Flight No.	Stops or Via	Freq.	Service
From: <b>SAN FRANCISCO/OAKLAND/SAN JOSE (PST)</b> F \$243.00 Y \$187.00					
All Flights Serve San Francisco Int'l Airport					
L 830a	217p	201/159	Mpls.-St. Paul	Ex Sa Su	M
To:					
<b>SEATTLE/TACOMA (PST)</b> F \$243.00 Y \$187.00					
L 830a	1259p	201/777	Mpls.-St. Paul	Ex Sa Su	M
E 835a	324p	47	Three-stop	Daily	M <b>DC10</b>
J 1000a	1242p	7	NON-STOP	Daily	M <b>747</b>
E 1000a	604p	71	Five-stop	Daily	M
E 1030a	506p	537/125	Mpls.-St. Paul	Daily	M
L 1150a	506p	215/125	Mpls.-St. Paul	Daily	M
E 1240p	544p	217/29	Chicago	Ex Sa M	M
E 500p	1116p	231/59	Chicago	Ex Sa M	M
J 1230a	1012a	245/115	Mpls.-St. Paul	Daily	M
<b>SEOUL, Korea (GMT + 9)</b>					
J 1000a	1120a	7/21	Tokyo	Th Su	M <b>747</b>
J 1000a	1250p	7/21	Tokyo	Ex Th Su	M <b>747</b>
<b>SPOKANE (PST)</b> F \$217.00 Y \$167.00					
J 825a	339p	3/125	Chicago	Daily	M <b>747</b>
E 1000a	429p	71	Four-stop	Daily	M
E 1030a	339p	537/125	Mpls.-St. Paul	Daily	M
L 1150a	339p	215/125	Mpls.-St. Paul	Daily	M
L 415p	930p	235/365	Mpls.-St. Paul	Daily	M
E 500p	937p	231/59	Chicago	Ex Sa M	M
<b>TAIPEI, Taiwan (GMT + 8)</b>					
J 1000a	920p	7	Two-stop	Th Only	M <b>747</b>
J 1000a	1040p	7/3	Tokyo	Sa Only	M <b>747</b>
J 1000a	1150p	7/3	Tokyo	Tu Only	M <b>747</b>
J 1000a	1055a	7/3	Tokyo	Su Only	M <b>747</b>
J 1000a	1135a	7/9	Tokyo	Ex Tu Th	M <b>747</b>
<b>TOKYO, Japan (GMT + 9)</b>					
J 825a	600p	3	Three-stop	Daily	M <b>747</b>
L 830a	1005p	201/21	Mpls.-St. Paul	Ex Sa Su	M <b>747</b>
E 835a	600p	47/3	Chicago	Daily	M <b>747</b>
J 1000a	505p	7	One-stop	Daily	M <b>747</b>
<b>WASHINGTON/BALTIMORE (EST)</b> F \$38.00 Y \$29.00					
AIRPORTS: D-Dulles M-National					
J 825a	D 943a	3	NON-STOP	Daily	S <b>747</b>
<b>WINNIPEG, Man., Canada (CST)</b> F \$149.04 Y \$114.48					
J 825a	157p	3/715	Chicago	Daily	M
E 835a	157p	47/715	Chicago	Daily	M
L 1150a	324p	215	One-stop	Daily	M
L 415p	933p	235/445	Mpls.-St. Paul	Daily	M
E 415p	933p	223/445	Mpls.-St. Paul	Ex Sa M	M
From: <b>OKINAWA, Japan (GMT + 9)</b>					
For Reservations Please Call: 0989 37-1151					
To:					
<b>ANCHORAGE (AST)</b>					
120p	615a	6	Two-stop	Mo Only	M <b>747</b>
120p	615a	22/6	Tokyo	Sa Only	M <b>747</b>
235p	615a	6	One-stop	Th Only	M <b>747</b>
<b>ATLANTA (EST)</b>					
235p	939p	6/796	Chicago	Th Only	M <b>747</b>
<b>CHICAGO (CST)</b>					
AIRPORTS: O-O'Hare M-Midway					
120p	0 554p	6	Three-stop	Mo Only	M <b>747</b>
120p	0 554p	22/6	Tokyo	Sa Only	M <b>747</b>
235p	0 554p	6	Two-stop	Th Only	M <b>747</b>

Fares shown above do not include a surcharge of approximately 37% per flight per passenger that is added by all airlines to cover the cost of airport security.

Leave	Arrive	Flight No.	Stops or Via	Freq.	Service
From: <b>CLEVELAND (EST)</b>					
235p	848p	6/382	Chicago	Th Only	M <b>747</b>
<b>DETROIT (EST)</b>					
235p	1036p	6/474	Chicago	Th Only	M <b>747</b>
<b>EDMONTON, Alta., Canada (MST)</b>					
120p	240p	22/6/38	Tokyo/Anchorage	Sa Only	M <b>747</b>
<b>HONOLULU, Hawaii (HST)</b>					
120p	655a	22	Two-stop	Tu Sa	M <b>747</b>
235p	655a	6/22	Tokyo	Th Only	M <b>747</b>
<b>LOS ANGELES (PST)</b>					
235p	405p	6/22	Tokyo	Th Only	M <b>747</b>
<b>MANILA, Philippines (GMT + 8)</b>					
1010p	1125p	7	NON-STOP	Mo Only	S <b>747</b>
<b>MINNEAPOLIS/ST PAUL (CST)</b>					
120p	1022p	22	Four-stop	Sa Only	M <b>747</b>
235p	923p	6/12	Anchorage	Th Only	M <b>747</b>
<b>NEW YORK/NEWARK (EST)</b>					
AIRPORTS: J-Kennedy L-LaGuardia E-Newark					
120p	J 943p	6	Four-stop	Mo Only	M <b>747</b>
120p	J 943p	22/6	Tokyo	Sa Only	M <b>747</b>
235p	J 943p	6	Three-stop	Th Only	M <b>747</b>
<b>OSAKA, Japan (GMT + 9)</b>					
No Local Traffic					
120p	310p	6	NON-STOP	Mo Only	S
120p	310p	22	NON-STOP	Sa Only	S
<b>SAN FRANCISCO/OAKLAND/SAN JOSE (PST)</b>					
All Flights Serve San Francisco Int'l Airport					
120p	610p	22/10	Tokyo	Sa Only	M <b>747</b>
235p	610p	6/10	Tokyo	Th Only	M <b>747</b>
<b>SEATTLE/TACOMA (PST)</b>					
120p	200p	22/6/12	Tokyo/Anchorage	Sa Only	M <b>747</b>
235p	200p	6/12	Anchorage	Th Only	M <b>747</b>
<b>SEOUL, Korea (GMT + 9)</b>					
120p	1250p	22/21	Tokyo	Sa Only	M
235p	1250p	6/21	Tokyo	Th Only	M <b>747</b>
<b>SPOKANE (PST)</b>					
235p	317p	6/12/608	Anchorage/Seattle	Th Only	M <b>747</b>
<b>TAIPEI, Taiwan (GMT + 8)</b>					
1040a	1100a	3	NON-STOP	Su Only	M
1130p	1150p	3	NON-STOP	We Only	M
<b>TAMPA/ST PETERSBURG (EST)</b>					
235p	1223a	6/728	Chicago	Th Only	M <b>747</b>
<b>TOKYO, Japan (GMT + 9)</b>					
No Local Traffic					
120p	445p	6	One-stop	Mo Only	S
120p	445p	22	One-stop	Sa Only	S
235p	445p	6	NON-STOP	Th Only	M <b>747</b>
From: <b>OSAKA, Japan (GMT + 9)</b>					
For Reservations Please Call: 06-441-7474					
To:					
<b>ANCHORAGE (AST)</b>					
340p	615a	6	One-stop	SuMoWeFr	M <b>747</b>
340p	615a	10/6	Tokyo	Th Only	M <b>747</b>
340p	615a	22/6	Tokyo	Tu Sa	M <b>747</b>

For Alaska, Hawaii and International fares see page 36.



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Leave	Arrive	Flight No.	Stops or Via	Freq.	Service
From: <b>OSAKA, Japan (Cont'd)</b>					
To:					
<b>ATLANTA (EST)</b>					
340p	939p	6/796	Chicago	SuMoWeFr	M <b>747</b>
340p	939p	10/6/796	Tokyo/Chicago	Th Only	M <b>747</b>
340p	939p	22/6/796	Tokyo/Chicago	Tu Only	M <b>747</b>
<b>CHICAGO (CST)</b>					
AIRPORTS: O-O'Hare M-Midway					
340p	0 554p	22/6	Tokyo	Tu Sa	M <b>747</b>
340p	0 554p	10/6	Tokyo	Th Only	M <b>747</b>
340p	0 554p	6	Two-stop	SuMoWeFr	M <b>747</b>
<b>CLEVELAND (EST)</b>					
340p	848p	22/6/382	Tokyo/Chicago	Tu Only	M





# NORTHWEST ORIENT

Leave	Arrive	Flight No.	Stops or Via	Freq.	Service
From: <b>PHILADELPHIA</b> (Cont'd)					
To:					
<b>SAN FRANCISCO/OAKLAND/ SAN JOSE (PST)</b> F \$237.00 Y \$182.00					
All Flights Serve San Francisco Int'l Airport					
740a	217p	<b>515/159</b>	Mpls.-St. Paul	Ex Su	M <b>DC10</b>
200p	725p	<b>51/157</b>	Mpls.-St. Paul	Daily	M
<b>SEATTLE/TACOMA (PST)</b> F \$237.00 Y \$182.00					
740a	1259p	<b>515/777</b>	Mpls.-St. Paul	Ex Su	M <b>DC10</b>
915a	506p	<b>125</b>	Four-stop	Daily	S <b>DC10</b>
1140a	506p	<b>537/125</b>	Mpls.-St. Paul	Daily	M
200p	704p	<b>51</b>	Two-stop	Daily	M <b>DC10</b>
500p	1116p	<b>59</b>	Three-stop	Daily	M
<b>SEOUL, Korea (GMT + 9)</b>					
915a	1120a	⊗ <b>125/3/21</b>	Chicago/Tokyo	Th Su	✈ <b>747</b>
915a	1250p	⊗ <b>125/3/21</b>	Chicago/Tokyo	Ex Th Su	✈ <b>747</b>
<b>SPOKANE (PST)</b> F \$213.00 Y \$163.00					
915a	339p	<b>125</b>	Three-stop	Daily	S <b>DC10</b>
1140a	339p	<b>537/125</b>	Mpls.-St. Paul	Daily	M
500p	937p	<b>59</b>	Two-stop	Daily	M
530p	930p	<b>223/365</b>	Mpls.-St. Paul	Ex Sa	M
<b>TAIPEI, Taiwan (GMT + 8)</b>					
915a	920p	◆ <b>125/3/7</b>	Chicago/Tokyo	Th Only	✈ <b>747</b>
915a	1040p	◆ <b>125/3</b>	Chicago	Sa Only	✈ <b>747</b>
915a	1150p	◆ <b>125/3</b>	Chicago	Tu Only	✈ <b>747</b>
915a	1055a	⊗ <b>125/3</b>	Chicago	Su Only	✈ <b>747</b>
915a	1135a	⊗ <b>125/3/9</b>	Chicago/Tokyo	Ex Tu Th	✈ <b>747</b>
<b>TOKYO, Japan (GMT + 9)</b>					
915a	600p	◆ <b>125/3</b>	Chicago	Daily	✈ <b>747</b>
<b>WINNIPEG, Man., Canada (CST)</b> F \$154.44 Y \$118.80					
915a	157p	<b>125/715</b>	Chicago	Daily	M
200p	933p	<b>51/445</b>	Mpls.-St. Paul	Daily	<b>DC10</b>
530p	933p	<b>223/445</b>	Mpls.-St. Paul	Ex Sa	M
From: <b>PITTSBURGH (EST)</b>					
For Reservations Please Call: 391-8484					
To:					
<b>ANCHORAGE (AST)</b>					
750a	230p	<b>39</b>	Four-stop	Tu Fr Sa	M
830a	235p	<b>323/47/3</b>	Detroit/Chicago	Ex Su	M <b>747</b>
1145a	1020p	<b>311/217/27</b>	Detroit/Chicago	Ex Sa Su	M
<b>BILLINGS (MST)</b> F \$156.00 Y \$120.00					
830a	248p	<b>323/71</b>	Detroit	Ex Su	M
150p	843p	<b>341/369</b>	Mpls.-St. Paul	Ex Sa	S
<b>BISMARCK (CST)</b> F \$125.00 Y \$95.00					
750a	315p	<b>39/109</b>	Chicago	Ex Su	S
150p	814p	<b>341/369</b>	Mpls.-St. Paul	Ex Sa	S
525p	1007p	<b>355/85</b>	Mpls.-St. Paul	Daily	M
<b>CHICAGO (CST)</b> F \$57.00 Y \$43.00					
AIRPORTS: O-O'Hare M-Midway					
750a	0 922a	<b>39</b>	One-stop	Ex Su	S
150p	<b>M</b> 300p	<b>341</b>	One-stop	Ex Sa	S
<b>CLEVELAND (EST)</b> F \$28.00 Y \$21.00					
750a	827a	<b>39</b>	NON-STOP	Ex Su	S
150p	226p	<b>341</b>	NON-STOP	Ex Sa	S
525p	603p	<b>355</b>	NON-STOP	Daily	M

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Leave	Arrive	Flight No.	Stops or Via	Freq.	Service
<b>DETROIT (EST)</b> F \$37.00 Y \$28.00					
830a	920a	<b>323</b>	NON-STOP	Ex Su	M
1145a	1233p	<b>311</b>	NON-STOP	Ex Sa Su	M
445p	534p	<b>363</b>	NON-STOP	Ex Sa	M
<b>EDMONTON, Alta., Canada (MST)</b> F \$181.44 Y \$139.32					
750a	133p	<b>39</b>	Three-stop	TuThFrSa	M
<b>FARGO/MOORHEAD (CST)</b> F \$110.00 Y \$85.00					
150p	702p	<b>341/707</b>	Mpls.-St. Paul	Ex Sa	M
525p	902p	<b>355/85</b>	Mpls.-St. Paul	Daily	M
<b>GRAND FORKS (CST)</b> F \$112.00 Y \$87.00					
525p	858p	<b>355/361</b>	Mpls.-St. Paul	Daily	M
<b>GREAT FALLS (MST)</b> F \$172.00 Y \$130.00					
830a	407p	<b>323/71</b>	Detroit	Ex Su	M
150p	1002p	<b>341/369</b>	Mpls.-St. Paul	Ex Sa	S
<b>HILO, Hawaii (HST)</b>					
750a	605p	<b>39/95</b>	Chicago	Sa Only	✈ <b>747</b>
<b>HONOLULU, Hawaii (HST)</b>					
750a	610p	<b>39/95</b>	Chicago	Mo Th Fr	✈ <b>747</b>
750a	623p	<b>39/17</b>	Chicago	Sa Only	✈ <b>747</b>
<b>LOS ANGELES (PST)</b> F \$216.00 Y \$165.00					
150p	658p	<b>341/169</b>	Mpls.-St. Paul	Ex Sa	M
525p	1130p	<b>355/171</b>	Mpls.-St. Paul	Daily	M
<b>MADISON (CST)</b> F \$68.00 Y \$52.00					
830a	1053a	<b>323/209</b>	Milwaukee	Ex Su	M
<b>MANILA, Philippines (GMT + 8)</b>					
750a	1015p	◆ <b>39/3</b>	Chicago	Th Only	✈ <b>747</b>
<b>MILWAUKEE (CST)</b> F \$59.00 Y \$47.00					
830a	954a	<b>323</b>	One-stop	Ex Su	M
445p	833p	<b>363/227</b>	Detroit	Ex Sa	M
<b>MINNEAPOLIS/ST PAUL (CST)</b> F \$90.00 Y \$69.00					
750a	1112a	<b>39</b>	Two-stop	Ex Su	S
830a	1029a	<b>323/515</b>	Detroit	Ex Su	M
150p	432p	<b>341</b>	Two-stop	Ex Sa	M
525p	727p	<b>355</b>	One-stop	Daily	M
<b>OKINAWA, Japan (GMT + 9)</b>					
750a	1055p	◆ <b>39/3</b>	Chicago	Tu Only	✈ <b>747</b>
<b>OSAKA, Japan (GMT + 9)</b>					
750a	820p	◆ <b>39/3</b>	Chicago	Ex Th Su	✈ <b>747</b>
<b>PORTLAND, Oregon (PST)</b> F \$216.00 Y \$165.00					
830a	158p	<b>323/47</b>	Detroit	Ex Su	M
150p	825p	<b>341/51</b>	Mpls.-St. Paul	Ex Sa	M
<b>ROCHESTER, Minn. (CST)</b> F \$84.00 Y \$65.00					
830a	100p	<b>323/739</b>	Milwaukee	Ex Su	M
1145a	428p	<b>311/217</b>	Detroit	Ex Sa Su	M
150p	637p	<b>341/353</b>	Cleveland	Ex Sa	S
445p	900p	<b>363/231</b>	Detroit	Ex Sa	S
<b>SAN FRANCISCO/OAKLAND/ SAN JOSE (PST)</b> F \$216.00 Y \$165.00					
All Flights Serve San Francisco Int'l Airport					
750a	217p	<b>39/159</b>	Mpls.-St. Paul	Ex Su	M
150p	725p	<b>341/157</b>	Mpls.-St. Paul	Ex Sa	M
<b>SEATTLE/TACOMA (PST)</b> F \$216.00 Y \$165.00					
750a	1208p	<b>39/95</b>	Chicago	Ex Su	M
150p	704p	<b>341/51</b>	Mpls.-St. Paul	Ex Sa	M
525p	1116p	<b>355/59</b>	Cleveland	Daily	M

Fares shown above do not include a surcharge of approximately 37¢ per flight per passenger that is added by all airlines to cover the cost of airport security.



# NORTHWEST ORIENT

Leave	Arrive	Flight No.	Stops or Via	Freq.	Service
From: <b>PORTLAND, Oregon</b> (Cont'd)					
To:					
<b>CLEVELAND (EST)</b> F \$207.00 Y \$159.00					
610a	532p	<b>94/356</b>	Chicago	Ex We Th	M
640a	658p	<b>776/364</b>	Mpls.-St. Paul	Ex Sa	M
1015a	759p	<b>46/28</b>	Chicago	Daily	M <b>DC10</b>
755p	1007a	◆ <b>109/42</b>	Seattle	Daily	M
<b>DETROIT (EST)</b> F \$201.00 Y \$155.00					
610a	457p	<b>94</b>	Two-stop	Ex We Th	M <b>DC10</b>
640a	457p	<b>776/94</b>	Seattle	Daily	M <b>DC10</b>
1015a	628p	<b>46</b>	One-stop	Daily	M <b>DC10</b>
<b>FARGO/MOORHEAD (CST)</b> F \$138.00 Y \$104.00					
Fares For Routings Via Mpls.-St. Paul F \$160.00 Y \$124.00					
700a	305p	<b>68/392</b>	Billings	Daily	M
1045a	702p	<b>50/707</b>	Mpls.-St. Paul	Daily	M
<b>FT LAUDERDALE (EST)</b> F \$265.00 Y \$204.00					
610a	651p	<b>94/716</b>	Chicago	Ex We Th	M
<b>GRAND FORKS (CST)</b> F \$139.00 Y \$107.00					
Fares For Routings Via Mpls.-St. Paul F \$160.00 Y \$124.00					
640a	635p	<b>776/166</b>	Mpls.-St. Paul	Daily	M
1045a	858p	<b>50/361</b>	Mpls.-St. Paul	Daily	M
<b>GREAT FALLS (MST)</b> F \$69.00 Y \$53.00					
700a	1140a	<b>68/72</b>	Spokane	Daily	S
320p	724p	<b>40</b>	Two-stop	Daily	S
<b>HELENA (MST)</b> F \$68.00 Y \$52.00					
700a	1018a	<b>68</b>	One-stop	Daily	S
1220p	517p	<b>108</b>	Three-stop	Daily	S
<b>HILO, Hawaii (HST)</b>					
235p	605p	<b>95</b>	NON-STOP	Sa Only	✈ <b>747</b>
<b>HONG KONG, Br. Cr. Col. (GMT + 8)</b>					
1220p	1030p	◆ <b>108/7</b>	Seattle	MoWeFrSa	✈ <b>747</b>
1220p	1030p	◆ <b>108/7/9</b>	Seattle/Tokyo	Tu Only	✈ <b>747</b>
1220p	1130p	◆ <b>108/7</b>	Seattle	Th Only	✈ <b>747</b>
<b>HONOLULU, Hawaii (HST)</b>					
745a	115p	<b>78/87</b>	Seattle	Daily	✈ <b>747</b>
235p	610p	<b>95</b>	NON-STOP	SuMoThFr	✈ <b>DC10</b>
235p	730p	<b>95</b>	One-stop	Sa Only	✈ <b>DC10</b>
<b>MADISON (CST)</b> F \$170.00 Y \$130.00					
1045a	628p	<b>50/470</b>	Mpls.-St. Paul	Daily	M
<b>MANILA, Philippines (GMT + 8)</b>					
1220p	1015p	◆ <b>108/7</b>	Seattle	Tu Only	✈ <b>747</b>
1220p	1125p	◆ <b>108/7</b>	Seattle	Su Only	✈ <b>747</b>
<b>MIAMI/FT LAUDERDALE (EST)</b> F \$265.00 Y \$204.00					
AIRPORTS: M-Miami L-Ft Lauderdale					
610a	L 651p	<b>94/716</b>	Chicago	Ex We Th	M
1015a	M 857p	<b>46/734</b>	Chicago	Daily	M
755p	M 1200p	◆ <b>109/26</b>	Seattle	Daily	M
<b>MILWAUKEE (CST)</b> F \$180.00 Y \$139.00					
640a	241p	<b>776/542</b>	Mpls.-St. Paul	Daily	M <b>DC10</b>
1045a	557p	<b>50/392</b>	Mpls.-St. Paul	Daily	M
<b>MINNEAPOLIS/ST PAUL (CST)</b> F \$160.00 Y \$124.00					
640a	105p	<b>776</b>	One-stop	Daily	M <b>DC10</b>
1045a	433p	<b>50</b>	One-stop	Daily	M
320p	923p	<b>40/12</b>	Spokane	Daily	M
320p	1219a	◆ <b>40</b>	Five-stop	Daily	S
755p	503a	◆ <b>109/42</b>	Seattle	Daily	S

For Alaska, Hawaii and International  
fares see page 36.

Leave	Arrive	Flight No.	Stops or Via	Freq.	Service
<b>MISSOULA (MST)</b>				F \$57.00	Y \$43.00
7 00a	9 59a	<b>68/392</b>	Spokane	Daily	S
12 20p	4 24p	<b>108</b>	Two-stop	Daily	
3 20p	6 29p	<b>40</b>	One-stop	Daily	S
<b>NEW YORK/NEWARK (EST)</b>				F \$243.00	Y \$187.00
AIRPORTS: J-Kennedy L-LaGuardia E-Newark					
6 40a	L 7 00p	<b>776/242</b>	Mpls.-St. Paul	Ex Sa Su	M
7 45a	J 4 55p	<b>78/4</b>	Seattle	Daily	M
10 15a	E 8 39p	<b>46</b>	Two-stop	Daily	M
10 15a	J 9 43p	<b>46/6</b>	Chicago	Daily	M
10 45a	L 9 14p	<b>50/230</b>	Mpls.-St. Paul	Daily	M
<b>OKINAWA, Japan (GMT + 9)</b>					
12 20p	9 25p ♦	<b>108/7</b>	Seattle	Su Only	✈ <b>747</b>
12 20p	10 55p ♦	<b>108/7/3</b>	Seattle/Tokyo	Tu Only	✈ <b>747</b>
<b>OSAKA, Japan (GMT + 9)</b>					
12 20p	8 20p ♦	<b>108/7/3</b>	Seattle/Tokyo	Ex Th	✈ <b>747</b>
12 20p	8 20p ♦	<b>108/7/9</b>	Seattle/Tokyo	Th Only	✈ <b>747</b>
<b>PHILADELPHIA (EST)</b>				F \$237.00	Y \$182.00
6 40a	7 22p	<b>776/542</b>	Mpls.-St. Paul	Daily	M
10 45a	8 32p	<b>50</b>	Two-stop	Daily	M
<b>PITTSBURGH (EST)</b>				F \$216.00	Y \$165.00
6 10a	6 39p	<b>94/356</b>	Chicago	Ex We Th	M
10 45a	8 47p	<b>50/374</b>	Mpls.-St. Paul	Daily	M
<b>ROCHESTER, Minn. (EST)</b>				F \$161.00	Y \$124.00
10 45a	7 09p	<b>50/492</b>	Mpls.-St. Paul	Daily	M
<b>SEATTLE/TACOMA (PST)</b>				F \$30.00	Y \$23.00
6 10a	6 49a	<b>94</b>	NON-STOP	Ex We Th	<b>DC10</b>
7 45a	7 19a	<b>776</b>	NON-STOP	Daily	<b>DC10</b>
7 45a	8 21a	<b>78</b>	NON-STOP	Daily	
12 20p	12 56p	<b>108</b>	NON-STOP	Daily	
2 45p	3 24p	<b>47</b>	NON-STOP	Daily	<b>DC10</b>
7 55p	8 31p	<b>109</b>	NON-STOP	Daily	
<b>SEOUL, Korea (GMT + 9)</b>					
12 20p	11 20a ◎	<b>108/7/21</b>	Seattle/Tokyo	Th Su	✈ <b>747</b>
12 20p	12 50p ◎	<b>108/7/21</b>	Seattle/Tokyo	Ex Th Su	✈ <b>747</b>
<b>SPOKANE (PST)</b>				F \$47.00	Y \$36.00
7 00a	7 52a	<b>68</b>	NON-STOP	Daily	S
10 45a	11 37a	<b>50</b>	NON-STOP	Daily	
12 20p	2 17p	<b>108</b>	One-stop	Daily	
3 20p	4 12p	<b>40</b>	NON-STOP	Daily	
6 00p	6 52p	<b>120</b>	NON-STOP	Daily	S
<b>TAIPEI, Taiwan (GMT + 8)</b>					
12 20p	9 20p ♦	<b>108/7</b>	Seattle	Th Only	✈ <b>747</b>
12 20p	10 40p ♦	<b>108/7/3</b>	Seattle/Tokyo	Sa Only	✈ <b>747</b>
12 20p	11 50p ♦	<b>108/7/3</b>	Seattle/Tokyo	Tu Only	✈ <b>747</b>
12 20p	10 55a ◎	<b>108/7/3</b>	Seattle/Tokyo	Su Only	✈ <b>747</b>
12 20p	11 35a ◎	<b>108/7/9</b>	Seattle/Tokyo	Ex Tu Th	✈ <b>747</b>
<b>TAMPA/ST PETERSBURG (EST)</b>				F \$249.00	Y \$192.00
6 40a	7 04p	<b>776</b>	Three-stop	Daily	M
10 15a	7 33p	<b>46/736</b>	Chicago	Daily	M
<b>TOKYO, Japan (GMT + 9)</b>					
12 20p	5 05p ♦	<b>108/7</b>	Seattle	Daily	✈ <b>747</b>
<b>WASHINGTON/BALTIMORE (EST)</b>				F \$230.00	Y \$177.00
AIRPORTS: D-Dulles N-National					
7 45a	D 4 40p	<b>78</b>	One-stop	Daily	M
10 45a	N 8 06p	<b>50/68</b>	Mpls.-St. Paul	Daily	M
<b>WINNIPEG, Man., Canada (CST)</b>				F \$165.24	Y \$127.44
6 40a	3 24p	<b>776/215</b>	Mpls.-St. Paul	Daily	M
10 45a	9 33p	<b>50/445</b>	Mpls.-St. Paul	Daily	M





# NORTHWEST ORIENT

Leave	Arrive	Flight No.	Stops or Via	Freq.	Service
From: <b>ROCHESTER, Minn. (Cont'd)</b>					
To:					
<b>LOS ANGELES (PST)</b> F \$160.00 Y \$124.00					
955a	1240p	423/21	Mpls.-St. Paul	Daily	M
1235p	658p	439/169	Mpls.-St. Paul	Daily	M
700p	1130p	353/171	Mpls.-St. Paul	Daily	S
<b>MADISON (CST)</b> F \$32.00 Y \$25.00					
730a	807a	334	NON-STOP	Daily	S
1235p	112p	228	NON-STOP	Ex Sa	S
300p	337p	224	NON-STOP	Ex Sa	S
<b>MIAMI/FT LAUDERDALE (EST)</b> F \$159.00 Y \$120.00					
AIRPORTS: M-Miami L-Ft Lauderdale					
815a	M 315p	206/704	Chicago	Daily	M
200p	M 857p	356/734	Chicago	Daily	M
<b>MILWAUKEE (CST)</b> F \$39.00 Y \$30.00					
730a	858a	334	One-stop	Daily	S
1235p	203p	228	One-stop	Ex Sa	S
300p	428p	224	One-stop	Ex Sa	S
730p	815p	492	NON-STOP	Daily	S
<b>MINNEAPOLIS/ST PAUL (CST)</b> F \$24.00 Y \$19.00					
955a	1022a	423	NON-STOP	Daily	S
330p	357p	439	NON-STOP	Daily	S
700p	727p	353	NON-STOP	Daily	S
1030p	1057p	379	NON-STOP	Ex Sa	S
<b>MISSOULA (MST)</b> F \$124.00 Y \$93.00					
955a	603p	423/109	Mpls.-St. Paul	Daily	S
<b>NEW YORK/NEWARK (EST)</b> F \$111.00 Y \$86.00					
AIRPORTS: J-Kennedy L-LaGuardia E-Newark					
815a	E 137p	206	Two-stop	Ex Sa	M
815a	J 354p	206/234	Detroit	Daily	S
1235p	L 524p	228	Two-stop	Ex Sa	S
200p	E 839p	356/46	Chicago	Daily	S
200p	J 943p	356/6	Chicago	Daily	M
300p	L 800p	224	Two-stop	Ex Sa	M
<b>PHILADELPHIA (EST)</b> F \$108.00 Y \$84.00					
815a	314p	206/524	Detroit	Daily	S
1235p	722p	228/542	Milwaukee	Ex Sa	M
200p	948p	356/28	Chicago	Daily	S
<b>PITTSBURGH (EST)</b> F \$84.00 Y \$65.00					
815a	402p	206/350	Detroit	Ex Sa	S
200p	639p	356	Two-stop	Daily	S
<b>PORTLAND, Oregon (PST)</b> F \$161.00 Y \$124.00					
330p	825p	439/51	Mpls.-St. Paul	Daily	M
<b>SAN FRANCISCO/OAKLAND/SAN JOSE (PST)</b> F \$160.00 Y \$124.00					
All Flights Serve San Francisco Int'l Airport					
955a	217p	423/159	Mpls.-St. Paul	Daily	M
330p	725p	439/157	Mpls.-St. Paul	Daily	M
<b>SEATTLE/TACOMA (PST)</b> F \$161.00 Y \$124.00					
955a	1259p	423/777	Mpls.-St. Paul	Daily	M
330p	704p	439/51	Mpls.-St. Paul	Daily	M
<b>SPOKANE (PST)</b> F \$142.00 Y \$105.00					
700p	930p	353/365	Mpls.-St. Paul	Daily	S
<b>TAMPA/ST PETERSBURG (EST)</b> F \$142.00 Y \$108.00					
815a	131p	206/750	Chicago	Daily	M
200p	733p	356/736	Chicago	Daily	M
525p	1223a	796/728	Chicago	Daily	S

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Leave	Arrive	Flight No.	Stops or Via	Freq.	Service
<b>TOKYO, Japan (GMT + 9)</b>					
955a	1005p	423/21	Mpls.-St. Paul	Daily	✈ 747
<b>WASHINGTON/BALTIMORE (EST)</b> F \$102.00 Y \$77.00					
AIRPORTS: D-Dulles N-National					
730a	N 106p	334	Three-stop	Daily	S
815a	N 221p	206/324	Detroit	Ex Sa	S
1235p	N 619p	228/308	Milwaukee	Ex Sa	M
200p	N 751p	356	Three-stop	Daily	S
300p	N 1000p	224/392	Milwaukee	Ex Sa	S
<b>WINNIPEG, Man., Canada (CST)</b> F \$73.44 Y \$56.16					
955a	324p	423/215	Mpls.-St. Paul	Daily	S
700p	933p	353/445	Mpls.-St. Paul	Daily	S
From: <b>ST PAUL/ MINNEAPOLIS (CST)</b>					
See Minneapolis/St Paul					
From: <b>SAN FRANCISCO/OAKLAND/SAN JOSE (PST)</b>					
For San Francisco Reservations Please Call: 391-8440 For Oakland Reservations Please Call: 391-8440 For San Jose Reservations Please Call: 289-8420 All Flights Serve San Francisco Int'l Airport					
To:					
<b>BOSTON (EST)</b> F \$251.00 Y \$194.00					
1100a	909p	154/288	Mpls.-St. Paul	Daily	M
<b>CHICAGO (CST)</b> F \$182.00 Y \$140.00					
AIRPORTS: O-O'Hare M-Midway					
1100a	M 547p	154/548	Mpls.-St. Paul	Ex Sa Su	M
1100a	O 557p	154/382	Mpls.-St. Paul	Daily	M
500p	O 152a	158/244	Mpls.-St. Paul	Daily	M DC10
<b>CLEVELAND (EST)</b> F \$207.00 Y \$159.00					
1100a	812p	154/548	Mpls.-St. Paul	Ex Sa Su	M
1100a	848p	154/382	Mpls.-St. Paul	Ex Sa	M
<b>DETROIT (EST)</b> F \$201.00 Y \$155.00					
1100a	729p	154/374	Mpls.-St. Paul	Daily	M
500p	439a	158/244	Mpls.-St. Paul	Daily	M DC10
<b>FARGO/MOORHEAD (CST)</b> F \$181.00 Y \$138.00					
1100a	542p	154/166	Mpls.-St. Paul	Daily	M
<b>GRAND FORKS (CST)</b> F \$190.00 Y \$142.00					
1100a	635p	154/166	Mpls.-St. Paul	Daily	M
<b>HONG KONG, Br. Cr. Col. (GMT + 8)</b>					
930a	1030p	9/7	Tokyo	MoWeFrSa	✈ 747
930a	1030p	9	Two-stop	Tu Only	✈ 747
930a	1130p	9/7	Tokyo	Th Only	✈ 747
<b>HONOLULU, Hawaii (HST)</b>					
930a	1245p	9	NON-STOP	Daily	✈ 747
<b>MADISON (CST)</b> F \$170.00 Y \$130.00					
1100a	628p	154/470	Mpls.-St. Paul	Daily	M
<b>MANILA, Philippines (GMT + 8)</b>					
930a	1015p	9/3	Tokyo	Th Only	✈ 747
930a	1015p	9/7	Tokyo	Tu Only	✈ 747
930a	1125p	9/7	Tokyo	Su Only	✈ 747
<b>MILWAUKEE (CST)</b> F \$180.00 Y \$139.00					
1100a	557p	154/392	Mpls.-St. Paul	Daily	M

Fares shown above do not include a surcharge of approximately 37¢ per flight per passenger that is added by all airlines to cover the cost of airport security.

Leave	Arrive	Flight No.	Stops or Via	Freq.	Service
<b>MINNEAPOLIS/ST PAUL (CST)</b> F \$160.00 Y \$124.00					
1100a	415p	154	NON-STOP	Daily	✈
500p	1015p	158	NON-STOP	Daily	✈ DC10
<b>NEW YORK/NEWARK (EST)</b> F \$243.00 Y \$187.00					
AIRPORTS: J-Kennedy L-LaGuardia E-Newark					
1100a	L 914p	154/230	Mpls.-St. Paul	Daily	M
1100a	E 956p	154/50	Mpls.-St. Paul	Daily	M
500p	J 652a	158/244	Mpls.-St. Paul	Daily	M DC10
<b>OKINAWA, Japan (GMT + 9)</b>					
930a	925p	9/7	Tokyo	Su Only	✈ 747
930a	1055p	9/3	Tokyo	Tu Only	✈ 747
<b>OSAKA, Japan (GMT + 9)</b>					
930a	820p	9/3	Tokyo	Ex Th	✈ 747
930a	820p	9	Two-stop	Th Only	✈ 747
<b>PHILADELPHIA (EST)</b> F \$237.00 Y \$182.00					
1100a	832p	154/50	Mpls.-St. Paul	Daily	M
<b>PITTSBURGH (EST)</b> F \$216.00 Y \$165.00					
1100a	847p	154/374	Mpls.-St. Paul	Daily	M
<b>ROCHESTER, Minn. (CST)</b> F \$160.00 Y \$124.00					
1100a	709p	154/492	Mpls.-St. Paul	Daily	M
<b>SEOUL, Korea (GMT + 9)</b>					
930a	1120a	9/21	Tokyo	Th Su	✈ 747
930a	1250p	9/21	Tokyo	Ex Th Su	✈ 747
<b>TAIPEI, Taiwan (GMT + 8)</b>					
930a	920p	9/7	Tokyo	Th Only	✈ 747
930a	1040p	9	Three-stop	Th Only	✈ 747
930a	1040p	9/3	Tokyo	Sa Only	✈ 747
930a	1150p	9/3	Tokyo	Tu Only	✈ 747
930a	1055a	9/3	Tokyo	Su Only	✈ 747
930a	1135a	9	Two-stop	Ex Tu Th	✈ 747
<b>TOKYO, Japan (GMT + 9)</b>					
930a	555p	9	One-stop	Daily	✈ 747
<b>WASHINGTON/BALTIMORE (EST)</b> F \$230.00 Y \$177.00					
AIRPORTS: D-Dulles N-National					
1100a	N 806p	154/68	Mpls.-St. Paul	Daily	M
<b>WINNIPEG, Man., Canada (CST)</b> F \$197.64 Y \$151.20					
1100a	933p	154/445	Mpls.-St. Paul	Daily	M
From: <b>SEATTLE/TACOMA (PST)</b>					
For Seattle Domestic Reservations Please Call: 433-3500 For Seattle International Reservations Please Call: 433-3678 For Tacoma Domestic Reservations Please Call: 927-7100 For Tacoma International Reservations Please Call: 927-7780					
To:					
<b>ANCHORAGE (AST)</b>					
200p	320p	777	NON-STOP	Ex Sa Su	M DC10
445p	605p	47	NON-STOP	Daily	M DC10
900p	1020p	27	NON-STOP	Daily	S ★ DC10
<b>ATLANTA (EST)</b> F \$217.00 Y \$167.00					
815a	500p	776	One-stop	Daily	M DC10
1125a	830p	28/718	Chicago	Daily	M
1220a	943a	26	One-stop	Daily	M DC10
<b>BILLINGS (MST)</b> F \$83.00 Y \$64.00					
700a	1157a	392	Three-stop	Daily	S
825a	1246p	72	Two-stop	Daily	S
130p	744p	108	Five-stop	Daily	S
330p	821p	12/40	Spokane	Daily	S

For Alaska, Hawaii and International fares see page 36.



# NORTHWEST ORIENT

Leave	Arrive	Flight No.	Stops or Via	Freq.	Service
From: <b>SEATTLE/TACOMA</b> (Cont'd)					
To:					
<b>BISMARCK (CST)</b>				F \$120.00	Y \$90.00
700a	234p	392/68	Billings	Daily	S
330p	1054p	12/40	Spokane	Daily	S
<b>BOSTON (EST)</b>				F \$251.00	Y \$194.00
1225p	909p	70/288	Mpls.-St. Paul	Daily	M
1110p	1218p ♦	42/282	Mpls.-St. Paul	Ex Sa	M
<b>BOZEMAN (MST)</b>				F \$72.00	Y \$56.00
700a	1104a	392/68	Spokane	Daily	S
130p	651p	108	Four-stop	Daily	S
<b>BUTTE (MST)</b>				F \$67.00	Y \$51.00
700a	1055a	392	Two-stop	Daily	S
130p	605p	108	Three-stop	Daily	S
<b>CHICAGO (CST)</b>				F \$182.00	Y \$140.00
AIRPORTS: O-O'Hare M-Midway					
815a	M 422p	776/364	Mpls.-St. Paul	Ex Sa	M
840a	O 209p	94	NON-STOP	Daily	M DC10
1125a	O 457p	28	NON-STOP	Daily	M DC10
1225p	O 707p	70/458	Mpls.-St. Paul	Ex Sa	M
1225p	O 734p	70/470	Mpls.-St. Paul	Daily	M
330p	O 1122p	12	Two-stop	Sa Only	M
330p	O 1122p	12	Two-stop	Ex Sa	M DC10
330p	O 152a ♦	12/244	Mpls.-St. Paul	Daily	M DC10
1220a	O 547a	26	NON-STOP	Daily	S DC10
<b>CLEVELAND (EST)</b>				F \$207.00	Y \$159.00
840a	532p	94/356	Chicago	Daily	M
1125a	759p	28	One-stop	Daily	M DC10
1225p	947p	70/458	Mpls.-St. Paul	Ex Sa	M
1110p	1007a ♦	42	Three-stop	Daily	M DC10
1220a	1007a	26/42	Chicago	Daily	M DC10
<b>DETROIT (EST)</b>				F \$201.00	Y \$155.00
840a	457p	94	One-stop	Daily	M DC10
1125a	736p	28/72	Chicago	Daily	M
1225p	1036p	70/474	Mpls.-St. Paul	Ex Sa	M
330p	439a ♦	12/244	Mpls.-St. Paul	Daily	M DC10
1110p	1017a ♦	42/514	Mpls.-St. Paul	Ex Sa	M DC10
1220a	1037a	26/414	Chicago	Ex Su	S
1220a	1139a	26/206	Chicago	Daily	S
<b>FARGO/MOORHEAD (CST)</b>				F \$138.00	Y \$104.00
Fares For Routings Via Mpls.-St. Paul F \$160.00 Y \$124.00					
700a	305p	392	Four-stop	Daily	M
815a	542p	776/166	Mpls.-St. Paul	Daily	M
1225p	702p	70/707	Mpls.-St. Paul	Daily	M
1110p	742a ♦	42/105	Mpls.-St. Paul	Daily	M
<b>FT LAUDERDALE (EST)</b>				F \$265.00	Y \$204.00
840a	651p	94/716	Chicago	Daily	M
1220a	1238p	26/726	Chicago	Daily	M
<b>GRAND FORKS (CST)</b>				F \$139.00	Y \$107.00
Fares For Routings Via Mpls.-St. Paul F \$160.00 Y \$124.00					
815a	635p	776/166	Mpls.-St. Paul	Daily	M
1225p	858p	70/361	Mpls.-St. Paul	Daily	M
<b>GREAT FALLS (MST)</b>				F \$69.00	Y \$53.00
825a	1140a	72	One-stop	Daily	S
330p	724p	12/40	Spokane	Daily	S
<b>HELENA (MST)</b>				F \$68.00	Y \$52.00
700a	1018a	392/68	Spokane	Daily	S
130p	517p	108	Two-stop	Daily	S





# NORTHWEST ORIENT

Leave	Arrive	Flight No.	Stops or Via	Freq.	Service
From: <b>SEOUL, Korea (Cont'd)</b>					
To:					
<b>CHICAGO (CST)</b>					
AIRPORTS: O-O'Hare M-Midway					
1230p	0 209p	4/94	Seattle	Tu Sa	✈ 747
130p	0 554p	6	Three-stop	We Only	✈ 747
230p	0 554p	22/6	Tokyo	Ex Tu Sa	✈ 747
<b>CLEVELAND (EST)</b>					
1230p	759p	4/28	Seattle	Tu Sa	✈ 747
230p	848p	22/6/382	Tokyo/Chicago	Ex Tu Sa	✈ 747
<b>DETROIT (EST)</b>					
1230p	457p	4/94	Seattle	Tu Sa	✈ 747
230p	1036p	22/6/474	Tokyo/Chicago	Ex Tu Sa	✈ 747
<b>EDMONTON, Alta., Canada (MST)</b>					
1230p	240p	4/6/38	Tokyo/Anchorage	Sa Only	✈ 747
230p	240p	22/6/38	Tokyo/Anchorage	Su Mo We	✈ 747
<b>HONG KONG, Br. Cr. Col. (GMT + 8)</b>					
230p	1030p	22/7	Tokyo	Th Su	M 747
230p	1030p	22/9	Tokyo	We Only	M 747
<b>HONOLULU, Hawaii (HST)</b>					
1230p	655a	4/22	Tokyo	Tu Sa	✈ 747
230p	655a	22	One-stop	Ex Tu Sa	✈ 747
<b>LOS ANGELES (PST)</b>					
1230p	405p	4/22	Tokyo	Tu Sa	✈ 747
230p	405p	22	Two-stop	Ex Tu Sa	✈ 747
<b>MANILA, Philippines (GMT + 8)</b>					
230p	1015p	22/3	Tokyo	Fr Only	M 747
230p	1015p	22/7	Tokyo	We Only	M 747
230p	1125p	22/7	Tokyo	Mo Only	M 747
<b>MIAMI/FT LAUDERDALE (EST)</b>					
AIRPORTS: M-Miami L-Ft Lauderdale					
1230p	M 857p	4/94/734	Seattle/Chicago	Tu Sa	✈ 747
<b>MINNEAPOLIS/ST PAUL (CST)</b>					
1230p	105p	4/776	Seattle	Tu Sa	✈ 747
130p	640p	6/38	Anchorage	We Su	✈ 747
130p	923p	6/12	Anchorage	We Only	✈ 747
230p	1022p	22	Three-stop	Ex Tu Sa	✈ 747
<b>NEW YORK/NEWARK (EST)</b>					
AIRPORTS: J-Kennedy L-LaGuardia E-Newark					
1230p	J 455p	4	Two-stop	Tu Sa	✈ 747
230p	J 943p	22/6	Tokyo	Ex Tu Sa	✈ 747
<b>OKINAWA, Japan (GMT + 9)</b>					
130p	1055p	6/3	Osaka	We Su	M
230p	925p	22/7	Tokyo	Mo Only	M 747
<b>OSAKA, Japan (GMT + 9)</b>					
130p	300p	6	NON-STOP	We Only	S
<b>PHILADELPHIA (EST)</b>					
1230p	948p	4/28	Seattle	Tu Sa	✈ 747
<b>PITTSBURGH (EST)</b>					
1230p	639p	4/94/356	Seattle/Chicago	Tu Sa	✈ 747
<b>PORTLAND, Oregon (PST)</b>					
1230p	1128a	4/115	Seattle	Tu Sa	✈ 747

Leave	Arrive	Flight No.	Stops or Via	Freq.	Service
<b>SAN FRANCISCO/OAKLAND/SAN JOSE (PST)</b>					
All Flights Serve San Francisco Int'l Airport					
1230p	610p	4/10	Tokyo	Tu Sa	✈ 747
230p	610p	22/10	Tokyo	Ex Tu Sa	✈ 747
<b>SEATTLE/TACOMA (PST)</b>					
1230p	715a	4	One-stop	Tu Sa	✈ 747
230p	200p	22/6/12	Tokyo/Anchorage	Ex Tu Sa	✈ 747
<b>SPOKANE (PST)</b>					
1230p	912a	4/72	Seattle	Tu Sa	✈ 747
130p	317p	6/12/608	Anchorage/Seattle	We Only	✈ 747
230p	419p	22/6/12	Tokyo/Anchorage	Ex Tu Sa	✈ 747
<b>TAIPEI, Taiwan (GMT + 8)</b>					
130p	1150p	6/3	Osaka	We Only	M
230p	920p	22/7	Tokyo	Fr Only	M 747
230p	950a	22/3	Tokyo	Mo Only	M
230p	1135a	22/9	Tokyo	Su Mo Th	M 747
<b>TAMPA/ST PETERSBURG (EST)</b>					
1230p	704p	4/776	Seattle	Tu Sa	✈ 747
230p	1223a	22/6/728	Tokyo/Chicago	Ex Tu Sa	✈ 747
<b>TOKYO, Japan (GMT + 9)</b>					
1230p	230p	4	NON-STOP	Tu Sa	M 747
230p	430p	22	NON-STOP	Ex Tu Sa	S 747
<b>WASHINGTON/BALTIMORE (EST)</b>					
AIRPORTS: D-Dulles N-National					
1230p	D 440p	4/78	Seattle	Tu Sa	✈ 747
1230p	N 909p	4/70	Seattle	Tu Sa	✈ 747
From: <b>SPOKANE (PST)</b>					
For Domestic Reservations Please Call: 838-4741					
For International Reservations Please Call: 838-5296					
To:					
<b>ANCHORAGE (AST)</b>					
1245p	320p	105/777	Seattle	Ex Sa Su	M
1250p	605p	103/47	Portland	Daily	M
645p	1020p	347/27	Seattle	Daily	S
<b>ATLANTA (EST)</b>					
1210p	803p	50/752	Mpls.-St. Paul	Daily	M
1240a	1049a	42/708	Mpls.-St. Paul	Daily	M
<b>BILLINGS (MST)</b>					
F \$63.00 Y \$47.00					
820a	1157a	392	Two-stop	Daily	
830a	1159a	68	Two-stop	Daily	
950a	1246p	72	Two-stop	Daily	
245p	744p	108	Four-stop	Daily	S
450p	821p	40	Two-stop	Daily	S
<b>BISMARCK (CST)</b>					
F \$94.00 Y \$72.00					
830a	234p	68	Three-stop	Daily	S
450p	1054p	40	Three-stop	Daily	S
<b>BOSTON (EST)</b>					
F \$231.00 Y \$178.00					
1210p	909p	50/288	Mpls.-St. Paul	Daily	M
1240a	1218p	42/282	Mpls.-St. Paul	Ex Su	M
<b>BOZEMAN (MST)</b>					
F \$51.00 Y \$39.00					
830a	1104a	68	One-stop	Daily	
245p	651p	108	Three-stop	Daily	S
<b>BUTTE (MST)</b>					
F \$42.00 Y \$32.00					
820a	1055a	392	One-stop	Daily	
245p	605p	108	Two-stop	Daily	S

Leave	Arrive	Flight No.	Stops or Via	Freq.	Service
<b>CHICAGO (CST)</b>					
AIRPORTS: O-O'Hare M-Midway					
745a	0 1247p	18	NON-STOP	Daily	M
950a	0 453p	72	Two-stop	Daily	M
1210p	0 640p	50/448	Mpls.-St. Paul	Daily	M
500p	0 1122p	12	One-stop	Daily	M DC10
1240a	0 707a	42	One-stop	Daily	S DC10
1240a	M 852a	42/322	Mpls.-St. Paul	Ex Sa Su	M
<b>CLEVELAND (EST)</b>					
F \$183.00 Y \$141.00					
745a	335p	18	One-stop	Daily	M
950a	759p	72/28	Chicago	Daily	M
1210p	947p	50/458	Mpls.-St. Paul	Ex Sa	M
1240a	1007a	42	Two-stop	Daily	M DC10
<b>DETROIT (EST)</b>					
F \$178.00 Y \$137.00					
745a	354p	18/428	Chicago	Ex Sa Su	M
745a	457p	18/94	Chicago	Daily	M
950a	736p	72	Three-stop	Daily	M
1210p	729p	50/374	Mpls.-St. Paul	Daily	M
500p	439a	12/244	Mpls.-St. Paul	Daily	M DC10
1240a	1017a	42/514	Mpls.-St. Paul	Ex Su	M DC10
1240a	1139a	42/206	Chicago	Daily	S
<b>FARGO/MOORHEAD (CST)</b>					
Fares For Routings Via Mpls.-St. Paul F \$134.00 Y \$100.00					
820a	305p	392	Three-stop	Daily	M
830a	305p	68/392	Billings	Daily	M
1210p	702p	50/707	Mpls.-St. Paul	Daily	M
1240a	742a	42/105	Mpls.-St. Paul	Daily	M
<b>FT LAUDERDALE (EST)</b>					
F \$254.00 Y \$196.00					
745a	651p	18/716	Chicago	Daily	M
1240a	1238p	42/726	Chicago	Daily	M
<b>GRAND FORKS (CST)</b>					
F \$119.00 Y \$91.00					
Fares For Routings Via Mpls.-St. Paul F \$134.00 Y \$100.00					
1210p	858p	50/361	Mpls.-St. Paul	Daily	M
<b>GREAT FALLS (MST)</b>					
F \$47.00 Y \$36.00					
950a	1140a	72	NON-STOP	Daily	
450p	724p	40	One-stop	Daily	S
<b>HELENA (MST)</b>					
F \$42.00 Y \$32.00					
830a	1018a	68	NON-STOP	Daily	
245p	517p	108	One-stop	Daily	S
<b>HILO, Hawaii (HST)</b>					
1250p	605p	103/95	Portland	Sa Only	✈ 747
<b>HONG KONG, Br. Cr. Col. (GMT + 8)</b>					
800a	1030p	603/7	Seattle	MoWeFrSa	✈ 747
800a	1030p	603/7/9	Seattle/Tokyo	Tu Only	✈ 747
800a	1030p	603/7	Seattle	Th Only	✈ 747
<b>HONOLULU, Hawaii (HST)</b>					
800a	115p	603/87	Seattle	Daily	✈ 747
1250p	610p	103/95	Portland	SuMoThFr	✈ 747
1250p	730p	103/95	Portland	Sa Only	✈ 747
<b>MADISON (CST)</b>					
F \$161.00 Y \$117.00					
1210p	628p	50/470	Mpls.-St. Paul	Daily	M
1240a	807a	42/334	Mpls.-St. Paul	Daily	S
<b>MANILA, Philippines (GMT + 8)</b>					
800a	1015p	603/7	Seattle	Tu Only	✈ 747
800a	1125p	603/7	Seattle	Su Only	✈ 747

Fares shown above do not include a surcharge of approximately 37¢ per flight per passenger that is added by all airlines to cover the cost of airport security.



# NORTHWEST ORIENT

Leave	Arrive	Flight No.	Stops or Via	Freq.	Service
From: <b>SPOKANE</b> (Cont'd)					
To:					
<b>MIAMI/FT LAUDERDALE (EST)</b>				F \$254.00 Y \$196.00	
AIRPORTS: M-Miami L-Ft Lauderdale					
745a	L 651p	18/716	Chicago	Daily	M
745a	M 857p	18/734	Chicago	Daily	M
1210p	M 1026p	50/752	Mpls.-St. Paul	Daily	M
1240a	L 1238p	42/726	Chicago	Daily	M
1240a	M 202p	42/708	Mpls.-St. Paul	Daily	M
<b>MILWAUKEE (CST)</b>				F \$158.00 Y \$121.00	
1210p	557p	50/392	Mpls.-St. Paul	Daily	M
1240a	852a	42/282	Mpls.-St. Paul	Ex Su	M
1240a	858a	42/334	Mpls.-St. Paul	Daily	S
<b>MINNEAPOLIS/ST PAUL (CST)</b>				F \$134.00 Y \$100.00	
830a	404p	68	Four-stop	Daily	S
1210p	433p	50	NON-STOP	Daily	M
500p	923p	12	NON-STOP	Daily	M
1240a	503a	42	NON-STOP	Daily	DC10 DC10
<b>MISSOULA (MST)</b>				F \$34.00 Y \$25.00	
820a	959a	392	NON-STOP	Daily	
245p	424p	108	NON-STOP	Daily	
450p	629p	40	NON-STOP	Daily	S
<b>NEW YORK/NEWARK (EST)</b>				F \$217.00 Y \$167.00	
AIRPORTS: J-Kennedy L-LaGuardia E-Newark					
745a	E 839p	18/46	Chicago	Daily	M
950a	E 942p	72	Four-stop	Daily	M
950a	J 943p	72/6	Chicago	Daily	M
1210p	L 914p	50/230	Mpls.-St. Paul	Daily	M
1210p	E 956p	50	Two-stop	Daily	M
500p	J 652a ♦	12/244	Mpls.-St. Paul	Daily	M
1240a	L 1047a	42/200	Mpls.-St. Paul	Daily	M
1240a	E 137p	42/206	Chicago	Ex Sa	M
<b>OKINAWA, Japan (GMT + 9)</b>					
800a	925p ♦	603/7	Seattle	Su Only	R ✂ 747
800a	1055p ♦	603/7/3	Seattle/Tokyo	Tu Only	R ✂ 747
<b>OSAKA, Japan (GMT + 9)</b>					
800a	820p ♦	603/7/3	Seattle/Tokyo	Ex Th	R ✂ 747
800a	820a ♦	603/7/9	Seattle/Tokyo	Th Only	R ✂ 747
<b>PHILADELPHIA (EST)</b>				F \$213.00 Y \$163.00	
745a	521p	18	Two-stop	Daily	M
1210p	832p	50	One-stop	Daily	M
1240a	1219p	42/514	Mpls.-St. Paul	Ex Su	M DC10
<b>PITTSBURGH (EST)</b>				F \$194.00 Y \$149.00	
745a	639p	18/356	Cleveland	Daily	M
1210p	847p	50/374	Mpls.-St. Paul	Daily	M
1240a	106p	42/16	Cleveland	Su Only	M
1240a	236p	42/338	Cleveland	Ex Sa Su	M
<b>PORTLAND, Oregon (PST)</b>				F \$47.00 Y \$36.00	
850a	945a	605	NON-STOP	Daily	S
1250p	145p	103	NON-STOP	Daily	S
405p	500p	611	NON-STOP	Daily	S
635p	730p	109	NON-STOP	Daily	S
<b>ROCHESTER, Minn. (CST)</b>				F \$142.00 Y \$105.00	
1210p	709p	50/492	Mpls.-St. Paul	Daily	M
1240a	709a	42/334	Mpls.-St. Paul	Daily	S
<b>SEATTLE/TACOMA (PST)</b>				F \$38.00 Y \$29.00	
800a	849a	603	NON-STOP	Daily	S
1245p	134p	105	NON-STOP	Daily	S
415p	506p	125	NON-STOP	Daily	DC10
515p	604p	71	NON-STOP	Daily	S
645p	734p	347	NON-STOP	Daily	S
1025p	1116p	59	NON-STOP	Daily	DC10





# NORTHWEST ORIENT

Leave	Arrive	Flight No.	Stops or Via	Freq.	Service
From: <b>TAMPA/ST PETERSBURG (EST)</b>					
For Tampa Reservations Please Call: 229-7761 For St. Petersburg Reservations Please Call: 896-3131					
To:					
<b>ANCHORAGE (AST)</b>					
730a	230p	777/39	Mpls.-St. Paul	TuFrSaSu	M <b>DC10</b>
730a	320p	777	Three-stop	Ex Sa Su	M <b>DC10</b>
940a	235p	735/3	Chicago	Daily	M <b>DC10</b>
1200p	1020p	729/27	Chicago	Daily	M <b>DC10</b>
<b>ATLANTA (EST)</b>					
730a	853a	777	NON-STOP	Daily	M <b>DC10</b>
415p	538p	727	NON-STOP	Daily	M
<b>BILLINGS (MST)</b>					
940a	248p	735/71	Chicago	Daily	M
1200p	843p	729/369	Mpls.-St. Paul	Daily	M
<b>BISMARCK (CST)</b>					
730a	315p	777/109	Mpls.-St. Paul	Daily	M
1200p	814p	729/369	Mpls.-St. Paul	Daily	M
415p	1007p	727/85	Mpls.-St. Paul	Daily	M
<b>CHICAGO (CST)</b>					
AIRPORTS: O-O'Hare M-Midway					
940a	0 1110a	735	NON-STOP	Daily	M <b>DC10</b>
1200p	0 134p	729	NON-STOP	Daily	M <b>DC10</b>
430p	0 609p	751	NON-STOP	Daily	M <b>DC10</b>
1000p	0 1128p	741	NON-STOP	Daily	S ★
<b>EDMONTON, Alta., Canada (MST)</b>					
730a	133p	777/39	Mpls.-St. Paul	Ex Mo We M	
<b>FARGO/MOORHEAD (CST)</b>					
1200p	542p	729/166	Mpls.-St. Paul	Daily	M
415p	902p	727/85	Mpls.-St. Paul	Daily	M
<b>GRAND FORKS (CST)</b>					
1200p	635p	729/166	Mpls.-St. Paul	Daily	M
415p	858p	727/361	Mpls.-St. Paul	Daily	M
<b>GREAT FALLS (MST)</b>					
940a	407p	735/71	Chicago	Daily	M
1200p	1002p	729/369	Mpls.-St. Paul	Daily	M
<b>HONG KONG, Br. Cr. Col. (GMT + 8)</b>					
940a	1030p	735/3/7	Chicago/Tokyo	MoWeFrSa	M <b>747</b>
940a	1030p	735/3/9	Chicago/Tokyo	Tu Only	M <b>747</b>
940a	1130p	735/3/7	Chicago/Tokyo	Th Only	M <b>747</b>
<b>HONOLULU, Hawaii (HST)</b>					
940a	623p	735/17	Chicago	Sa Only	M <b>747</b>
1055a	610p	735/47/95	Chicago/Portland	SuMoThFr	M <b>747</b>
<b>MADISON (CST)</b>					
730a	1158a	777/739	Atlanta	Daily	M
940a	206p	735/439	Chicago	Ex Sa M	
1200p	318p	729/535	Chicago	Daily	M
430p	716p	751/743	Chicago	Ex Sa M	
600p	828p	719/233	Milwaukee	Daily	M
<b>MANILA, Philippines (GMT + 8)</b>					
940a	1015p	735/3	Chicago	Th Only	M <b>747</b>
940a	1015p	735/3/7	Chicago/Tokyo	Tu Only	M <b>747</b>
940a	1125p	735/3/7	Chicago/Tokyo	Su Only	M <b>747</b>
<b>MIAMI/FT LAUDERDALE (EST)</b>					
AIRPORTS: M-Miami L-Ft Lauderdale					
115p	M 202p	708	NON-STOP	Daily	

Leave	Arrive	Flight No.	Stops or Via	Freq.	Service
<b>MILWAUKEE (CST)</b>					
730a	1053a	777/739	Atlanta	Daily	M
600p	733p	719	NON-STOP	Daily	M
<b>MINNEAPOLIS/ST PAUL (CST)</b>					
730a	1051a	777	One-stop	Daily	M <b>DC10</b>
940a	105p	735	One-stop	Daily	M
1200p	338p	729	One-stop	Daily	M <b>DC10</b>
415p	735p	727	One-stop	Daily	M
430p	815p	751	One-stop	Daily	M <b>DC10</b>
600p	909p	719	One-stop	Daily	M
1000p	103a	741	One-stop	Daily	S ★
<b>OKINAWA, Japan (GMT + 9)</b>					
940a	925p	735/3/7	Chicago/Tokyo	Su Only	M <b>747</b>
940a	1055p	735/3	Chicago	Tu Only	M <b>747</b>
<b>OSAKA, Japan (GMT + 9)</b>					
940a	820p	735/3	Chicago	Ex Th	M <b>747</b>
<b>PORTLAND, Oregon (PST)</b>					
940a	158p	735/47	Chicago	Daily	M
1200p	825p	729/51	Mpls.-St. Paul	Daily	M <b>DC10</b>
<b>ROCHESTER, Minn. (CST)</b>					
730a	100p	777/739	Atlanta	Daily	M
940a	310p	735/439	Chicago	Ex Sa M	
1200p	428p	729/217	Chicago	Daily	M
430p	900p	751/231	Chicago	Daily	M
600p	1010p	719/379	Milwaukee	Ex Sa M	
<b>SEATTLE/TACOMA (PST)</b>					
730a	1259p	777	Two-stop	Daily	M <b>DC10</b>
940a	324p	735/47	Chicago	Daily	M
1200p	544p	729/29	Chicago	Daily	M <b>DC10</b>
430p	1116p	751/59	Chicago	Daily	M
<b>SEOUL, Korea (GMT + 9)</b>					
940a	1120a	735/3/21	Chicago/Tokyo	Th Su	M <b>747</b>
940a	1250p	735/3/21	Chicago/Tokyo	Ex Th Su	M <b>747</b>
<b>SPOKANE (PST)</b>					
940a	339p	735/125	Mpls.-St. Paul	Daily	M
430p	930p	751/365	Mpls.-St. Paul	Daily	M
<b>TAIPEI, Taiwan (GMT + 8)</b>					
940a	920p	735/3/7	Chicago/Tokyo	Th Only	M <b>747</b>
940a	1040p	735/3	Chicago	Sa Only	M <b>747</b>
940a	1150p	735/3	Chicago	Tu Only	M <b>747</b>
940a	1055a	735/3	Chicago	Su Only	M <b>747</b>
940a	1135a	735/3/9	Chicago/Tokyo	Ex Tu Th	M <b>747</b>
<b>TOKYO, Japan (GMT + 9)</b>					
730a	505p	777/7	Seattle	Daily	M <b>747</b>
940a	600p	735/3	Chicago	Daily	M <b>747</b>
<b>WINNIPEG, Man., Canada (CST)</b>					
940a	157p	735/715	Chicago	Daily	M
415p	933p	727/445	Mpls.-St. Paul	Daily	M
From: <b>TOKYO, Japan (GMT + 9)</b>					
For Reservations Please Call: 211-7211					
To:					
<b>ANCHORAGE (AST)</b>					
645p	615a	6	NON-STOP	Daily	M <b>747</b>
<b>ATLANTA (EST)</b>					
345p	500p	4/776	Seattle	Daily	M <b>747</b>
645p	939p	6/796	Chicago	Ex Sa	M <b>747</b>

Leave	Arrive	Flight No.	Stops or Via	Freq.	Service
<b>BILLINGS (MST)</b>					
345p	1246p	4/72	Seattle	Daily	M <b>747</b>
<b>CHICAGO (CST)</b>					
AIRPORTS: O-O'Hare M-Midway					
345p	0 209p	4/94	Seattle	Daily	M <b>747</b>
645p	0 554p	6	One-stop	Daily	M <b>747</b>
<b>CLEVELAND (EST)</b>					
345p	532p	4/94/356	Seattle/Chicago	Daily	M <b>747</b>
645p	848p	6/382	Chicago	Ex Sa	M <b>747</b>
<b>DETROIT (EST)</b>					
345p	457p	4/94	Seattle	Daily	M <b>747</b>
645p	1036p	6/474	Chicago	Ex Sa	M <b>747</b>
720p	439a	22/244	Mpls.-St. Paul	Daily	M <b>747</b>
<b>EDMONTON, Alta., Canada (MST)</b>					
645p	240p	6/38	Anchorage	SaSuMoWe	M <b>747</b>
<b>GREAT FALLS (MST)</b>					
345p	1140a	4/72	Seattle	Daily	M <b>747</b>
<b>HONG KONG, Br. Cr. Col. (GMT + 8)</b>					
645p	1130p	7	One-stop	Fr Only	M <b>747</b>
655p	1030p	7	NON-STOP	TuThSaSu	M <b>747</b>
655p	1030p	9	NON-STOP	We Only	M <b>747</b>
<b>HONOLULU, Hawaii (HST)</b>					
720p	655a	22	NON-STOP	Daily	M <b>747</b>
930p	905a	10	NON-STOP	Daily	M <b>747</b>
<b>LOS ANGELES (PST)</b>					
720p	405p	22	One-stop	Daily	M <b>747</b>
930p	825p	10	Two-stop	Daily	M <b>747</b>
<b>MANILA, Philippines (GMT + 8)</b>					
645p	1015p	3	NON-STOP	Fr Only	M <b>747</b>
645p	1015p	7	NON-STOP	We Only	M <b>747</b>
645p	1125p	7	One-stop	Mo Only	M <b>747</b>
<b>MIAMI/FT LAUDERDALE (EST)</b>					
AIRPORTS: M-Miami L-Ft Lauderdale					
345p	M 857p	4/94/734	Seattle/Chicago	Daily	M <b>747</b>
<b>MILWAUKEE (CST)</b>					
345p	241p	4/776/542	Seattle/Mpls.-St. Paul	Daily	M <b>747</b>
<b>MINNEAPOLIS/ST PAUL (CST)</b>					
345p	105p	4/776	Seattle	Daily	M <b>747</b>
645p	640p	6/38	Anchorage	SaSuMoWe	M <b>747</b>
645p	923p	6/12	Anchorage	Daily	M <b>747</b>
720p	1022p	22	Two-stop	Daily	M <b>747</b>
<b>NEW YORK/NEWARK (EST)</b>					
AIRPORTS: J-Kennedy L-LaGuardia E-Newark					
345p	J 455p	4	One-stop	Daily	M <b>747</b>
645p	J 943p	6	Two-stop	Daily	M <b>747</b>
<b>OKINAWA, Japan (GMT + 9)</b>					
No Local Traffic					
645p	925p	7	NON-STOP	Mo Only	M <b>747</b>
715p	1055p	3	One-stop	We Only	M
<b>OSAKA, Japan (GMT + 9)</b>					
No Local Traffic					
715p	820p	3	NON-STOP	Ex Fr	
715p	820p	9	NON-STOP	Fr Only	
<b>PHILADELPHIA (EST)</b>					
345p	948p	4/28	Seattle	Daily	M <b>747</b>



# NORTHWEST ORIENT

Leave	Arrive	Flight No.	Stops or Via	Freq.	Service
From: <b>TOKYO, Japan (Cont'd)</b>					
To:					
<b>PITTSBURGH (EST)</b>					
345p	639p	4/94/356	Seattle/Chicago	Daily	R ✈ 747
<b>PORTLAND, Oregon (PST)</b>					
345p	1128a	4/115	Seattle	Daily	R ✈ 747
<b>SAN FRANCISCO/OAKLAND/SAN JOSE (PST)</b>					
All Flights Serve San Francisco Int'l Airport					
930p	610p	10	One-stop	Daily	R ✈ 747
<b>SEATTLE/TACOMA (PST)</b>					
345p	715a	4	NON-STOP	Daily	R ✈ 747
645p	200p	6/12	Anchorage	Daily	R ✈ 747
<b>SEOUL, Korea (GMT + 9)</b>					
900a	1120a	21	NON-STOP	Tu Sa	M 747
1030a	1250p	21	NON-STOP	Ex Tu Sa	M 747
<b>SPOKANE (PST)</b>					
345p	912a	4/72	Seattle	Daily	R ✈ 747
645p	317p	6/12/608	Anchorage/Seattle	Daily	R ✈ 747
<b>TAIPEI, Taiwan (GMT + 8)</b>					
900a	1135a	9	NON-STOP	Ex Th Sa	M 747
645p	920p	7	NON-STOP	Fr Only	M 747
715p	1040p	9	One-stop	Fr Only	M
715p	1040p	3	One-stop	Su Only	M
715p	1150p	3	Two-stop	We Only	M
<b>TAMPA/ST PETERSBURG (EST)</b>					
345p	704p	4/776	Seattle	Daily	R ✈ 747
645p	1223a ♦	6/728	Chicago	Daily	R ✈ 747
<b>WASHINGTON/BALTIMORE (EST)</b>					
AIRPORTS: D-Dulles N-National					
345p	D 440p	4/78	Seattle	Daily	R ✈ 747
345p	N 909p	4/70	Seattle	Daily	R ✈ 747
<b>WINNIPEG, Man., Canada (CST)</b>					
345p	324p	4/776/215	Seattle/Mpls.-St. Paul	Daily	R ✈ 747
From: <b>WASHINGTON/ BALTIMORE (EST)</b>					
For Washington Domestic Reservations Please Call: 337-0611					
For Washington International Reservations Please Call: 337-0666					
For Baltimore Reservations Please Call: 837-6663					
AIRPORTS: D-Dulles N-National					
To:					
<b>ANCHORAGE (AST)</b>					
N 740a	230p	305/39	Mpls.-St. Paul	TuFrSaSu	M
N 740a	320p	305/777	Mpls.-St. Paul	Ex Sa Su	M
N 755a	605p	317/47	Detroit	Ex Su	M
D 1015a	235p	3	One-stop	Daily	R ✈ 747
N 255p	1020p	353/27	Chicago	Daily	M
D 555p	1020p	79/27	Seattle	Daily	M
<b>BILLINGS (MST)</b>					
N 755a	248p	317/71	Detroit	Ex Su	M
D 1015a	248p	3/71	Chicago	Daily	M
N 1250p	352p	347	One-stop	Daily	M
N 450p	843p	369	Two-stop	Ex Sa Su	M



Leave	Arrive	Flight No.	Stops or Via	Freq.	Service
<b>From: WASHINGTON/ BALTIMORE (Cont'd)</b>					
<b>AIRPORTS: D-Dulles W-National</b>					
<b>To:</b>					
<b>SAN FRANCISCO/OAKLAND/ SAN JOSE (PST)</b>					
All Flights Serve San Francisco Int'l Airport					
N 740a	217p	305/159	Mpls.-St. Paul	Daily	M
N 1250p	725p	347/157	Mpls.-St. Paul	Daily	M
<b>SEATTLE/TACOMA (PST)</b>					
				F \$230.00	Y \$177.00
N 740a	1259p	305/777	Mpls.-St. Paul	Daily	M
D 1015a	324p	3/47	Chicago	Daily	M <b>747</b>
N 1250p	506p	347/125	Mpls.-St. Paul	Daily	M
N 1250p	734p	347	Five-stop	Daily	M
N 255p	748p	353/27	Chicago	Daily	M
N 355p	1116p	355/59	Cleveland	Daily	M
N 435p	1116p	365/59	Cleveland	Ex Sa Su	M
D 555p	830p	79	NON-STOP	Daily	M
<b>SEOUL, Korea (GMT + 9)</b>					
D 1015a	1120a @	3/21	Tokyo	Th Su	R <b>747</b>
D 1015a	1215p @	3	Four-stop	Mo Only	R <b>747</b>
D 1015a	1250p @	3/21	Tokyo	Ex Th Su	R <b>747</b>
<b>SPOKANE (PST)</b>					
				F \$210.00	Y \$161.00
D 1015a	339p	3/125	Chicago	Daily	M <b>747</b>
N 1250p	339p	347/125	Mpls.-St. Paul	Daily	M
N 1250p	606p	347	Four-stop	Daily	M
N 435p	930p	365	Three-stop	Ex Sa Su	S
N 555p	930p	85/365	Mpls.-St. Paul	Daily	M
<b>TAIPEI, Taiwan (GMT + 8)</b>					
D 1015a	920p ♦	3/7	Tokyo	Th Only	R <b>747</b>
D 1015a	1040p ♦	3	Four-stop	Sa Only	R <b>747</b>
D 1015a	1150p ♦	3	Five-stop	Tu Only	R <b>747</b>
D 1015a	1055a @	3	Four-stop	Su Only	R <b>747</b>
D 1015a	1135a @	3/9	Tokyo	Ex Tu Th	R <b>747</b>
<b>TOKYO, Japan (GMT + 9)</b>					
N 740a	1005p ♦	305/21	Mpls.-St. Paul	Daily	R <b>747</b>
D 1015a	600p ♦	3	Two-stop	Daily	R <b>747</b>
<b>WINNIPEG, Man., Canada (CST)</b>					
				F \$150.12	Y \$115.56
N 740a	1150a	305/505	Mpls.-St. Paul	Daily	M
D 1015a	157p	3/715	Chicago	Daily	M
N 555p	933p	85/445	Mpls.-St. Paul	Daily	M
<b>From: WINNIPEG, Man., Canada (CST)</b>					
For Reservations Please Call: 786-3481 (Fares Quoted In Canadian Funds)					
<b>To:</b>					
<b>ANCHORAGE (AST)</b>					
835a	230p	738/39	Mpls.-St. Paul	TuFrSaSu	M
835a	320p	738/777	Mpls.-St. Paul	Ex Sa Su	M <b>DC10</b>
835a	605p	738/777/47	Mpls.-St. Paul/Seattle	Daily	M <b>DC10</b>
155p	1020p	382/51/27	Mpls.-St. Paul/Seattle	Daily	M
<b>ATLANTA (EST)</b>					
				F \$152.00	Y \$117.00
835a	255p	738	Two-stop	Daily	M
245p	830p	734/718	Chicago	Daily	M

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Leave	Arrive	Flight No.	Stops or Via	Freq.	Service
<b>BOSTON (EST)</b>					
835a	323p	<b>738/284</b>	Mpls.-St. Paul	Daily	M
155p	909p	<b>382/288</b>	Mpls.-St. Paul	Daily	M
				F \$156.00	Y \$120.00
<b>CHICAGO (CST)</b>					
AIRPORTS: O-O'Hare M-Midway					
835a	O 1140a	<b>738</b>	One-stop	Daily	M
155p	M 547p	<b>382/548</b>	Mpls.-St. Paul	Ex Sa Su	S
245p	O 435p	<b>734</b>	NON-STOP	Daily	M
510p	O 807p	<b>474</b>	One-stop	Daily	M
				F \$87.00	Y \$67.00
<b>CLEVELAND (EST)</b>					
835a	116p	<b>738/338</b>	Mpls.-St. Paul	Ex Sa Su	M
835a	335p	<b>738/18</b>	Chicago	Daily	M
155p	848p	<b>382</b>	Three-stop	Ex Sa	S
245p	759p	<b>734/28</b>	Chicago	Daily	M
				F \$113.00	Y \$87.00
<b>DETROIT (EST)</b>					
835a	123p	<b>738/524</b>	Mpls.-St. Paul	Daily	M
245p	736p	<b>734/72</b>	Chicago	Daily	M
510p	1036p	<b>474</b>	Two-stop	Ex Sa	M
				F \$108.00	Y \$83.00
<b>FT LAUDERDALE (EST)</b>					
835a	651p	<b>738/716</b>	Mpls.-St. Paul	Daily	M
				F \$186.00	Y \$143.00
<b>GRAND FORKS (CST)</b>					
155p	231p	<b>382</b>	NON-STOP	Daily	S
				F \$27.00	Y \$21.00
<b>HONG KONG, Br. Cr. Col. (GMT + 8)</b>					
835a	1030p ♦	<b>738/777/7</b>	Mpls.-St. Paul/Seattle	MoWeFrSa	R <b>✈ 747</b>
835a	1130p ♦	<b>738/777/7</b>	Mpls.-St. Paul/Seattle	Th Only	R <b>✈ 747</b>
<b>HONOLULU, Hawaii (HST)</b>					
835a	505p	<b>738/21</b>	Mpls.-St. Paul	Daily	R <b>✈ DC10</b>
<b>LOS ANGELES (PST)</b>					
835a	1240p	<b>738/21</b>	Mpls.-St. Paul	Daily	M <b>DC10</b>
155p	658p	<b>382/169</b>	Mpls.-St. Paul	Daily	M
510p	1130p	<b>474/171</b>	Mpls.-St. Paul	Daily	M
				F \$183.00	Y \$140.00
<b>MADISON (CST)</b>					
835a	112p	<b>738/228</b>	Mpls.-St. Paul	Ex Sa	M
155p	628p	<b>382/470</b>	Mpls.-St. Paul	Daily	S
				F \$85.00	Y \$65.00
<b>MANILA, Philippines (GMT + 8)</b>					
835a	1015p ♦	<b>738/777/7</b>	Mpls.-St. Paul/Seattle	Tu Only	R <b>✈ 747</b>
835a	1125p ♦	<b>738/777/7</b>	Mpls.-St. Paul/Seattle	Su Only	R <b>✈ 747</b>
<b>MIAMI/FT LAUDERDALE (EST)</b>					
AIRPORTS: M-Miami L-Ft Lauderdale					
835a	L 651p	<b>738/716</b>	Mpls.-St. Paul	Daily	M
245p	M 857p	<b>734</b>	One-stop	Daily	M
				F \$85.00	Y \$65.00
<b>MILWAUKEE (CST)</b>					
835a	1107a	<b>738/702</b>	Mpls.-St. Paul	Daily	M
155p	557p	<b>382/392</b>	Mpls.-St. Paul	Daily	S

Leave	Arrive	Flight No.	Stops or Via	Freq.	Service
<b>MINNEAPOLIS/ST PAUL (CST)</b>					
				F \$57.00	Y \$44.00
835a	945a	<b>738</b>	NON-STOP	Daily	M <b>DC10</b>
155p	358p	<b>382</b>	One-stop	Daily	S
510p	620p	<b>474</b>	NON-STOP	Daily	M
<b>NEW YORK/NEWARK (EST)</b>					
				F \$138.00	Y \$106.00
<b>AIRPORTS: J-Kennedy L-LaGuardia E-Newark</b>					
835a	L 321p	<b>738/222</b>	Mpls.-St. Paul	Daily	M
835a	J 445p	<b>738/220</b>	Mpls.-St. Paul	Daily	M <b>DC10</b>
155p	L 914p	<b>382/230</b>	Mpls.-St. Paul	Daily	M
245p	E 942p	<b>734/72</b>	Chicago	Daily	M
245p	J 943p	<b>734/6</b>	Chicago	Daily	M
<b>PHILADELPHIA (EST)</b>					
				F \$143.00	Y \$110.00
835a	314p	<b>738/524</b>	Mpls.-St. Paul	Daily	M
155p	832p	<b>382/50</b>	Mpls.-St. Paul	Daily	M
245p	948p	<b>734/28</b>	Chicago	Daily	M
<b>PITTSBURGH (EST)</b>					
				F \$122.00	Y \$94.00
835a	236p	<b>738/338</b>	Mpls.-St. Paul	Ex Sa Su	M
835a	639p	<b>738/356</b>	Chicago	Daily	M
155p	847p	<b>382/374</b>	Mpls.-St. Paul	Daily	M
<b>PORTLAND, Oregon (PST)</b>					
				F \$153.00	Y \$118.00
155p	825p	<b>382/51</b>	Mpls.-St. Paul	Daily	M
<b>ROCHESTER, Minn. (CST)</b>					
				F \$68.00	Y \$52.00
835a	1214p	<b>738/228</b>	Mpls.-St. Paul	Ex Sa	M
155p	709p	<b>382/492</b>	Mpls.-St. Paul	Daily	S
<b>SAN FRANCISCO/OAKLAND/ SAN JOSE (PST)</b>					
				F \$183.00	Y \$140.00
All Flights Serve San Francisco Int'l Airport					
835a	217p	<b>738/159</b>	Mpls.-St. Paul	Daily	M <b>DC10</b>
155p	725p	<b>382/157</b>	Mpls.-St. Paul	Daily	M
<b>SEATTLE/TACOMA (PST)</b>					
				F \$153.00	Y \$118.00
835a	1259p	<b>738/777</b>	Mpls.-St. Paul	Daily	M <b>DC10</b>
155p	704p	<b>382/51</b>	Mpls.-St. Paul	Daily	M
<b>SPOKANE (PST)</b>					
				F \$130.00	Y \$100.00
510p	930p	<b>474/365</b>	Mpls.-St. Paul	Daily	M
<b>TAMPA/ST PETERSBURG (EST)</b>					
				F \$170.00	Y \$131.00
835a	309p	<b>738/702</b>	Mpls.-St. Paul	Daily	M
510p	1223a ♦	<b>474/728</b>	Chicago	Daily	M
<b>TOKYO, Japan (GMT + 9)</b>					
835a	505p ♦	<b>738/777/7</b>	Mpls.-St. Paul/Seattle	Daily	R 花 <b>747</b>
<b>WASHINGTON/BALTIMORE (EST)</b>					
				F \$139.00	Y \$107.00
<b>AIRPORTS: D-Dulles N-National</b>					
835a	N 326p	<b>738/336</b>	Mpls.-St. Paul	Daily	M
155p	N 806p	<b>382/68</b>	Mpls.-St. Paul	Daily	M

## AIR FREIGHTER SERVICE

Flight 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†Seoul-Osaka segment operates as flight 902.

EASTBOUND

Flight Number	902	912	908	26	220	28	86	12	158	48	94	4	6	22	10	172
Aircraft	707C	707C	707C	DC 10	747	DC 10	747	DC 10	DC 10	DC 10	DC 10	747	747	747	747	DC 10
Days Operated	Tu. Fr.	Mo. We. Th. Sa.	Ex. Sa. Su.	Ex. Sa. Su.	Daily	Daily	Daily	Daily	Daily	Daily	Mo. Th. Fr. Sa. Su.	Ex. Tu. Sa. Tu. Sa.	Tu. Sa.	Ex. Tu. Sa.	Ex. Th. Sa.	Daily
HONG KONG MANILA TAIPEI	Lv Lv Lv											10 00				
SEOUL OSAKA OSAKA TOKYO	Lv Ar (R) Lv (R) Ar	18 25 17 00 18 25 20 25										12 30	11 30	14 30	12 45	
TOKYO	Lv	Ex. Sa. Su. 22 00										14 30	16 15	16 30	16 30	
International Date Line												14 30	16 15	16 30	16 30	
HONOLULU HONOLULU HILO	HST Ar Lv HST Lv						15 00				20 50 22 30	22 20		06 55 09 00	09 05 11 20	
ANCHORAGE SAN FRANCISCO SAN FRANCISCO LOS ANGELES	AST Lv PST Ar (R) Lv (R) Ar				18 15			09 00	—	23 15			08 15	16 05	18 10 19 10 20 25	
LOS ANGELES PORTLAND PORTLAND SEATTLE/TACOMA	Lv Ar Ar Ar				Ex. Sa. Su. 23 15		22 10	14 00		04 15	05 20 06 10 06 49 Daily 08 40	07 15		17 10		00 45
SEATTLE/TACOMA SPOKANE MPLS./ST. PAUL	Lv PST Lv CST Ar	17 40			00 20		11 25	15 30 17 00 21 23		06 25 Ar. FOX 07 05	09 15			22 22		06 00
MPLS./ST. PAUL MILWAUKEE MILWAUKEE CHICAGO (O'Hare)	Lv Ar Lv Lv		22 00 22 57 23 09	23 00		12 00 13 01 13 50		22 15	23 22		14 09					
CHICAGO (O'Hare) DETROIT	CST Lv EST Ar	22 07 Ex. Mo. Su. 00 05			05 47		16 57						17 54			
ATLANTA CLEVELAND TAMPA PHILADELPHIA NEW YORK (Kennedy)	Ar Ar Ar Ar EST Ar		22 00 22 57 23 09	23 00	07 00	09 43 Ar MIA	17 50 19 59 21 48				15 00 16 57		18 45			
		02 55		02 44	02 16	12 00	16 45					16 55		21 43		

(R) No local traffic between Tokyo and Osaka, or between San Francisco and Los Angeles.

**AIRCRAFT:**

**707-320C Jet Freighter** carries thirteen pallets. Cargo door size 91x134 inches.

Freight in 747 and DC-10 aircraft is carried in LD-1, LD-3 and LD-7 containers or 88 x 125 inch pallets with a maximum height of 60 inches.

Container and pallet air freight service is available to and from the following cities on Northwest Orient's Wide Cabin 747 and DC10 aircraft:

Anchorage	New York
Atlanta	Philadelphia
Chicago	Portland
Cleveland	San Francisco
Detroit	Seattle/Tacoma
Hilo	Seoul
Hong Kong	Spokane
Honolulu	Taipei
Los Angeles	Tampa/
Manila	St. Petersburg
Miami	Tokyo
Milwaukee	Washington, D.C.
Minneapolis/ St. Paul	Winnipeg

In addition to air freighter services shown on this page, all other Northwest Orient flights carry air freight and air express.

## CONNECTING TRUCK SERVICES:

## NEWARK-KENNEDY

Lv Newark 0100 Ex. Su. Mo.  
Ar JFK 0200

Additional departures are available.

## MILWAUKEE-CHICAGO

Lv O'Hare 0230 Ex. Su. Mo.  
Ar Milwaukee 0400

Lv Milwaukee 2330 Ex. Sa. Su.  
Ar O'Hare 0100

**Milwaukee connections provide pallet service for Minneapolis/St. Paul — Chicago freight.**

Truck services are also available between Boston and Kennedy, Philadelphia and Kennedy, Miami and Ft. Lauderdale, Portland and Seattle, and between Ontario and Los Angeles.



# ADVANCE FLORIDA SERVICES

EFFECTIVE DECEMBER 18, 1974

Flight	26	768	726	710	708	700	760	704	712	702	716	776	736	734	762	796	724	728	730
Service	F/Y	F/Y	F/Y	F/Y	F/Y	F/Y	F/Y	F/Y	F/Y	F/Y	F/Y	F/Y	F/Y	F/Y	F/Y	F/Y	FN/YN	FN/YN	FN/YN
Aircraft	DC 10	727	DC 10	DC 10	727S	DC 10	747	DC 10	707	DC 10	727S	DC 10	727S	727	727	727	DC 10	DC 10	727S
Days Operated (Daily if Blank)	ANC/SEA Ex. Su.								DC 10 Se. only								727 ANC/ MSP	727S Mo. Tu. We.	
ANCHORAGE	AST Lv	D 6 16															B 7 10		
PORTLAND	PST Lv											6 40							
SEATTLE/TACOMA	Lv	\$ 12 20										B 8 15					Ex. Tu. Th. Fr.		
EDMONTON	MST Lv																D 2 05		
WINNIPEG	CST Lv																Ex. Tu. Fr.		
MINNEAPOLIS/ST. PAUL	CST Ar									B 8 05			L 2 45				5 20		
MINNEAPOLIS/ST. PAUL	Lv		B 7 00	B 7 40	B 7 20	B 8 00	9 00	L 9 55	10 00	1 20	L 1 50			2 30	D 6 00		6 55		5 40
ROCHESTER	Lv																		
MADISON	Lv																		
MILWAUKEE	Ar			8 41					11 01										6 50
MILWAUKEE	Lv		B 7 25	BH 9 25					L 11 50										7 18
CHICAGO (O'Hare)	Ar	5 47		8 07				9 14	10 07				4 35	3 37			6 23	8 09	8 27
CHICAGO (O'Hare)	CST Lv	B 7 00		BH 9 00		BH 8 45	L 10 10	L 11 00		D 3 10		D 5 10	D 4 15			D 7 00	S 9 00	S 9 10	S 9 00
ATLANTA	EST Ar	9 43	10 11		10 29							5 00			8 03				
ATLANTA	Lv	10 25	L 10 55		\$ 11 05							D 5 50		8 50			10 23		
TAMPA/ST. PETERSBURG	Ar				12 17		1 36		3 14			7 04	8 34					12 33	
TAMPA/ST. PETERSBURG	Lv																		
FORT LAUDERDALE	Ar		12 28	12 45							6 51					11 00			12 42
MIAMI	Ar	12 00			1 17		12 28	2 40	2 07					7 59	10 26	11 45	12 42		1 44
FORT LAUDERDALE	EST Ar								3 00										

Flight	777	739	715	735	763	729	721	709	707	727	27	711	723	733	761	731	741	757	725
Service	F/Y	F/Y	F/Y	F/Y	F/Y	F/Y	F/Y	F/Y	F/Y	F/Y	F/Y	F/Y	F/Y	F/Y	F/Y	F/Y	FN/YN	FN/YN	FN/YN
Aircraft	DC 10	727	727	727S	727S	DC 10	DC 10	DC 10	DC 10	727S	DC 10	747	DC 10	727	DC 10	707	DC 10	727	727S
Days Operated (Daily if Blank)	SEA/ANC Ex. Su.															DC 10 Se. only	727S Mo. Tu. We.		
FORT LAUDERDALE	EST Lv																		
MIAMI	Lv	B 7 45	BH 9 10		10 55	S 9 35	L 2 30	L 1 05			L 1 40		D 4 30			D 6 00		\$ 10 00	
FORT LAUDERDALE	Lv																		
TAMPA/ST. PETERSBURG	Ar					10 27		L 2 00					D 4 30						\$ 10 00
TAMPA/ST. PETERSBURG	Lv	B 7 30		BH 9 45		L 11 15				4 20	D 5 00				D 6 30		\$ 10 00		
ATLANTA	Ar	8 53	9 29		12 36					5 43	3 24								
ATLANTA	EST Lv	BH 9 35	B 10 10		L 1 10					D 6 20	S 4 10								
CHICAGO (O'Hare)	CST Ar			11 07	11 15			3 04	3 58		4 55		6 36	6 33	7 09		11 30	11 55	11 54
CHICAGO (O'Hare)	Lv			\$ 11 55	\$ 12 00	1 40		3 55	S 4 50	D 6 40			7 30	7 15			12 25	12 35	
MILWAUKEE	Ar						4 28					6 35		7 49					
MILWAUKEE	Lv						5 05					7 20							
MADISON	Ar																		
ROCHESTER	Ar																		
MINNEAPOLIS/ST. PAUL	Ar	10 51		1 03	2 23	2 55	6 06	5 07	6 05	7 35		8 21	8 44			8 30			1 43
MINNEAPOLIS/ST. PAUL	CST Lv	L 11 35		D 1 45															
WINNIPEG	CST Ar			Ex. Mo. We.	1 57														
EDMONTON	MST Ar			\$ 3 23															
SEATTLE/TACOMA	PST Ar	D 12 59		Ex. Mo. We. Th.															
ANCHORAGE	AST Ar	3 20		4 30															

MAKE YOUR RESERVATIONS FROM THIS SCHEDULE NOW—CALL YOUR TRAVEL AGENT OR NORTHWEST ORIENT  
am Light Face pm Bold Face

## GENERAL INFORMATION

**AGRICULTURAL RESTRICTIONS:** Importation into the United States of plant pests, plants, plant products, meats, and meat products, certain animals and animal products contrary to requirements under the U.S. agricultural laws is a federal offense. Such articles are also subject to seizure and destruction. Consult the U.S. Department of Agriculture or the nearest U.S. Foreign Office overseas for details.

**AIR TAXI SERVICE:** This service to off-line points is available at many cities served by Northwest Orient.

**ALCOHOLIC BEVERAGES:** Federal Aviation Administration rules provide that no person may drink alcoholic beverages aboard an aircraft unless they have been served by an airline, and no airline may serve alcoholic beverages to a person who appears to be intoxicated.

**BAGGAGE** includes all checked luggage and other articles carried by the passenger including briefcases, cameras, cosmetic cases, etc. The domestic maximum free baggage allowance is two checked pieces of luggage and one unchecked bag retained in the passenger's custody and capable of being stowed under the passenger's seat.

Government safety regulations issued by the F.A.A. limit carry-on baggage and related personal belongings to items that can be stowed under the passenger's seat. Exempt from these regulations are a lady's pocketbook or handbag, cameras, binoculars, and a reasonable amount of personal clothing and reading material.

In terms of size this means that carry-on baggage must be limited to a briefcase, attache case, woman's cosmetic case, or any item that does not exceed the size of 22"x14"x8". Carry-on garment bags will be limited to those which contain no more than two garments or of an equivalent size. Items not meeting the physical dimensions for under-seat stowage can be accommodated in the heated, pressurized and ventilated cargo compartment of the aircraft, subject to tariff regulations.

The International free baggage allowance is 66 pounds for first class and 44 pounds for economy class. Contact your Northwest Orient office for details on the acceptable maximum size of baggage and for excess baggage rates.

Liability for baggage will not exceed \$500 when transportation is between points in the Continental U.S. or between such points and Canada, Alaska, or Hawaii; and \$20.00 per kilogram on international journeys. A higher valuation may be declared for an additional charge. Claims must be filed within 45 days.

**CAR RENTAL SERVICE:** Automobiles are available for rental at practically all cities served by Northwest Orient. When making your reservation, you may request your Northwest Orient agent to arrange that a car be waiting for you on arrival.

**CHECK-IN TIME:** Passengers are requested to be at airport boarding gate at least 20 minutes before scheduled departure of domestic flights and at least 40 minutes before departure of international flights. Passengers arriving at boarding gate less than 10 minutes before scheduled departure time will be refused passage if boarding will delay flight.

**CHECKED BAGGAGE:** Passports and related travel documents, car keys, critical medicine and other necessary items should be carried in your possession whenever possible, since baggage which is checked at your departure city is not available until arrival at your destination.

**CHILDREN'S FARES:** (a) One child under 2 years, not occupying a seat and accompanied by a full-fare passenger, will be carried free on services within the U.S. and Canada, or to Alaska. On services to Hawaii or the Orient, 10% of the adult fare is charged. (b) Children under 2 years occupying a seat, and children under 12 years, when accompanied, are charged 66% of the adult fare. (c) Children under 5 years old must be accompanied by an adult.

**CREDIT CARDS:** Northwest Orient accepts the following credit cards: American Express, American Torch Club, BankAmericard, Barclay Card (Europe), Carte Blanche, ChargeX (Canada), Citizens and Southern, Diners Club, Interbank Cards, Mastercharge, Shoppers Charge Service, Sumitomo (Japan) and Universal Air Travel Cards.

**GROUND TRANSPORTATION:** In all cities served, Northwest Orient has arranged with independent operators for transportation at reasonable rates between downtown areas and the airports. See the listing of Northwest Orient offices in this folder for fares and pickup times.

**HELICOPTER SERVICE** is available at New York/Newark, San Francisco, and Hong Kong to and from many points in their respective Metropolitan areas. Contact your Northwest Orient offices for schedules and fares.

**HOTEL RESERVATIONS:** Your Northwest Orient agent will be happy to assist you in making hotel reservations at any city on our international system.

**INCLUSIVE TOURS:** All-expense Northwest Orient Air Vacations are available to many domestic and international cities. Consult any Northwest Orient office or your travel agent for complete details.

**IN FLIGHT ENTERTAINMENT** is available on 747 and DC10 flights with Multi-Channel Stereo on most segments, and wide-screen movies on Transpacific and Hawaii segments. There is a \$2.50 charge per person on international segments. The charge for movies for coach or economy passengers is \$2.00 between the U.S. mainland and Hawaii, and \$2.50 between the U.S. mainland and Alaska.

**INTERLINE CONNECTIONS:** Call Northwest Orient Reservation Offices for information and reservations on flights of other airlines connecting with Northwest services. All Northwest Orient offices have complete schedules of other airlines available and will assist you in planning your flights.

**PETS:** Suitably confined pets may be carried in the cargo compartments on all flights.

**RECONFIRMATION:** We suggest that you call the reservations office at the boarding point of every return or continuing flight and leave your local telephone number. Reservations not reconfirmed, where required, are subject to cancellation. Reconfirmation is required for return or continuing reservations on Northwest Orient flights from Anchorage to the U.S. and from New York, Chicago or Seattle to Anchorage. Call your Northwest Orient Reservations office at least 6 hours prior to departure in New York, Chicago, Seattle and Anchorage. In many countries reconfirmation is required 72 hours prior to departure.

**RESERVATIONS:** You may obtain reservations for any flight by telephoning, wiring, or writing any Northwest Orient office, a travel agent, or hotel transportation desk. If your plans change, please cancel your reservation as far in advance as possible so that other passengers can be accommodated.

**RESPONSIBILITY FOR DEPARTURES, ARRIVALS, AND CONNECTIONS:** Northwest Orient is not responsible for damages resulting from failure of aircraft to depart or arrive on scheduled time, or failure to make connections with other flights.

**SCHEDULES AND FARES:** All schedules and fares are subject to change without notice, and Northwest Orient is not responsible for errors therein.

**SPECIAL FARES:** Reduced fares are available to active duty U.S. military personnel who are on leave. Special fares for group travel are also available between many points on Northwest Orient's system. Contact your travel agent or Northwest Orient for details.

**STOPOVERS:** You may stopover at any city enroute, provided your reservation is made accordingly. For stopovers between cities within the U.S. the combination of fares over the stopover points would apply. Consult any Northwest Orient office for exceptions applicable for travel to Florida, Alaska and Hawaii. International stopovers may be made at no additional cost for fares published in this timetable.

**TRAVEL DOCUMENTS:** For international travel, you must possess valid passports, visas, certificates, or other documents as required by the countries involved. You may obtain specific information from any Northwest Orient office.

## EXPLANATION OF REFERENCES

### AIRCRAFT OPERATED:

Boeing 747, Douglas DC10  
Boeing 707-320, Boeing 727S  
Boeing 727

### CLASS OF SERVICE:

F —First Class  
Y —Coach/International Economy  
K —Thrill  
FN—Deluxe Night Coach—  
First Class Compartment  
YN—Night Coach—  
Coach Compartment

### SYMBOLS:

M—Hot meal service appropriate to time of day.  
S—During lunch or dinner hours on flights of short duration a deluxe snack is served. At other times a light snack.  
◆—Arrival following day.  
⊙—Arrival second day. Enroute overnight stop in the Orient.  
—Thrift Accommodations provided by Northwest Airlines.  
✈—Inflight movies and stereo available at nominal charge. See in flight entertainment note above.  
✈—Scheduled helicopter service available in metropolitan area.  
★—Night Coach service.

✈—REGAL IMPERIAL SERVICE or ROYAL ALOHA SERVICE Regal Imperial Service: At no extra fare, Northwest's most elegant in-flight service featuring our finest cuisine. First Class meals served on fine china and linen with choice of entrées including complimentary cocktails, wine, and after dinner drinks. Specially selected menus in Coach are most frequently served with wine or champagne within the U.S. domestic system. Hot Oshibori towels are provided on selected flights. On all transpacific flights, this service is further enhanced by in flight stereo, big feature movies, and the additional courtesies associated with international travel. Royal Aloha Service: On Northwest's nonstop services to and from Hawaii, all the distinctions of Regal Imperial Service are incorporated into these special Hawaii flights including complimentary exotic Mai Tai cocktails in First Class and refinements which reflect the spirit of Aloha. All Hawaii flights also offer stereo and in flight movies.

**SCHEDULE TIMES:** Times are Local Times observed by each city. EST—Eastern Standard Time, EDT—Eastern Advance Standard, CST—Central Standard, CDT—Central Advance Standard, MST—Mountain Standard, MDT—Mountain Advance Standard, PST—Pacific Standard, PDT—Pacific Advance Standard, AST—Alaska Standard, ADT—Alaska Advance Standard, HST—Hawaii Standard Time. GMT—Number represents hours originating city time is ahead of Greenwich Mean Time.



# FLIGHT ITINERARIES

FLT NO.	AIR-CRAFT	ROUTING	FLT NO.	AIR-CRAFT	ROUTING	FLT NO.	AIR-CRAFT	ROUTING	FLT NO.	AIR-CRAFT	ROUTING
3	747	New York (JFK)-Wash., D.C. (IAD) Wash., D.C. (IAD)-Chicago (ORD) Chicago (ORD)-Anchorage Anchorage-Tokyo Tokyo-Osaka (Ex Fr) Tokyo-Manila (Fr) Osaka-Seoul (We) Osaka-Taipei (Tu Fr Su) Osaka-Okinawa (We Su) Okinawa-Taipei (We Su)	28	DC10	Seattle/Tacoma-Chicago (ORD) Chicago (ORD)-Cleveland Cleveland-Philadelphia	94	DC10	Honolulu-Hilo (Mo Th) Hilo-Portland, Ore. (Mo Th) Hilo-Honolulu (Sa)	207	727	New York (LGA)- Milwaukee (Ex Sa Su) Milwaukee-Rochester (Ex Sa Su)
707			29	DC10	Cleveland-Chicago (ORD) Chicago (ORD)-Seattle/Tacoma	209			215	727	New York (LGA)-Milwaukee Milwaukee-Rochester (Ex Sa Su)
747			38	727	Anchorage- Edmonton (Mo We Sa Su) Edmonton- Mpls./St. Paul (Ex Tu Fr) Mpls./St. Paul-Chicago (ORD)	217	727	Newark (EWR)-Detroit (Ex Sa) Detroit-Chicago (ORD) Chicago (ORD)-Rochester	218	727	Milwaukee-Detroit (Ex Su) Detroit-Newark (EWR) (Ex Sa)
4	747	Hong Kong-Tokyo (Ex Tu Sa) Seoul-Tokyo (Tu Sa) Tokyo-Seattle/Tacoma Seattle/Tacoma-New York (JFK)	39	727	Pittsburgh-Cleveland (Ex Su) Cleveland-Chicago (ORD) (Ex Su) Chicago (ORD)-Mpls./St. Paul Mpls./St. Paul- Edmonton (Ex Mo We) Edmonton- Anchorage (Tu Fr Sa Su)	220	747	Mpls./St. Paul-Milwaukee Milwaukee-New York (JFK)	221	747	New York (JFK)-Milwaukee Milwaukee-Mpls./St. Paul
6	707	Seoul-Osaka (We) Taipei-Osaka (Mo Fr Su) Taipei-Okinawa (Mo) Okinawa-Osaka (Mo) Osaka-Tokyo (Mo We Fr Su) Manila-Okinawa (Th) Okinawa-Tokyo (Th) Manila-Tokyo (Tu Sa) Tokyo-Anchorage Anchorage-Chicago (ORD) Chicago (ORD)-New York (JFK)	40	727	Portland, Ore.-Spokane Spokane-Missoula Missoula-Great Falls Great Falls-Billings Billings-Bismarck Bismarck-Mpls./St. Paul	222	727S	Mpls./St. Paul-New York (LGA)	223	727	Newark (EWR)- Philadelphia (Ex Sa) Philadelphia- Mpls./St. Paul (Ex Sa)
7	747	New York (JFK)-Seattle/Tacoma Seattle/Tacoma-Tokyo Tokyo-Hong Kong (Tu Th Sa Su) Tokyo-Okinawa (Mo) Okinawa-Manila (Mo) Tokyo-Manila (We) Tokyo-Taipei (Fr) Taipei-Hong Kong (Fr)	42	DC10	Seattle/Tacoma-Spokane Spokane-Mpls./St. Paul Mpls./St. Paul-Chicago (ORD) Chicago (ORD)-Cleveland	224	727	Rochester-Madison (Ex Sa) Madison-Milwaukee (Ex Sa) Milwaukee- New York (LGA) (Ex Sa)	226	727	Milwaukee-Philadelphia (Ex Sa) Philadelphia- Newark (EWR) (Ex Sa)
9	747	Los Angeles-San Francisco San Francisco-Honolulu Honolulu-Tokyo Tokyo-Hong Kong (We) Tokyo-Taipei (Ex Th Sa) Tokyo-Osaka (Fr) Osaka-Taipei (Fr)	46	DC10	Portland, Ore.-Chicago (ORD) Chicago (ORD)-Detroit Detroit-Newark (EWR)	227	727	Newark (EWR)-Detroit Detroit-Milwaukee (Ex Sa)	228	727	Mpls./St. Paul-Rochester (Ex Sa) Rochester-Madison (Ex Sa) Madison-Milwaukee (Ex Sa) Milwaukee- New York (LGA) (Ex Sa)
10	707	Taipei-Osaka (Th) Osaka-Tokyo (Th) Taipei-Tokyo (Ex Th) Tokyo-Honolulu Honolulu-San Francisco San Francisco-Los Angeles Hong Kong-Taipei (Sa)	47	DC10	Newark (EWR)-Detroit Detroit-Chicago (ORD) Chicago (ORD)-Portland, Ore. Portland, Ore.-Seattle/Tacoma Seattle/Tacoma-Anchorage	230	727	Mpls./St. Paul-New York (LGA)	231	727	Newark (EWR)-Detroit (Ex Sa) Detroit-Chicago (ORD) (Ex Sa) Chicago (ORD)-Rochester
12	DC10	Anchorage-Seattle/Tacoma Seattle/Tacoma-Spokane Spokane-Mpls./St. Paul Mpls./St. Paul-Chicago (ORD)	48	DC10	Anchorage-Seattle/Tacoma Seattle/Tacoma-Portland, Ore.	233	727	New York (LGA)-Milwaukee Milwaukee-Madison	234	727S	Detroit-New York (JFK)
16	747	Honolulu-Chicago (ORD) (Sa) Chicago (ORD)-Detroit (Su) Detroit-Cleveland (Su) Cleveland-Pittsburgh (Su) Pittsburgh-Wash., D.C. (DCA) (Su)	50	727S	Portland, Ore.-Spokane Spokane-Mpls./St. Paul Mpls./St. Paul-Philadelphia Philadelphia-Newark (EWR)	235	727S	New York (LGA)-Mpls./St. Paul	236	727	Detroit-Newark (EWR)
17	747	Chicago (ORD)-Honolulu (Sa)	51	DC10	Philadelphia-Detroit Detroit-Mpls./St. Paul Mpls./St. Paul-Seattle/Tacoma Seattle/Tacoma-Portland, Ore.	237	727S	Newark (EWR)-Detroit (Ex Sa) Detroit-Chicago (ORD) (Ex Sa) Chicago (ORD)-Rochester	238	727S	New York (JFK)-Detroit Detroit-Chicago (ORD) Chicago (ORD)-Mpls./St. Paul
18	727	Spokane-Chicago (ORD) Chicago (ORD)-Cleveland Cleveland-Philadelphia	59	727S	Philadelphia-Cleveland Cleveland-Chicago (ORD) Chicago (ORD)-Spokane Spokane-Seattle/Tacoma	239	727S	Wash., D.C. (DCA)-Detroit (Ex Sa) Detroit-Wash., D.C. (DCA)	240	727	Newark (EWR)-Detroit Detroit-Chicago (ORD) Chicago (ORD)-Mpls./St. Paul
21	747	Mpls./St. Paul-Los Angeles Los Angeles-Honolulu Honolulu-Tokyo Tokyo-Seoul	68	727S	Portland, Ore.-Spokane Spokane-Helena Helena-Bozeman Bozeman-Billings Billings-Bismarck Bismarck-Mpls./St. Paul Mpls./St. Paul-Wash., D.C. (DCA)	241	727	New York (LGA)- Mpls./St. Paul (Ex Sa Su)	242	727	Fargo-Mpls./St. Paul Mpls./St. Paul- New York (LGA) (Ex Sa Su)
22	707	Taipei-Okinawa (Sa) Okinawa-Osaka (Sa) Taipei-Osaka (Tu) Osaka-Tokyo (Tu Sa) Seoul-Tokyo (Ex Tu Sa) Tokyo-Honolulu Honolulu-Los Angeles Los Angeles-Mpls./St. Paul	70	727S	Seattle/Tacoma-Mpls./St. Paul Mpls./St. Paul-Wash., D.C. (DCA)	243	727S	Newark (EWR)-Detroit	244	747	Mpls./St. Paul-Chicago (ORD) Chicago (ORD)-Detroit Detroit-New York (JFK)
26	DC10	Anchorage- Seattle/Tacoma (Ex Sa Su) Seattle/Tacoma-Chicago (ORD) Chicago (ORD)-Atlanta Atlanta-Miami	71	707	Newark (EWR)-Detroit Detroit-Chicago (ORD) Chicago (ORD)-Billings Billings-Great Falls Great Falls-Spokane Spokane-Seattle/Tacoma	245	747	New York (JFK)-Detroit Detroit-Chicago (ORD) Chicago (ORD)-Mpls./St. Paul	246	727	Boston-Milwaukee Milwaukee-Mpls./St. Paul
27	DC10	Miami-Atlanta Atlanta-Chicago (ORD) Chicago (ORD)-Seattle/Tacoma Seattle/Tacoma-Anchorage	72	707	Seattle/Tacoma-Spokane Spokane-Great Falls Great Falls-Billings Billings-Chicago (ORD) Chicago (ORD)-Detroit Detroit-Newark (EWR)	247	727	Mpls./St. Paul-Milwaukee Milwaukee-Boston	248	727	Boston-Milwaukee (Ex Sa) Milwaukee-Mpls./St. Paul (Ex Sa)
			73	707	Portland, Ore.-Seattle/Tacoma Seattle/Tacoma-Wash., D.C. (IAD)	249	727	Mpls./St. Paul-Boston	250	727	Detroit-Pittsburgh (Ex Su) Pittsburgh- Wash., D.C. (DCA) (Ex Su)
			74	707	Wash., D.C. (IAD)-Seattle/Tacoma Seattle/Tacoma-Portland, Ore. Wash., D.C. (DCA)-Mpls./St. Paul Mpls./St. Paul-Fargo Fargo-Bismarck Bismarck- Seattle/Tacoma-Portland, Ore. Honolulu-Seattle/Tacoma Seattle/Tacoma-Honolulu	251	727	Detroit-Newark (EWR)	252	727S	Cleveland- Wash., D.C. (DCA) (Ex Su)

ALL FLIGHTS OPERATE DAILY EXCEPT AS NOTED

# FLIGHT ITINERARIES

FLT. NO.	AIR-CRAFT	ROUTING	FLT. NO.	AIR-CRAFT	ROUTING	FLT. NO.	AIR-CRAFT	ROUTING	FLT. NO.	AIR-CRAFT	ROUTING
303	727S	Detroit-Milwaukee (Ex Su) Milwaukee-Mpls./St. Paul	363	727	Pittsburgh-Detroit (Ex Sa)	458	727	Mpls./St. Paul- Chicago (ORD) (Ex Sa)	719	727S	Miami-Tampa/St Petersburg Tampa/St Petersburg-Milwaukee Milwaukee-Mpls./St. Paul
305	727S	Wash., D.C. (DCA)-Mpls./St. Paul	364	727	Mpls./St. Paul- Chicago (MDW) (Ex Sa) Chicago (MDW)-Cleveland (Ex Sa) Cleveland- Wash., D.C. (DCA) (Ex Sa)	470	727	Mpls./St. Paul-Madison Madison-Chicago (ORD)	723	707	Miami-Chicago (ORD) Chicago (ORD)-Mpls./St. Paul
306	727	Milwaukee-Detroit (Ex Su) Detroit-Pittsburgh (Ex Su) Pittsburgh- Wash., D.C. (DCA) (Ex Su)	365	727	Wash., D.C. (DCA)- Cleveland (Ex Sa Su) Cleveland- Chicago (MDW) (Ex Sa Su) Chicago (MDW)- Mpls./St. Paul (Ex Sa Su) Mpls./St. Paul-Spokane	474	727	Winnipeg-Mpls./St. Paul Mpls./St. Paul-Chicago (ORD) Chicago (ORD)-Detroit (Ex Sa)	726	727S	Mpls./St. Paul-Chicago (ORD) Chicago (ORD)-Ft Lauderdale
307	727S	Wash., D.C. (DCA)- Cleveland (Ex Su)	366	727S	Wash., D.C. (DCA)-Detroit Detroit-Mpls./St. Paul	491	727	Chicago (ORD)-Mpls./St. Paul	727	727S	Tampa/St Petersburg-Atlanta Atlanta-Mpls./St. Paul
308	727	Madison-Milwaukee Milwaukee-Wash., D.C. (DCA)	367	727S	Wash., D.C. (DCA)-Detroit Detroit-Mpls./St. Paul	492	727S	Mpls./St. Paul-Rochester Rochester-Milwaukee Milwaukee-Chicago (ORD)	728	DC10	Chicago (ORD)- Tampa/St Petersburg
310	727S	Detroit-Wash., D.C. (DCA) (Ex Su)	368	727S	Wash., D.C. (DCA)- Mpls./St. Paul (Ex Sa Su) Mpls./St. Paul-Bismarck Bismarck-Billings Billings-Great Falls	504	727	Detroit-Philadelphia (Ex Sa Su)	729	DC10	Tampa/St Petersburg- Chicago (ORD) Chicago (ORD)-Mpls./St. Paul
311	727	Wash., D.C. (DCA)- Pittsburgh (Ex Sa Su) Pittsburgh-Detroit (Ex Sa Su)	369	727S	Wash., D.C. (DCA)- Mpls./St. Paul (Ex Sa Su) Mpls./St. Paul-Bismarck Bismarck-Billings Billings-Great Falls	505	727S	Chicago (ORD)-Mpls./St. Paul Mpls./St. Paul-Grand Forks Grand Forks-Winnipeg	733	727	Ft Lauderdale-Chicago (ORD) Chicago (ORD)-Milwaukee
314	727	Mpls./St. Paul- Wash., D.C. (DCA) (Ex Sa Su)	370	727	Wash., D.C. (DCA)-Detroit (Ex Sa) Detroit-Mpls./St. Paul	509	727	Cleveland- Chicago (MDW) (Ex Sa Su) Chicago (MDW)- Mpls./St. Paul (Ex Sa Su)	734	727	Winnipeg-Chicago (ORD) Chicago (ORD)-Miami
317	727S	Wash., D.C. (DCA)-Detroit (Ex Su)	371	727	Wash., D.C. (DCA)-Detroit (Ex Sa) Detroit-Mpls./St. Paul	514	DC10	Mpls./St. Paul-Detroit (Ex Su) Detroit-Philadelphia (Ex Su)	735	727	Ft Lauderdale- Tampa/St Petersburg Tampa/St Petersburg- Chicago (ORD) Chicago (ORD)-Mpls./St. Paul
319	727	Wash., D.C. (DCA)-Detroit Detroit-Milwaukee Milwaukee-Madison	372	727	Wash., D.C. (DCA)-Detroit (Ex Sa) Detroit-Mpls./St. Paul	515	DC10	Philadelphia-Detroit (Ex Su) Detroit-Mpls./St. Paul (Ex Su)	524	727S	Mpls./St. Paul-Detroit Detroit-Philadelphia
322	727	Mpls./St. Paul- Chicago (MDW) (Ex Sa Su) Chicago (MDW)- Cleveland (Ex Sa Su) Cleveland- Wash., D.C. (DCA) (Ex Sa Su)	373	727	Wash., D.C. (DCA)-Detroit (Ex Sa) Detroit-Mpls./St. Paul	525	727	Winnipeg-Grand Forks Grand Forks-Mpls./St. Paul Mpls./St. Paul-Chicago (ORD) Chicago (ORD)-Cleveland (Ex Sa)	535	727	Philadelphia-Cleveland (Ex Sa Su) Cleveland- Chicago (ORD) (Ex Sa Su) Chicago (ORD)-Madison
323	727	Wash., D.C. (DCA)- Pittsburgh (Ex Su) Pittsburgh-Detroit (Ex Su) Detroit-Milwaukee (Ex Su)	374	727	Wash., D.C. (DCA)-Detroit (Ex Sa) Detroit-Mpls./St. Paul	537	727	Newark (EWR)-Philadelphia Philadelphia-Milwaukee Milwaukee-Mpls./St. Paul	542	DC10	Mpls./St. Paul-Milwaukee Milwaukee-Detroit Detroit-Philadelphia
324	727S	Detroit-Wash., D.C. (DCA) (Ex Sa)	375	727S	Winnipeg-Grand Forks Grand Forks-Mpls./St. Paul Mpls./St. Paul-Chicago (ORD) Chicago (ORD)-Cleveland (Ex Sa)	538	727	Winnipeg-Mpls./St. Paul Mpls./St. Paul-Chicago (ORD) Chicago (ORD)-Atlanta	543	727	Atlanta-Milwaukee Milwaukee-Madison Madison-Rochester
325	727S	Mpls./St. Paul-Rochester Rochester-Madison Madison-Milwaukee Milwaukee-Detroit Detroit-Wash., D.C. (DCA)	376	727	Wash., D.C. (DCA)-Detroit (Ex Sa) Detroit-Mpls./St. Paul	539	727	Winnipeg-Mpls./St. Paul Mpls./St. Paul-Chicago (ORD) Chicago (ORD)-Atlanta	544	727	Atlanta-Milwaukee Milwaukee-Madison Madison-Rochester
326	727S	Wash., D.C. (DCA)-Detroit (Ex Sa)	377	727S	Wash., D.C. (DCA)-Detroit (Ex Sa) Detroit-Mpls./St. Paul	540	727	Winnipeg-Mpls./St. Paul Mpls./St. Paul-Chicago (ORD) Chicago (ORD)-Atlanta	545	727	Atlanta-Milwaukee Milwaukee-Madison Madison-Rochester
327	727S	Fargo-Mpls./St. Paul Mpls./St. Paul-Wash., D.C. (DCA)	378	727	Seattle/Tacoma-Spokane Spokane-Missoula Missoula-Butte Butte-Billings Billings-Fargo Fargo-Mpls./St. Paul Mpls./St. Paul-Milwaukee Milwaukee-Detroit Detroit-Wash., D.C. (DCA)	546	727	Mpls./St. Paul- Chicago (MDW) (Ex Sa Su) Chicago (MDW)- Cleveland (Ex Sa Su) Cleveland- Wash., D.C. (DCA) (Ex Sa Su)	547	727	Tampa/St Petersburg- Chicago (ORD) Chicago (ORD)-Mpls./St. Paul
328	727S	Grand Forks-Mpls./St. Paul Mpls./St. Paul- Cleveland (Ex Sa Su) Cleveland-Pittsburgh (Ex Sa Su) Pittsburgh- Wash., D.C. (DCA) (Ex Sa Su)	379	727S	Seattle/Tacoma-Spokane Spokane-Missoula Missoula-Butte Butte-Billings Billings-Fargo Fargo-Mpls./St. Paul Mpls./St. Paul-Milwaukee Milwaukee-Detroit Detroit-Wash., D.C. (DCA)	548	727	Chicago (ORD)-Mpls./St. Paul Mpls./St. Paul-Chicago (ORD) Chicago (ORD)-Detroit (Ex Sa) Detroit-Mpls./St. Paul	549	727	Atlanta-Chicago (ORD) Chicago (ORD)-Madison (Ex Sa)
341	727	Wash., D.C. (DCA)- Pittsburgh (Ex Sa) Pittsburgh-Cleveland (Ex Sa) Cleveland-Chicago (ORD) Chicago (ORD)-Madison (Ex Sa) Chicago (MDW)- Mpls./St. Paul (Ex Sa)	393	727	Wash., D.C. (DCA)-Cleveland Cleveland-Detroit	603	727S	Spokane-Seattle/Tacoma	550	727	Tampa/St Petersburg- Chicago (ORD) Chicago (ORD)-Mpls./St. Paul
344	727S	Cleveland- Wash., D.C. (DCA) (Ex Su)	414	727	Madison-Chicago (ORD) (Ex Su) Chicago (ORD)-Detroit (Ex Su)	605	727S	Spokane-Portland, Ore.	551	727	Atlanta-Chicago (ORD) Chicago (ORD)-Madison (Ex Sa)
347	727S	Wash., D.C. (DCA)-Mpls./St. Paul Mpls./St. Paul-Billings Billings-Bozeman Bozeman-Helena Helena-Spokane Spokane-Seattle/Tacoma	415	DC10	Chicago (ORD)- Mpls./St. Paul (Ex Su)	606	727S	Seattle/Tacoma-Spokane	552	727	Mpls./St. Paul-Chicago (ORD) Chicago (ORD)-Atlanta
350	727	Detroit-Pittsburgh (Ex Sa)	417	727	Chicago (ORD)-Mpls./St. Paul	608	727S	Seattle/Tacoma-Spokane	553	727	Atlanta-Chicago (ORD) Chicago (ORD)-Madison (Ex Sa)
353	727	Wash., D.C. (DCA)-Cleveland Cleveland-Chicago (ORD) Chicago (ORD)-Rochester Rochester-Mpls./St. Paul	423	727	Detroit-Chicago (ORD) (Ex Su) Chicago (ORD)-Madison Madison-Rochester Rochester-Mpls./St. Paul	610	DC10	Seattle/Tacoma-Spokane	554	727	Tampa/St Petersburg- Chicago (ORD) Chicago (ORD)-Mpls./St. Paul
355	727S	Wash., D.C. (DCA)-Pittsburgh Pittsburgh-Cleveland Cleveland-Mpls./St. Paul	426	727	Mpls./St. Paul-Chicago (ORD)	611	727S	Spokane-Portland, Ore.	555	727	Mpls./St. Paul-Atlanta Atlanta-Miami
356	727	Rochester-Chicago (ORD) Chicago (ORD)-Cleveland Cleveland-Pittsburgh Pittsburgh-Wash., D.C. (DCA)	428	727S	Great Falls-Billings Billings-Mpls./St. Paul Mpls./St. Paul-Chicago (ORD) Chicago (ORD)-Detroit (Ex Sa Su)	704	707	Mpls./St. Paul-Chicago (ORD) Chicago (ORD)-Miami	556	727	Milwaukee-Atlanta Atlanta-Miami Miami-Ft Lauderdale
361	727S	Wash., D.C. (DCA)-Detroit Detroit-Milwaukee Milwaukee-Mpls./St. Paul Mpls./St. Paul-Grand Forks	434	727	Madison-Chicago (ORD)	705	727	Atlanta-Chicago (ORD) (Ex Su)	557	727	Portland, Ore.-Seattle/Tacoma Seattle/Tacoma-Mpls./St. Paul Mpls./St. Paul-Atlanta Atlanta-Tampa/St Petersburg
362	727S	Detroit-Wash., D.C. (DCA)	435	727	Chicago (ORD)-Madison (Ex Su)	707	727S	Ft Lauderdale-Chicago (ORD) Chicago (ORD)-Mpls./St. Paul Mpls./St. Paul-Fargo	558	727	Tampa/St Petersburg-Atlanta Atlanta-Mpls./St. Paul Mpls./St. Paul-Seattle/Tacoma Seattle/Tacoma- Anchorage (Ex Sa Su)
			437	DC10	Chicago (ORD)- Mpls./St. Paul (Ex Sa)	708	727S	Mpls./St. Paul-Atlanta Atlanta-Tampa/St Petersburg Tampa/St Petersburg-Miami	559	727	Rochester-Chicago (ORD) Chicago (ORD)-Atlanta (Ex Sa)
			438	DC10	Mpls./St. Paul- Chicago (ORD) (Ex Sa Su)	715	727	Miami-Chicago (ORD) Chicago (ORD)-Winnipeg	560	727	
			439	727	Chicago (ORD)-Madison (Ex Sa) Madison-Rochester Rochester-Mpls./St. Paul	716	727	Mpls./St. Paul-Chicago (ORD) Chicago (ORD)-Ft Lauderdale	561	727	
			444	DC10	Mpls./St. Paul-Chicago (ORD)	718	727	Madison-Chicago (ORD) Chicago (ORD)-Atlanta	562	727	
			445	DC10	Chicago (ORD)-Mpls./St. Paul Mpls./St. Paul-Winnipeg						
			448	DC10	Mpls./St. Paul-Chicago (ORD)						



# INTERNATIONAL FARES\*

To: From	BANGKOK		HONG KONG		JAKARTA		MANILA		OKINAWA		OSAKA		SEOUL		SINGAPORE		TAIPEI		TOKYO	
	F	Y	F	Y	F	Y	F	Y	F	Y	F	Y	F	Y	F	Y	F	Y	F	Y
Anchorage..	972	635	898	569	1025	673	785	493	785	493	727	456	785	493	972	635	785	493	704	433
Atlanta..	1257	814	1173	736	1321	872	1055	694	1097	703	1016	658	1097	703	1266	820	1054	682	950	607
Boston..	1300	842	1216	764	1363	888	1097	710	1097	710	1097	710	1097	710	1266	820	1054	682	950	607
Chicago..	1237	796	1153	718	1300	842	1034	664	1034	664	953	612	1034	664	1246	802	1034	664	930	589
Cleveland..	1261	819	1177	741	1324	865	1058	687	1058	687	977	635	1058	687	1270	825	1058	687	954	612
Detroit..	1257	814	1173	736	1320	860	1054	682	1054	682	973	630	1054	682	1266	820	1054	682	950	607
Honolulu..	911	587	826	510	972	636	719	454	696	430	633	407	712	454	918	593	719	454	610	384
Los Angeles..	1082	686	998	608	1145	732	879	554	879	554	798	502	879	554	1091	692	879	554	775	479
Miami/Ft. Lauderdale	1300	849	1216	771	1363	895	1097	717	1097	717	1016	665	1097	717	1309	855	1097	717	993	642
Milwaukee..	1237	796	1153	718	1300	842	1034	664	1034	664	953	612	1034	664	1246	802	1034	664	930	589
Minneapolis/St. Paul..	1230	796	1146	718	1293	842	1027	664	1027	664	946	612	1027	664	1239	802	1027	664	923	589
New York..	1289	837	1205	759	1352	883	1086	705	1086	698	1005	653	1086	705	1298	843	1086	705	982	630
Philadelphia..	1289	837	1205	759	1352	883	1086	705	1086	698	1005	653	1086	705	1298	843	1086	705	982	630
Pittsburgh..	1289	837	1205	759	1352	883	1086	705	1086	698	1005	653	1086	705	1298	843	1086	705	982	630
Portland, Oregon..	1082	686	998	608	1145	732	879	554	879	554	798	502	879	554	1091	692	879	554	775	479
St. Louis via Chicago..	1237	796	1153	718	1300	842	1034	664	1034	664	953	612	1034	664	1246	802	1034	664	930	589
San Francisco..	1082	686	998	608	1145	732	879	554	879	554	798	502	879	554	1091	692	879	554	775	479
Seattle/Tacoma..	1082	686	998	608	1145	732	879	554	879	554	798	502	879	554	1091	692	879	554	775	479
Spokane..	1114	713	1030	635	1177	759	911	581	911	581	830	529	911	581	1123	719	911	581	807	506
Tampa/St. Petersburg..	1283	837	1199	759	1346	883	1080	705	1080	698	999	653	1080	705	1292	843	1080	705	976	630
Washington, D.C..	1289	837	1205	759	1352	883	1086	705	1086	698	1005	653	1086	705	1298	843	1086	705	982	630

## INTERNATIONAL 14-21 DAY ROUND TRIP EXCURSION FARES (Economy)\*

To: From	HONG KONG	MANILA	OKINAWA	OSAKA	SEOUL	TAIPEI	TOKYO
Anchorage..	874	823	807	709	782	823	662
Atlanta..	1321	1255	1178	1178	1229	1255	1132
Boston..	1353	1297	1284	1210	1261	1297	1164
Chicago..	1261	1205	1192	1118	1169	1205	1072
Cleveland..	1307	1251	1238	1164	1215	1251	1118
Detroit..	1297	1241	1228	1154	1205	1241	1108
Honolulu..	874	823	807	709	782	823	662
Los Angeles..	1041	985	972	898	949	985	852
Miami/Ft. Lauderdale	1367	1311	1298	1224	1275	1311	1178
Milwaukee..	1261	1205	1182	1118	1169	1205	1072
Minneapolis/St. Paul..	1261	1205	1192	1118	1169	1205	1072
New York..	1343	1287	1274	1200	1251	1287	1154
Philadelphia..	1343	1287	1274	1200	1251	1287	1154
Pittsburgh..	1325	1269	1256	1182	1233	1269	1136
Portland, Oregon..	1041	985	972	898	949	985	852
St. Louis via Chicago..	1261	1205	1192	1118	1169	1205	1072
San Francisco..	1041	985	972	898	949	985	852
Seattle/Tacoma..	1041	985	972	898	949	985	852
Spokane..	1095	1039	1026	952	1003	1039	906
Tampa/St. Petersburg..	1343	1287	1274	1200	1251	1287	1154
Washington, D.C..	1343	1287	1274	1200	1251	1287	1154

F—First Class  
Y—International Economy Class  
K—Thrill Class

Above international fares apply to tickets purchased for travel originating in the United States. For travel originating outside the United States, fares will be based on the currency used in the originating country. Consult Northwest Airlines or your travel agent for exact fare information.

All above fares are one way except as noted. Round trip fares are double the one way fare.

\*Plus U.S. federal tax and security charge when applicable. Fares applicable to westbound originating travel only.

ALL FARES ARE SHOWN IN U.S. DOLLARS ROUNDED TO THE NEAREST DOLLAR, ARE FOR INFORMATION ONLY AND SUBJECT TO CHANGE WITHOUT NOTICE

## ALASKA & HAWAII FARES\*

Between and	ANCHORAGE		HONOLULU/HILO			
	F	Y	F	Y	K	K
Anchorage..	201	154	201	154		
Atlanta..	303	238	359	247	W 231	
Boston..	327	254	406	P 280	W 264	
Chicago..	267	195	338	P 233	W 217	P 220 W 205
Cleveland..	289	220	364	P 250	W 234	
Detroit..	286	217	357	P 246	W 230	
Los Angeles..	217	173	201	P 139	W 123	P 131 W 116
Madison..	241	185	338	P 233	W 217	
Miami..	342	267	388	P 268	W 252	
Milwaukee..	267	195	338	P 233	W 217	
Minneapolis/St. Paul..	219	175	317	P 218	W 202	
New York..	316	243	398	P 275	W 259	
Philadelphia..	312	240	392	P 271	W 255	
Pittsburgh..	297	227	371	P 257	W 241	
Portland, Oregon..	164	126	201	P 139	W 123	P 131 W 116
Rochester, Minn..	234	180	338	P 233	W 217	
San Francisco..	194	153	201	P 139	W 123	P 131 W 116
Seattle/Tacoma..	150	115	201	P 139	W 123	P 131 W 116
Seattle Night Coach	128	98				
Spokane..	168	129	233	P 164	W 148	
Tampa..	328	256	388	P 268	W 252	
Washington, D.C..	307	237	386	P 267	W 251	

P—Friday, Saturday, Sunday W—Monday, Tuesday, Wednesday, Thursday  
N—Night Coach Fares from Anchorage to Portland—FN \$139 YN \$107



# NORTHWEST ORIENT

## INTERNATIONAL SCHEDULES

### WESTBOUND INTERNATIONAL SERVICES

Hours from L.M.T.	Days Operated		SUNDAY				MONDAY				TUESDAY				WEDNESDAY				THURSDAY				FRIDAY				SATURDAY				Air- port Codes
	Flight Number Class of Service		7 F	3 F	9 F	21 F	7 F	3 F	9 F	21 F	7 F	3 F	9 F	21 F	7 F	3 F	9 F	21 F	7 F	3 F	9 F	21 F	7 F	3 F	9 F	21 F	7 F	3 F	9 F	21 F	
	Aircraft		747	747	747	747	747	747	747	747	747	747	747	747	747	747	747	747	747	747	747	747	747	747	747	747	747	747	747	747	
	Altitude		10 00	08 25			10 00	08 25			10 00	08 25			10 00	08 25			10 00	08 25			10 00	08 25			10 00	08 25			
-5	NEW YORK (JFK)		10 00	08 25			10 00	08 25			10 00	08 25			10 00	08 25			10 00	08 25			10 00	08 25			10 00	08 25			JFK
-6	WASHINGTON (Dulles)		10 15				10 15				10 15				10 15				10 15				10 15				10 15			IAD	
-6	CLEVELAND																													CLE	
-6	CHICAGO (O'Hare)			11 22			11 22				11 22			11 22			11 22			11 22			11 22			11 22					MDW
-6	CHICAGO (O'Hare)			12 20			12 20				12 20			12 20			12 20			12 20			12 20			12 20					MDW
-6	MPLS.-ST. PAUL				11 00				11 00			11 00			11 00				11 00				11 00				11 00				MSP
-6	LOS ANGELES				12 40				12 40			12 40			12 40				12 40				12 40				12 40				LAX
-6	LOS ANGELES		(R) 10		07 15	12 30			07 15	12 30			07 15	12 30			07 15	12 30			07 15	12 30			07 15	12 30			07 15	12 30	LAX
-6	SAN FRANCISCO		(R) 10		08 25			08 25			08 25			08 25			08 25			08 25			08 25			08 25			08 25		SFO
-6	SAN FRANCISCO				09 30			09 30			09 30			09 30			09 30			09 30			09 30			09 30			09 30		SFO
-8	SEATTLE		12 42				12 42				12 42				12 42				12 42				12 42				12 42				SEA
-8	SEATTLE		13 30				13 30				13 30				13 30				13 30				13 30				13 30				SEA
-10	ANCHORAGE			14 35			14 35				14 35			14 35			14 35			14 35			14 35			14 35			14 35		ANC
-10	ANCHORAGE			15 30			15 30				15 30			15 30			15 30			15 30			15 30			15 30			15 30		ANC
-10	HONOLULU				12 45	17 05			12 45	17 05			12 45	17 05			12 45	17 05			12 45	17 05			12 45	17 05			12 45	17 05	HNL
-10	HONOLULU				14 00	18 10			14 00	18 10			14 00	18 10			14 00	18 10			14 00	18 10			14 00	18 10			14 00	18 10	HNL
International Data Line			Mo.	Tu.	We.	Th.	Fr.	Sa.	Su.	Mo.	Tu.	We.	Th.	Fr.	Sa.	Su.	Mo.	Tu.	We.	Th.	Fr.	Sa.	Su.	Mo.	Tu.	We.	Th.	Fr.	Sa.	Su.	
+8	TOKYO		17 05	18 00	17 55	22 05	17 05	18 00	17 55	22 05	17 05	18 00	17 55	22 05	17 05	18 00	17 55	22 05	17 05	18 00	17 55	22 05	17 05	18 00	17 55	22 05	17 05	18 00	17 55	22 05	HND
Days Operated		Mo.	Tu.	We.	Th.	Fr.	Sa.	Su.	Mo.	Tu.	We.	Th.	Fr.	Sa.	Su.	Mo.	Tu.	We.	Th.	Fr.	Sa.	Su.	Mo.	Tu.	We.	Th.	Fr.	Sa.	Su.		
Aircraft		747	707*	747	747	747	707*	747	747	747	747	707*	747	747	747	707*	747	747	747	747	707*	747	747	747	707*	747	747	747	747		
+9	TOKYO		(R) 18 45	19 15	09 00	09 00	18 45	19 15	09 00	10 30	18 45	19 15	09 00	10 30	18 45	19 15	09 00	10 30	18 45	19 15	09 00	10 30	18 45	19 15	09 00	10 30	18 45	19 15	09 00	10 30	HND
+9	OSAKA		(R) 18 45	19 15	09 00		20 20	20 20	10 30	18 45	19 15	09 00	10 30	18 45	19 15	09 00	10 30	18 45	19 15	09 00	10 30	18 45	19 15	09 00	10 30	18 45	19 15	09 00	10 30	OSA	
+9	OSAKA		(R) 10		19 05		10 40	10 40	20 50	18 45	19 15	09 00	10 30	18 45	19 15	09 00	10 30	18 45	19 15	09 00	10 30	18 45	19 15	09 00	10 30	18 45	19 15	09 00	10 30	OSA	
+9	SEOUL					11 20		12 15		12 50			12 50			12 50			12 50			12 50			12 50			12 50			SEL
+9	SEOUL																													SEL	
+9	OKINAWA		(R) 18 45	19 15	09 00		20 20	20 20	10 30	18 45	19 15	09 00	10 30	18 45	19 15	09 00	10 30	18 45	19 15	09 00	10 30	18 45	19 15	09 00	10 30	18 45	19 15	09 00	10 30	OKA	
+9	OKINAWA		(R) 10		22 10		10 40	10 40	20 50	18 45	19 15	09 00	10 30	18 45	19 15	09 00	10 30	18 45	19 15	09 00	10 30	18 45	19 15	09 00	10 30	18 45	19 15	09 00	10 30	OKA	
+9	TAIPEI		(R) 10		10 55	11 25			11 35					10 55	11 35				10 55	11 35						10 55	11 35				TPE
+8	MANILA			23 25						22 15				22 15					22 15							22 15					MNL
+8	HONG KONG		(R) 10				22 30						22 30						22 30							22 30					HKG
Flight Number		7	3	9	21	7	3	9	21	7	3	9	21	7	3	9	21	7	3	9	21	7	3	9	21	7	3	9	21		



## RESERVATIONS TELEPHONE NUMBERS IN UNITED STATES AND CANADA

ALABAMA  
All Cities.....800-327-4511ALASKA  
Anchorage.....277-8511  
All Other Cities.....Zen. 8277ARIZONA  
All Cities.....800-421-8282ARKANSAS  
All Cities.....800-328-7120CALIFORNIA  
NORTHERN

San Francisco/Oakland.....391-8440  
San Jose.....289-8420  
Marin County.....456-5921  
San Mateo County.....697-7910  
Palo Alto Area.....327-4311  
Sacramento.....922-7173  
Central Contra Costa County.....939-7930  
All other Northern California Cities  
(From Area Codes 415-707-  
916-408-209).....800-792-0764

## SOUTHERN

Los Angeles.....380-1511  
Glendale/Pasadena Area.....247-3323  
Van Nuys/San Fernando  
Valley Area.....986-3733  
Inglewood/Santa Monica Area.....644-8633  
Compton/Long Beach/San  
Pedro Area.....537-3333  
San Gabriel Valley Area.....444-4531  
Orange County Area.....530-6333  
San Diego Area.....239-0488  
All other Southern California Cities  
(From Area Codes  
213-714-805).....800-252-9041

COLORADO  
Denver.....534-2349  
All Other Cities.....800-328-7120CONNECTICUT  
Hartford.....522-3251  
New Haven.....787-7491  
All Other Cities.....800-221-7300DELAWARE  
All Cities.....800-424-9380DISTRICT OF COLUMBIA  
Washington (Metro. Area).....337-0611  
International Reservations.....337-0666FLORIDA  
Clearwater.....896-3131  
Fort Lauderdale.....525-7204  
Miami/Miami Beach.....377-0311  
St. Petersburg.....896-3131  
Tampa.....229-7761  
West Palm Beach.....833-6485  
All Other Cities.....800-432-1210GEORGIA  
Atlanta Area.....577-3271  
All Other Cities.....800-327-4511HAWAII  
Island of Oahu.....955-2255  
Island of Hawaii.....935-5275  
Island of Kauai.....245-4731  
Island of Maui.....244-3933  
Island of Molokai.....Ent. 7004IDAHO  
Lewiston.....746-1309  
All Other Cities.....800-426-0380ILLINOIS  
Chicago Area.....346-4900  
International Reservations.....346-6570  
All Other Cities.....800-972-9008INDIANA  
Indianapolis.....634-1944  
South Bend.....289-5584  
All Other Cities.....800-621-7311IOWA  
All Cities.....800-328-4480KANSAS  
Kansas City Area.....842-3788  
All Other Cities.....800-328-7120KENTUCKY  
All Cities.....800-328-7120LOUISIANA  
All Cities.....800-328-7120MAINE  
All Cities.....800-328-7120MARYLAND  
Baltimore.....837-6663  
All Other Cities.....800-424-9380MASSACHUSETTS  
Boston Area.....267-4885  
All Other Cities.....800-221-7300MICHIGAN  
Ann Arbor/Ypsilanti.....453-2120  
Battle Creek.....965-5173  
Detroit.....962-2002  
Flint.....239-8621  
Freeland.....695-5561  
Grand Rapids.....459-4349  
Jackson.....789-7113  
Kalamazoo.....381-3390  
Lansing.....484-5361  
Plymouth.....453-2120  
Pontiac.....962-2002  
All Other Cities  
(From Area Codes  
616-517-313).....800-621-7311  
(From Area Code 906 Only) 800-328-4480MISSISSIPPI  
All Cities.....800-327-4511MISSOURI  
Kansas City Area.....842-3788  
St. Louis Area.....241-2151  
All Other Cities.....800-328-7120MONTANA  
Billings.....248-7301  
Bozeman.....587-4591  
Butte.....792-8341  
Great Falls.....761-8310  
Helena.....442-9586  
Missoula.....728-1400  
All Other Cities.....800-426-0380NEBRASKA  
All Cities.....800-327-4511MISSOURI  
Kansas City Area.....842-3788  
St. Louis Area.....241-2151  
All Other Cities.....800-328-7120MONTANA  
Billings.....248-7301  
Bozeman.....587-4591  
Butte.....792-8341  
Great Falls.....761-8310  
Helena.....442-9586  
Missoula.....728-1400  
All Other Cities.....800-426-0380NEBRASKA  
All Cities.....800-327-4511NEVADA  
All Cities.....800-421-8282NEW HAMPSHIRE  
All Cities.....800-221-7300NEW JERSEY  
Newark Area.....643-8555  
Trenton.....392-6133  
All Other Cities.....800-221-7300NEW MEXICO  
All Cities.....800-421-8282NEW YORK  
Buffalo.....853-5186  
Hempstead Long Island.....485-0200  
New York City.....564-2300  
International Reservations.....563-7200  
White Plains Area.....946-1183  
All Other Cities.....800-522-2177NORTH CAROLINA  
All Cities.....800-327-4511NORTH DAKOTA  
Bismarck.....255-3054  
Fargo.....237-5400  
Grand Forks.....775-2504  
Jamestown.....252-1310  
All Other Cities.....800-328-4480OHIO  
Akron.....762-9201  
Cincinnati.....241-6444  
Cleveland.....267-0515  
Columbus.....228-6507  
Toledo.....241-1287  
Youngstown.....747-1943  
All Other Cities.....800-362-2122OKLAHOMA  
All Cities.....800-328-7120OREGON  
Eugene.....342-5165  
Portland.....226-3211  
International Reservations.....226-6091  
Salem.....581-5215  
All Other Cities.....800-426-0380PENNSYLVANIA  
Philadelphia.....922-2900  
Pittsburgh.....391-8484  
All Other Cities  
(From Area Codes 215-717) 800-221-7300  
(From Area Codes 412-814) 800-424-9380RHODE ISLAND  
All Cities.....800-221-7300SOUTH CAROLINA  
All Cities.....800-327-4511SOUTH DAKOTA  
All Cities.....800-328-4480TENNESSEE  
All Cities.....800-327-4511TEXAS  
All Cities.....800-328-7120UTAH  
Salt Lake City.....355-7489  
All Other Cities.....800-421-8282VERMONT  
All Cities.....800-221-7300VIRGINIA  
Norfolk.....625-0347  
Richmond.....643-0111  
All Other Cities.....800-424-9380WASHINGTON  
Bellingham.....676-8950  
Bremerton.....479-1521  
Everett.....259-6064  
Olympia.....943-0480  
Pasco.....547-3304  
Seattle Area.....433-3500  
International Reservations.....433-3678  
Spokane.....838-4741  
International Reservations.....838-5296  
Tacoma Area.....927-7100  
International Reservations.....927-7780  
Vancouver.....696-4663  
Wallula Walls.....529-4790  
Yakima.....457-6131  
All Other Cities.....800-552-0775WEST VIRGINIA  
All Cities.....800-424-9380WISCONSIN  
Green Bay.....435-4477  
Kenosha.....658-1668  
Madison.....255-6711  
Milwaukee.....272-8920  
International Reservations.....278-7422  
Oshkosh.....233-2800  
Racine.....637-6191  
Superior.....727-2525  
All Other Cities.....800-621-7311WYOMING  
All Cities.....800-328-7120CANADA  
BRITISH COLUMBIA  
Abbotsford.....Zen. 6770  
Chilliwack.....Zen. 6770  
Kamloops.....Zen. 6770  
Kelowna.....Zen. 6770  
Nanaimo.....Zen. 6770  
Penticton.....Zen. 6770  
Port Alberni.....Zen. 6770  
Trail.....Zen. 6770  
Vancouver Area.....683-8281  
Victoria.....Zen. 6075ALBERTA  
Calgary.....Zen. 07566  
Edmonton.....429-5781SASKATCHEWAN  
Moose Jaw.....Zen. 07566  
Regina.....Zen. 07566  
Saskatoon.....Zen. 07566ONTARIO  
Blenheim.....Zen. 18120  
Chatham.....Zen. 18120  
Leamington.....Zen. 18120  
London.....Zen. 18120  
Sarnia.....Zen. 18120  
Toronto.....362-2613  
Windsor-Tecumseh.....313-962-2002MANITOBA  
Winnipeg.....786-3481QUEBEC  
Montreal.....861-2611

## TICKET OFFICES • RESERVATIONS • GROUND SERVICES

City	Passenger Reservations, and Information	Air Freight Information	Ticket Office	Airport	Miles	Running Time	Fare in U.S. Dollars
ANCHORAGE, ALASKA ATLANTA, GA.	277-8511 577-3271	277-8537 767-9756	Anchorage Westward Hotel Equitable Bldg., 100 Peachtree St., Lenox Square	International Atlanta Hartsfield Int'l	6 8.5	20 45	2.50 2.00
BANGKOK, THAILAND BEIRUT, LEBANON BILLINGS, MONT.	519652, 519653, 519654 354448 248-7301	519652, 519653, 519654 252-7161	Sino-British Limited Agent Piccadilly Center, Hamra Street 303 N. Broadway, Midland Bank Bldg.	Don Muang Khalde International Logan Field	18 3.5 2	60 15 10	1.00 1.50 1.50
BISMARCK, N.D. BOSTON, MASS.	255-3054 267-4885	255-3705 482-9137	Airport Terminal 146 Federal Street Statler-Hilton Hotel Lobby Three Center Plaza Airport Terminal Airport Terminal Cuenco and Legaspi Streets	Municipal Logan International	3 3	10 30	1.75 2.00
BOZEMAN, MONT. BUTTE, MONT. CEBU, PHILIPPINES	587-4591 782-8341 98275	389-4202 494-3880 96275	Airport Terminal Airport Terminal Airport Terminal Cuenco and Legaspi Streets	Gallatin Bert Mooney Silver Bow County Mactan Airport	12 5 8	20 15 45	3.50 1.50 2.00
CHICAGO, ILL.	346-4900 (Domestic) 346-6570 (International) 267-0515	686-5520 265-6565	51 East Monroe Street Conrad Hilton Hotel 2012 E. 9th Street Sheraton-Cleveland Hotel Lobby Cleveland Plaza 211 No. Ervay Building 1235 Washington Blvd. Lobby General Motors Building Cambridge Building	O'Hare Midway Cleveland Hopkins International	22.5 9 13	45-65 40 60	2.50 2.25 2.00
DALLAS, TEXAS DETROIT, MICH.	800-328-7120 982-2002	748-0233 562-3414	1649 Orrington Avenue 625 1st Ave. No. Ft. Lauderdale/Hollywood Int'l. Fudosan Ginko Bldg., 1-14-45, Tenjin Airport Terminal	Detroit Metropolitan	20	40	2.25
EDMONTON, ALB., CANADA	429-5781	299-7622	1649 Orrington Avenue 625 1st Ave. No. Ft. Lauderdale/Hollywood Int'l. Fudosan Ginko Bldg., 1-14-45, Tenjin Airport Terminal	International	19	60	2.00
EVANSTON, ILL. FARGO, N.D. FT. LAUDERDALE, FLA. FUKUOKA, JAPAN GRAND FORKS, N.D.	346-4900 237-5400 525-7204 092-72-4514 775-2504	686-5520 235-4277 527-4261 092-72-4514 775-2504	1649 Orrington Avenue 625 1st Ave. No. Ft. Lauderdale/Hollywood Int'l. Fudosan Ginko Bldg., 1-14-45, Tenjin Airport Terminal	O'Hare (Chicago) Hector Ft. Lauderdale/Hollywood Int'l. Izazuka International	17.3 3 3.5 6 8	20 30 25 20 15	2.00 1.50 2.00 1.50 1.50
GREAT FALLS, MONT. GUAM, MARIANAS ISLANDS HELENA, MONT. HONG KONG, BR. CR. COLONY Limousine service available to and HILO, HAWAII HONOLULU, HAWAII	761-8310 746-3998 442-9586 5-243061 from all major hotels. 935-5275 955-2255	746-3998 442-9586 442-0613 3-8297348 Enterprise 8065 841-5414	Airport Terminal A & E Bldg., Marine Drive, Agana Airport Terminal St. George's Bldg., 2 Ice House St. Peninsula Hotel, Kowloon Airport Terminal	International Guam International Municipal Kai Tak	5 3 2	25 15 10	2.00 1.50 1.00
JAKARTA, INDONESIA JAMESTOWN, N.D. JOHANNESBURG, S. AFRICA KUALA LUMPUR, MALAYSIA	56296, 56499 252-1310 834-6348 88307-8	56296, 56499 252-3321 834-6348 88307-8	2360 Kalakaua Avenue Hilton Hawaiian Village, 2005 Kalua Rd. 1081 Bishop Street 9 Jalan Menteng Raya Airport Terminal Union Castle Bldg., 36 Loveday St. Straits Transportation Pte. Ltd.	International Los Angeles International	12 14	30 60	2.25 1.60
KYOTO, JAPAN LONDON, ENGLAND LOS ANGELES, CALIF.	075-222-1111, Ext. 296 01-629 0085 380-1511	01-629 0085 646-7700	Kyoto Int'l. Hotel, Kyoto 604 Berkeley Square House, Berkeley Sq. 504 West Sixth Street 2400 West Sixth Street 8612 Van Nuys Blvd., Panorama City Park Motor Inn, 22 So. Carroll 102 Mayfair Center Building	Heathrow Los Angeles International	16 14	45 60	1.00 1.60
MADISON, WIS. MAKATI, PHILIPPINES MANILA, PHILIPPINES MIAMI, FLA. MIAMI BEACH, FLA. MEXICO CITY MILWAUKEE, WIS. MINNEAPOLIS, MINN.	255-6711 864-666 or 864-529 49-55-11 377-0311 377-0311 5-11-23-40 272-8920	249-0146 864-666 or 864-529 80-49-57 526-4020 526-4020 747-4711 726-3456	1020 Roxas Boulevard 325 S.E. First Street 240 71st Street, 1626 Collins Avenue Rio de La Plata No. 55-102 114 East Wisconsin 100 South 7th Street Southdale Center, 66th and France Airport Terminal Dia Building, Nagoya-shi 7 Janpath Hotel Airport Terminal	Municipal Manila International Manila International International Airport (20th Street) International Airport (20th Street) General Mitchell Minneapolis-St. Paul International Airport Johnson Bell Field Nagoya Airport	6 6 7 5 12 6 13 5	20 30 45 20 40 30 30 15	2.00 1.00 2.00 2.50 3.50 2.10 2.00 1.50
MISSOULA, MONT. NAGOYA, JAPAN NEW DELHI, INDIA NEWARK, N.J. NEW YORK, N.Y. New Jersey Westchester County Nassau and Suffolk Counties	728-1400 052-541-9482 383961-EX-7, 388387 643-8555 564-2300 (Domestic) 563-7200 (International) 643-8555 948-1183 866-5250	543-5491 052-541-9482 961-4600 656-5250 861-4600 212-856-5250 866-5250	537 5th Avenue 71 Broadway New York Hilton Central Airway offers 200 Livingston St., Brooklyn	Newark International LaGuardia International (Kennedy) New York Airways offers helicopter service between Kennedy, LaGuardia and Newark Airports and Wall Street Heliport.	2.5 13 9 15	15 note to left	1.50 2.50 2.50 3.00
OKINAWA, JAPAN OSAKA, JAPAN PHILADELPHIA, PA.	0989-37-1151 06-441-7474 922-2900	0989-37-0588 065-56-7474/7475 365-6100	Awase Plaza Shopping Center Mitsui Bussan Building 4 Penn Center Plaza Bellevue Stratford Hotel 533 Grant Street Hilton Hotel 616 S.W. Broadway Lloyd Bldg., 700 N.E. Multnomah St.	Naha Osaka International Airport Philadelphia International	16 9 7	60 45 30	Meter .53 2.75
PITTSBURGH, PA.	391-8484	771-1000	Bellevue Stratford Hotel 533 Grant Street Hilton Hotel 616 S.W. Broadway Lloyd Bldg., 700 N.E. Multnomah St.	Greater Pittsburgh	16	45	2.30
PORTLAND, ORE.	226-3211	288-7281	Kahler Hotel Lobby 22 Nguyen Hue Blvd. 70 East 6th St. Midway Motor Lodge, Univ. & Prior 33 5th Street North 360 Post Street Downtown Air Term., 375 O'Farrell St.	Portland-International	9	30	1.75
ROCHESTER, MINN. SAIGON, VIETNAM ST. PAUL, MINN.	288-1821 99252, 91507 726-1234	282-1709 726-3456	Kahler Hotel Lobby 22 Nguyen Hue Blvd. 70 East 6th St. Midway Motor Lodge, Univ. & Prior 33 5th Street North 360 Post Street Downtown Air Term., 375 O'Farrell St.	Rochester Municipal	9	15	1.35
ST. PETERSBURG, FLA. SAN FRANCISCO, CALIF.	896-3131 391-8440	442-3125 761-4817	403 University Street	Minneapolis-St. Paul International Airport Tampa International San Francisco International	9 20 13	25 40 30	1.80 2.75 1.15
SEATTLE, WASH.	433-3500 (Domestic) 433-3578 (International) 23-8106 981651, 982284/5 838-4741 290-1524	433-3747 86-2073 981651, 982284/5 624-3213 290-1524	Chosun Hotel 2 Shenton Way, Shop 6 Lobby Davenport Hotel 54-82 Carrington Street	Seattle-Tacoma International	13.3	20	2.00
SEOUL, KOREA SINGAPORE, SINGAPORE SPOKANE, WASH. SYDNEY, AUSTRALIA	927-7100 555951 229-7761 03-211-7211 2855	927-6767 718835 871-2121 747-6771, 747-6774 3159	901 Pacific Avenue 171 Chung Shan N. Rd., 2nd Sec. 307 Madison Street Imperial Hotel, Okura Hotel Sino-British, Laos (Agent)	Kimpo International Paya Lebar Spokane International	15 7 7	45 30 20	2.00 1.00 1.60
TACOMA, WASH. TAIPEI, TAIWAN TAMPA, FLA. TOKYO, JAPAN VIENTIANE, LAOS	927-7100 555951 229-7761 03-211-7211 2855	927-6767 718835 871-2121 747-6771, 747-6774 3159	901 Pacific Avenue 171 Chung Shan N. Rd., 2nd Sec. 307 Madison Street Imperial Hotel, Okura Hotel Sino-British, Laos (Agent)	Seattle-Tacoma International Sung Shan Airport Tampa International Tokyo International Airport Wattay Airport	21 3 6.5 12 3	40 30 15 25 15	3.50 1.00 3.00 1.83 1.50
WASHINGTON, D.C.	337-0611 (Domestic) 337-0666 (International)	783-9014	Statler-Hilton Hotel, 16th & K St. N.W.	Washington National Washington Dulles	4.5 26	15 45	1.75 3.50
Winnipeg, MAN., CANADA	788-3481	783-7786	419 Portage Avenue	Winnipeg International	5	25	1.50

Dulles passengers downtown check-in point. Airlines Terminal—12th and K Sts. N.W.

Limousine departure time 60 minutes prior to flight time.

Time required to drive from pick-up point to airport

Cable Address: NWAIR, Wash., DC., Minneapolis, St. Paul, Portland, Seattle, Vancouver, B.C., Honolulu, Tokyo, Seoul, Okinawa, Taipei, Manila, Hong Kong — NORWESAIR, New York, Los Angeles, San Francisco, London, Nagoya, Osaka

EXECUTIVE OFFICES, NORTHWEST AIRLINES, MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT, MINNESOTA 55111

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**10/74**  
VOLUME 5 NUMBER 10

**PASSAGES**  
NORTHWEST ORIENT'S INFLIGHT MAGAZINE

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営業態勢の  
変更による  
影響

Reflections  
On Our  
Changing  
Work-Styles



**RONALD McVICKAR**

**VICE PRESIDENT**

**NORTHWEST ORIENT AIRLINES**

**1660 "L" ST., N.W.**

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**YOSHIE OGAWA**

**GOVERNMENT AFFAIRS REPRESENTATIVE**

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**NORTHWEST ORIENT**

## **news release**

News Bureau • International Airport  
St. Paul, Minn. 55111 • AC 612/726-2331

### **NORTHWEST ORIENT AIRLINES**

#### **A Brief History**

The history of Northwest Orient Airlines is one of pioneering -- over rugged mountains and vast oceans -- and of the development of an international airline from a small, regional airmail carrier.

The second-oldest air carrier in the United States with a continuous identification, Northwest began operation October 1, 1926, flying airmail between Minneapolis/St. Paul and Chicago.

The Company was incorporated August 1, 1926, as Northwest Airways, a Michigan corporation. It was backed financially by businessmen in Detroit and Minneapolis/St. Paul. Control later shifted to the Twin Cities group.

Northwest inaugurated passenger service in July, 1927. Service continued for three months before it was suspended for the winter. In 1927, the Company carried 106 passengers.

In 1928, Northwest Airways began the route expansion that saw it develop in 20 years into Northwest Orient Airlines, one of the world's largest domestic and international airlines, that now carries more than seven million passengers yearly.

-MORE-



From 1928 through 1933, Northwest Airlines expanded westward, city by city, through the Dakotas, Montana and Washington State. It expanded to the East Coast and overseas in the Pacific in the 1940's.

Northwest Orient Airlines now serves a 25,000-mile route system stretching from New York/Newark and Washington, D. C., across the northern tier of states to the West Coast cities of Los Angeles, San Francisco, Portland and Seattle/Tacoma. It also serves a domestic route between the Upper Midwest and the southeastern cities of Atlanta, Georgia, and Tampa, St. Petersburg, Clearwater, Fort Lauderdale and Miami, Florida.

Northwest's "overseas" and international routes serve Honolulu and Hilo, Hawaii, Anchorage, Alaska, and Winnipeg, Manitoba, Canada. It operates over the North Pacific "Great Circle" route from Anchorage to Tokyo, Osaka, Seoul, Taipei, Okinawa, Hong Kong and Manila. It also operates a Polar Imperial route from New York and Chicago via Anchorage to the Orient, nonstop fan-jet service between Seattle/Tacoma and Tokyo, and a new central Pacific route from San Francisco and Los Angeles to the Orient via Hawaii.

Northwest's route expansion through the northern areas -- Canada, Alaska and the Aleutian Islands -- came after World War II, although the late Croil Hunter, long-time pioneering president of NWA, visualized a "Northwest Passage" to the Orient in the early 1930's.

The "Great Circle" route across the Pacific flown by Northwest is considerably shorter than the mid-Pacific route because it is far north



of the earth's equatorial bulge. From New York City to Hong Kong, for instance, is 9,245 miles via the Great Circle, 11,154 miles via the mid-Pacific.

Because of Northwest's experience flying northern transcontinental routes, the United States government called on Northwest at the onset of World War II to set up and operate a military cargo route to Canada, Alaska and the Aleutians.

With military C-46's and C-47's, Northwest's pilots flew more than 21 million miles with a performance factor better than that of many airlines operating domestically at the time.

Four Northwest pilots were awarded Air Medals by the President of the United States for their contributions to the war effort and to aviation while flying to Northern Region operations.

Northwest's experience in this area during the war was taken into account by the Civil Aeronautics Board when NWA's Orient routes were granted and the vision of a "Northwest Passage" to the Orient became a reality.

Northwest made other notable contributions to the war effort. It set up and operated a bomber modification plant in St. Paul, Minnesota, and another in Vandalia, Ohio. Thousands of B-25 and B-26 bombers were flown directly from manufacturing plants to these modification centers and outfitted for "cold weather" operation in northern areas of the world. Northwest also cooperated with the Air Force in several vital projects, among them research into plane icing, communications static



and high-altitude flying.

Because of Northwest's experience flying the short "Great Circle" route across the Pacific, the Air Force in 1950 called on Northwest to be a prime contractor in the operation of the now famous Korean Airlift which began shortly after the Korean War broke out in June of that year.

Flying DC-4 aircraft, Northwest completed 1,380 Korean Airlift round-trip trans-Pacific crossings -- a total of more than 13 million miles -- before its part in the airlift was completed. During this period Northwest flew 40,000 military passengers and 12 million pounds of high-priority military cargo across the Pacific Ocean. This was done with no disruption to Northwest's regular commercial schedule of trans-Pacific flights.

Northwest crews, based in Tokyo, also operated "UN-99", a United Nations DC-3, which carried a UN observer team to Allied positions in South Korea during the fighting.

Northwest started operations in 1926 with two rented planes, an OX-5 Curtiss Oriole and OX-5 Thomas Morse, both open cockpit aircraft. Its first "fleet" consisted of three 85 mile-an-hour Stinson "Detroiters". They carried three passengers and were so named because they were designed by Eddie Stinson and built in the Motor City. They were the first closed-cabin planes used by a commercial airline.

"Detroiters" were followed by the all-metal Hamilton high-wing monoplane; the Ford Tri-Motor (advertised as the plane with "windows that open and close and complete lavatory facilities"); the Waco J-6;

Travelaire 6000; Lockheed Orion; Lockheed 10A (Electra); Lockheed 14H (Zephyr); a Sikorsky Amphibian (used between airports in the Twin Cities and the Duluth, Minnesota, boat harbor); the Douglas DC-3; Douglas DC-4; Martin 202; Boeing B-377 Stratocruiser; Douglas DC-6B; Lockheed 1049G Super Constellation; Douglas DC-7C; Lockheed L-188 Electra prop-jet; Douglas DC-8 jet; Boeing 720B fan jets; long-range Boeing 707-320B and 707-320C fan jets and short-to-medium-range Boeing 727-100 and 727-200 fan jets. Now, the Company has 15 Boeing 747 "jumbo jets" and 22 McDonnell Douglas DC 10-40 international version aircraft.

In 1954, Donald W. Nyrop was named president of Northwest Orient Airlines. Nyrop replaced General Harold R. Harris who held that position briefly. Croil Hunter was president for 15 years previous to General Harris.

Nyrop is a native of Elgin, Nebraska, and was graduated from Doane College, Crete, Nebraska, in 1934. He taught high school at Humboldt, Nebraska, during the school year 1934-35.

In 1935 he went to Washington, D. C., to study law at George Washington University. He received his LL.B. degree from that school in 1939. While attending law school he worked as an auditor in the government's General Accounting Office.

In October, 1939, Nyrop became an attorney in the general counsel's office of the Civil Aeronautics Authority. On January 1, 1942, he was named special assistant to the Chairman of the Civil Aeronautics Board.

He served with the Army Air Force from August, 1942, until January, 1946, being stationed in Washington as executive officer for operations in the Air Transport Command. He left the service with the rank of Lieutenant Colonel.

In 1946, Nyrop joined the Air Transport Association of America. He represented the carriers of this organization as a member of the official United States delegations at the International Civil Aviation Organization operations conferences in 1946 and 1947.

In July, 1948, Nyrop returned to government service as deputy administrator of the Civil Aeronautics Administration. By Presidential appointment, he served as Administrator of the Civil Aeronautics Administration in 1950 and 1951.

He became Chairman of the Civil Aeronautics Board in April, 1951, and remained in this position until October, 1952. In January, 1953, he joined the law firm of Klagsbrunn, Hanes and Irwin as a partner. It was from this private law practice that he came to Northwest Orient.

Important dates in Northwest's route expansion:

June 1, 1945: Northwest became the nation's fourth trans-continental airline when service was extended eastward from the Twin Cities to Newark and New York City via Milwaukee and Detroit.

August 1, 1946: Northwest was certified to fly to the Far East via the short "Great Circle" route.

September 1, 1946: Northwest began operating into Anchorage, Alaska, via the "outside" route up the Canadian and Alaskan coasts from Seattle/Tacoma.

January 2, 1947: Service to Anchorage began via the "inside" route from the Twin Cities across northwestern Canada, with Edmonton, Alberta, a fuel stop.

July 15, 1947: Scheduled service began to the Orient. Stops included Anchorage, Tokyo, Seoul, Shanghai and Manila.

March 15, 1948: Service was extended to Washington, D. C. from Detroit via Cleveland and Pittsburgh.

December 2, 1948: Northwest began service to Honolulu, Hawaii, from Seattle/Tacoma and Portland. Northwest was the first airline certified to link Hawaii with the Pacific Northwest.

June 30, 1950: Northwest extended its service to the Chinese Nationalist island of Formosa (Taiwan).

October 30, 1955: Northwest began direct service between Chicago and New York.

December 6, 1958: Service inaugurated to Tampa/St. Petersburg/Clearwater and Miami, Florida, from the Upper Midwest.

September 27, 1959: Service inaugurated to Atlanta, Georgia.

January 1, 1960: Service inaugurated to Fort Lauderdale, Florida.

November 19, 1962: Service began at Dulles International Airport, new jet facility serving the nation's capitol.

October 5, 1962: Service inaugurated between Cleveland and Chicago.

April 1, 1965: Service inaugurated on new routes from Cleveland to Philadelphia and Detroit to Philadelphia.

October 1, 1966: Service inaugurated to Hong Kong.

April 1, 1967: Service inaugurated to Osaka, Japan.

December 17, 1967: Service inaugurated to Hilo, Hawaii.

June 1, 1969: Pan Am/NWA interchange providing single plane service between Twin Cities and London, via Detroit.

August 1, 1969: Service inaugurated on route from San Francisco to Honolulu to Tokyo, Japan.

October 4, 1969: Service inaugurated between Twin Cities and Los Angeles and between Twin Cities and San Francisco.

January 6, 1970: Service inaugurated between Los Angeles and Tokyo, Japan.

September 1, 1971: Service to Boston inaugurated between the Twin Cities and Boston and between Milwaukee and Boston.

June 7, 1974: Service resumed to Edmonton, Alberta, Canada, following a 12-year suspension of flight operations at the Canadian city.

Northwest now operates an all jet fleet consisting of Boeing 727, 707 and 747 aircraft and McDonnell Douglas DC 10-40 long-range aircraft.

THE WHITE HOUSE  
WASHINGTON

Phil A:

We have had a request  
from Bryce Harlow that  
he be permitted to invite  
Pan Am representatives  
to call our office to  
set up meetings which would  
enable Pan Am to explain  
its reasons this Admin.  
should support S. 3481.

Attached memo was  
prepared as an introduction  
to what the legislation  
is about.

What are your suggestions?

J.



THE WHITE HOUSE

WASHINGTON

November 1, 1974

MEMORANDUM FOR: PHIL BUCHEN

FROM: KEN LAZARUS *KL*

SUBJECT: S. 3481: Rates for Transportation of  
International Air Mail.

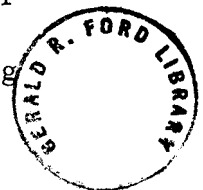
On October 10, the Senate passed with committee amendments and sent to the House the above-noted bill which is captioned the "International Air Transportation Fair Competitive Practices Act of 1974."

The bill addresses a number of issues facing U. S. flag airlines and would: (1) provide payment to U. S. flag airlines of rates for the transportation of U. S. international air mail that cover the fuel costs of carrying the mail; (2) require promotion and support for the use of U. S. flag airlines by the U. S. Travel Service; (3) require the use of U. S. flag airlines for the air transportation of U. S. Government-financed traffic; and (4) provide authority to levy retaliatory charges against foreign airlines who assess discriminatory charges on our airlines.

With respect to transport rates on international mail, Sec. 4 of the bill would amend subsection (h) of Section 406 of the Federal Aviation Act of 1958 (49 U.S.C. 1376) by inserting "1" immediately after "h" and adding the following paragraphs:

\* \* \*

"(2) The Secretary of State and the Postmaster General shall take all necessary and appropriate actions to assure that the rates paid for the transportation of mail pursuant to the Universal Postal Union Convention shall not be higher than the actual cost of transportation of the mail (including





a reasonable rate of return on investment).  
 The Secretary of State and the Postmaster General shall oppose any present or proposed Universal Postal Union rates which are higher than the actual costs of the transportation.

"(3) The Civil Aeronautics Board shall act expeditiously on any proposed changes in rates for the transportation of mail by aircraft in foreign or overseas air transportation. Pending final action on any rate proposals contained in Civil Aeronautics Board docket 26487 the Board shall by November 1, 1974, establish temporary rates based on the best available estimates of the actual cost of transporting the mail, including but not limited to the cost of fuel and a reasonable rate of return on onvestment. "

\* \* \*

My understanding of current law is that there are two rate structures relevant to the transportation of international mail. Pursuant to international agreement, the Universal Postal Union (UPU) rate is 57.7 cents to \$1.73 per ton-mile for international mail hauled by a foreign flag carrier. The CAB rate set under the Federal Aviation Act averages 31 cents per ton-mile for international mail hauled by U. S. carriers to foreign destinations.

Although the CAB rate structure has remained unchanged since 1968, on October 4 the CAB issued a show-cause order asking for comments on an interim mail-rate increase of 13.3%.

The proponents of the subject bill concede that the proposed increase may be adequate to deal with increased fuel costs but urge that it is not at all responsive to increases in operating costs, labor, etc. They believe, therefore, that prompt action is necessary in support of U. S. airlines.

The opponents of the subject bill argue that, although U. S. carriers transporting U. S. mail (CAB rate) are paid substantially less than



*extraordinary*  
foreign carriers transporting U. S. mail (UPU rate), there is no extraordinary competitive edge involved since their respective roles are reversed in the transportation of mail from other countries.

Attached are the Congressional Record excerpts reflecting Senate floor action on this measure.

cc: Phil Areeda  
Bill Casselman

Attachments



this section, and for such purposes the Secretary of the Treasury is authorized to use as a public debt transaction the proceeds from the sale of any securities issued under the Second Liberty Bond Act, as now or hereafter in force, and the purposes for which securities may be issued under the Second Liberty Bond Act, as now or hereafter in force, are extended to include any purchase of the Association's obligation hereunder.

"(d)(1) The Association is authorized to guarantee securities based on pools or trusts of the mortgages purchased by the Association under this section as provided in section 306(g) of this Act with respect to federally insured or guaranteed mortgages and to act as issuer of such guaranteed securities. The Association shall possess with respect to securities under this section all the powers it possesses with respect to securities guaranteed under section 306(g), and the provisions of such section shall apply to guarantees under this section, except that such section shall not be deemed to prohibit the Secretary from guaranteeing payment of only a part of the principal and interest on securities issued under the provisions of this section.

"(2) The Association may offer and sell any securities guaranteed under this subsection to the Federal Financing Bank, and such Bank is authorized to purchase any securities so offered. The Association may also offer and sell any securities guaranteed under this subsection to any Federal Reserve bank. The proceeds from the sale of such securities when issued by the Association shall be treated in the accounts in the same manner as if such proceeds were from the sale of the underlying mortgages.

"(e) The Secretary may make available a portion of his authority under this section to purchase mortgages covering housing which has been constructed more than twelve months prior to enactment of this section in areas where he determines that there is a serious shortage of mortgage credit to purchase such housing.

"(f) The Association is authorized to—  
"(1) sell mortgages purchased under this section of prices which it determines will help promote the objective of assuring that operations under this section are, to the extent feasible, fully self-supporting;

"(2) pay for services performed in carrying out its functions under this section without regard to any limitation on administrative expenses heretofore enacted.

"(g) The total amount of purchases and commitments authorized by the Secretary to be made pursuant to this section shall not exceed \$7,750,000,000 outstanding at any one time."

(b) The amendment made by subsection (a) becomes effective upon the date of enactment of this Act and shall remain in effect for a period of one year following such date of enactment, except that it shall remain in effect after the expiration of such period to the extent necessary (1) to honor commitments to purchase mortgages issued prior to the expiration of such period, and (2) to provide for the liquidation of assets and discharge of liabilities acquired or incurred prior to the expiration of such period.

#### AMENDMENTS TO OTHER LAWS

Sec. 4. (a) The National Housing Act is amended as follows:

(1) The first sentence of section 2(a) of such Act is amended by inserting before the period at the end thereof the following: "and for the purpose of financing the preservation of historic structure and, as used in this section, the term 'historic structures' means residential structures which are registered in the National Register of Historic Places or which are certified by the Secretary of the Interior to conform to National Register criteria; and the term 'pres-

ervation' means restoration or rehabilitation undertaken for such purposes as are approved by the Secretary in regulations issued by him, after consulting with the Secretary of the Interior".

(2) Section 2(b) of such Act is amended by adding at the end thereof the following new paragraph:

"A loan financing the preservation of a historic structure shall—

"(1) involve an amount not exceeding \$15,000 per family unit; and

"(2) have a maturity not exceeding fifteen years and thirty-two days."

(b) Section 203 of the National Housing Act is amended by adding at the end thereof the following:

"(n)(1) The Secretary is authorized to insure under this section any mortgage meeting the requirements of subsection (b) of this section, except as modified by this subsection. To be eligible, the mortgage shall involve a dwelling unit in a cooperative housing project which is covered by a blanket mortgage insured under this Act. The mortgage amount as determined under the other provisions of subsection (b) of this section shall be reduced by an amount equal to the portion of the unpaid balance of the blanket mortgage covering the project which is attributable (as of the date the mortgage is accepted for insurance) to such unit.

"(2) For the purpose of this subsection—

"(A) The terms 'home mortgage' and 'mortgage' include a first lien given (in accordance with the laws of the State where the property is located and accompanied by such security and other undertakings as may be required under regulations of the Secretary) to secure a loan made to finance the purchase of stock or membership in a non-profit cooperative ownership housing corporation the permanent occupancy of the dwelling units of which is restricted to members of such corporation, where the purchase of such stock or membership will entitle the purchaser to the permanent occupancy of one of such units.

"(B) The terms 'appraised value of the property', 'value of the property', and 'value' include the appraised value of a dwelling unit in a cooperative housing project of the type described in subparagraph (A) where the purchase of the stock or membership involved will entitle the purchaser to the permanent occupancy of that unit; and the term 'property' includes a dwelling unit in such a cooperative project.

"(C) The term 'mortgage' includes a person or persons giving a first lien (of the type described in subparagraph (A)) to secure a loan to finance the purchase of stock or membership in a cooperative housing corporation."

(c) Section 10(b) of the Federal Home Loan Bank Act (12 U.S.C. 1430(b)), as amended, is amended by striking the dollar figure "\$40,000" and inserting in lieu thereof "\$55,000 (except that with respect to dwellings in Alaska, Guam, and Hawaii the foregoing limitation may, by regulation of the Board, be increased by not to exceed 50 per centum)".

(d) Section 5(c) of the Home Owners' Loan Act of 1933 (12 U.S.C. 1464(c)), as amended, is amended by adding in the nineteenth paragraph thereof after the phrase "section 401(d)" the following phrase: "or section 408(a)".

(e) Section 5 of Public Law 93-387 is amended to read: "The Council shall report to the President, and through him to the Congress, on a quarterly basis and not later than thirty days after the close of each calendar quarter, concerning its activities, findings, and recommendations with respect to the containment of inflation and the maintenance of a vigorous and prosperous peacetime economy."

#### FEDERAL RESERVE ACT AMENDMENT

Sec. 5. Section 10(b) of the Federal Reserve Act is amended by adding the following at the end thereof:

"Notwithstanding the foregoing, any Federal Reserve bank, under rules and regulations prescribed by the Board of Governors of the Federal Reserve System, may make advances to any member bank on its time notes having such maturities as the Board may prescribe and which are secured by mortgage loans covering a one-to-four family residence. Such advances shall bear interest at a rate equal to the lowest discount rate in effect at such Federal Reserve bank on the date of such note."

Mr. MANSFIELD. Mr. President—

Mr. ROBERT C. BYRD. Mr. President, may we have order in the Senate?

The PRESIDING OFFICER. The Senate will suspend until the Senate is in order.

The Senator from Montana.

#### INTERNATIONAL AIR TRANSPORTATION FAIR COMPETITIVE PRACTICES ACT OF 1974

Mr. MANSFIELD. Mr. President, I ask unanimous consent that the Senate proceed to the consideration of Calendar No. 1190 (S. 3481).

The PRESIDING OFFICER. The bill will be stated by title.

The legislative clerk read as follows:

A bill (S. 3481) to amend the Federal Aviation Act of 1958 to deal with discriminatory and unfair competitive practices in international air transportation, and for other purposes.

The PRESIDING OFFICER. Without objection, the Senate will proceed to its consideration.

The Senate proceeded to consider the bill, which had been reported from the Committee on Commerce with amendments on page 1, at the beginning of line 4, strike out "Section 1. This", and insert "That this".

On page 2, in line 21, after "The" insert "Department of State".

On page 3, in line 1, strike out "State".

On page 3, in line 2, after "the" insert "Department of State".

On page 4, beginning with line 18, strike out:

SEC. 4. Subsection (h) of section 406 of the Federal Aviation Act of 1958 (49 U.S.C. 1376) is amended to read as follows:

#### "PAYMENTS TO FOREIGN AIR CARRIERS

"(h) In any case where air transportation is performed between the United States and any foreign country, both by aircraft owned or operated by one or more air carriers holding a certificate under this title and by aircraft owned or operated by one or more foreign air carriers, (1) the Postmaster General shall not pay to or for the account of any such foreign air carrier a rate of compensation for transporting mail by aircraft between the United States and such foreign country, which, in his opinion, will result (over such reasonable period as the Postmaster General may determine, taking account of exchange fluctuations and other factors) in such foreign air carrier receiving a higher rate of compensation for transporting such mail than such foreign country pays to air carriers for transporting its mail by aircraft between such foreign country and the United States, or receiving a higher rate of compensation for transporting such mail



than a rate determined by the Postmaster General to be comparable to the rate such foreign country pays to air carriers for transporting its mail by aircraft between such foreign country and intermediate country on the route of such air carrier between such foreign country and the United States, and (2) the Board shall not fix and determine for any air carrier a rate of compensation for transporting mail by aircraft between the United States and such foreign country which is lower than the rate of compensation payable by the Postmaster General to or for the account of any such foreign air carrier when such carrier transports such mail between the United States and such foreign country. Nothing in this subsection shall be deemed to authorize the Board to fix and determine for any air carrier a rate of compensation for transporting United States military mail higher than the rates set for such mail without regard to the provisions of this subsection."

and insert:

Sec. 4. Subsection (h) of section 406 of the Federal Aviation Act of 1958 (49 U.S.C. 1376) is amended by inserting "(1)" immediately after "(h)" and adding the following paragraphs:

"(2) The Secretary of State and the Postmaster General shall take all necessary and appropriate actions to assure that the rates paid for the transportation of mail pursuant to the Universal Postal Union Convention shall not be higher than the actual cost of transportation of the mail (including a reasonable rate of return on investment). The Secretary of State and the Postmaster General shall oppose any present or proposed Universal Postal Union rates which are higher than the actual costs of the transportation.

"(3) The Civil Aeronautics Board shall act expeditiously on any proposed changes in rates for the transportation of mail by aircraft in foreign or overseas air transportation. Pending final action on any rate proposals contained in Civil Aeronautics Board docket 26487 the Board shall by November 1, 1974, establish temporary rates based on the best available estimates of the actual cost of transporting the mail, including but not limited to the cost of fuel and a reasonable rate of return on investment."

so as to make the bill read:

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

#### SHORT TITLE

That this Act may be cited as the "International Air Transportation Fair Competitive Practices Act of 1974".

#### DECLARATION OF POLICY

Sec. 2. (a) United States air carriers operating in foreign air transportation perform services of vital importance to the foreign commerce of the United States including its balance of payments, to the Postal Service, and to the national defense. Such carriers have become subject to a variety of discriminatory and unfair competitive practices in their competition with foreign air carriers. The Department of State, the Department of the Treasury, the Department of Transportation, the Civil Aeronautics Board, and other departments or agencies, therefore, each shall keep under review, to the extent of their respective functions, all forms of discrimination or unfair competitive practices to which United States air carriers are subject in providing foreign air transportation services and each shall take all appropriate actions within its jurisdiction to eliminate such forms of discrimination or unfair competitive practices found to exist.

(b) Each of these departments and agencies of Government shall request from

Congress such additional legislation as may be deemed necessary at any time it is determined there is inadequate legal authority for dealing with any form of discrimination or unfair competitive practice found to exist.

(c) The Department of State and the Civil Aeronautics Board shall report annually to Congress on the actions that have been taken under subsection (a) of this section and on the continuing program to eliminate discriminations and unfair competitive practices faced by United States carriers in foreign air transportation. The Secretaries of Treasury and Transportation shall furnish to the Department of State and the Civil Aeronautics Board such information as may be necessary to prepare the reports required by this subsection.

#### INTERNATIONAL USER CHARGES

Sec. 3. The International Aviation Facilities Act (49 U.S.C. 1151-1160) is amended by redesignating section 11 as section 12 and by inserting immediately after section 10 the following new section:

"Sec. 11. The Secretary of Transportation shall survey the charges made to air carriers by foreign governments or other foreign entities for the use of airport property or airway property in foreign air transportation. If the Secretary of Transportation determines at any time that such charges unreasonably exceed comparable charges for furnishing such airport property or airway property in the United States or are otherwise discriminatory, he shall submit a report on such cases promptly to the Secretary of State and the Civil Aeronautics Board, and the Secretary of State, in collaboration with the Civil Aeronautics Board, shall promptly undertake negotiations with the foreign country involved to reduce such charges or eliminate such discriminations. If within a reasonable period of time such charges are not reduced or such discriminations eliminated through negotiations, the Secretary of State shall promptly report such instances to the Secretary of Transportation who shall determine compensating charges equal to such excessive or discriminatory charges. Such compensating charges shall, with the approval of the Secretary of State, be imposed on the foreign air carrier or carriers of the country concerned by the Secretary of the Treasury as a condition to acceptance of the general declaration at the time of landing or takeoff of aircraft of such foreign air carrier or carriers. The amounts so collected shall accrue to an account established for that purpose by the Secretary of the Treasury. Payments shall be made from that account to air carriers in such amounts as shall be certified by the Secretary of Transportation in accordance with such regulations as he shall adopt to compensate such air carriers for excessive or discriminatory charges paid by them to the foreign countries involved."

#### RATES FOR TRANSPORTATION OF UNITED STATES MAIL IN FOREIGN AIR TRANSPORTATION

Sec. 4. Subsection (h) of section 406 of the Federal Aviation Act of 1958 (49 U.S.C. 1376) is amended by inserting "(1)" immediately after "(h)" and adding the following paragraphs:

"(2) The Secretary of State and the Postmaster General shall take all necessary and appropriate actions to assure that the rates paid for the transportation of mail pursuant to the Universal Postal Union Convention shall not be higher than the actual cost of transportation of the mail (including a reasonable rate of return on investment). The Secretary of State and the Postmaster General shall oppose any present or proposed Universal Postal Union rates which are higher than the actual costs of the transportation.

"(3) The Civil Aeronautics Board shall act

expeditiously on any proposed changes in rates for the transportation of mail by aircraft in foreign or overseas air transportation. Pending final action on any rate proposals contained in Civil Aeronautics Board docket 26487 the Board shall by November 1, 1974, establish temporary rates based on the best available estimates of the actual cost of transporting the mail, including but not limited to the cost of fuel and a reasonable rate of return on investment."

#### TRANSPORTATION OF GOVERNMENT-FINANCED PASSENGERS AND PROPERTY

Sec. 5. Title X of the Federal Aviation Act of 1958 (49 U.S.C. 1501-1513) is amended by the addition of the following new section:

#### "TRANSPORTATION OF GOVERNMENT-FINANCED PASSENGERS AND PROPERTY

"Sec. 1114. Whenever any executive department or other agency or instrumentality of the United States shall procure, contract for, or otherwise obtain for its own account or in furtherance of the purposes or pursuant to the terms of any contract, agreement, or other special arrangement made or entered into under which payment is made by the United States or payment is made from funds appropriated, owned, controlled, granted, or conditionally granted or utilized by or otherwise established for the account of the United States, or shall furnish to or for the account of any foreign nation, or any international agency, or other organization, of whatever nationality, without provisions for reimbursement, any transportation of persons (and their personal effects) or property by air between a place in the United States and a place outside thereof or between two places both of which are outside the United States, the appropriate agency or agencies shall take such steps as may be necessary to assure that such transportation is provided by air carriers holding certificates under section 401 of this Act to the extent authorized by such certificates or by regulations or exemption of the Civil Aeronautics Board and to the extent service by such carriers is available. The Comptroller General of the United States shall disallow any expenditure from appropriated funds for payment of such personnel or cargo transportation on an air carrier not holding a certificate under section 401 of this Act in the absence of satisfactory proof of the necessity therefor. Nothing in this section shall prevent the application to such traffic of the antidiscrimination provisions of this Act."

#### PROMOTION OF TRAVEL OF UNITED STATES CARRIERS IN FOREIGN AIR TRANSPORTATION

Sec. 6. Section 2 of the International Travel Act of 1961 (22 U.S.C. 2122) is amended by striking out the period at the end of paragraph (5) and inserting in lieu thereof a semicolon and by adding at the end thereof the following new paragraph:

"(6) encourage to the maximum extent feasible travel to and from the United States on United States carriers."

Mr. MANSFIELD. Mr. President, upon disposition of this bill, it is our intention to turn to the consideration of Calendar No. 1188 (H.R. 16900) the supplemental appropriations bill.

The PRESIDING OFFICER. The Senator from Nevada may proceed.

Mr. CANNON. Mr. President, I ask unanimous consent that I may be permitted to yield to the Senator from Maryland for 2 minutes to bring up a conference report without time being charged.

The PRESIDING OFFICER. Without objection, the Senator from Maryland.

How did Franklin's deteriorating position escape the scrutiny of the Federal bank examiners?

What should the posture of the Federal Reserve be with respect to providing a financial backdrop to banks in trouble?

How is it that Franklin was able to get in so deep in its foreign exchange operations? If Franklin's exposure resulted in a \$46 million loss in foreign exchange operations, what has been the exposure of other banks? Are there any safeguards in the system to limit such exposure?

What affect will Franklin's failure have on the ability of banks to raise needed capital?

Perhaps most significantly at this point, what will be the ultimate cost to the American taxpayer from the involvement of the FDIC and the Federal Reserve in Franklin's financial bailout?

Mr. President, banks are businesses affected with a special public trust. It is cause for concern, particularly for the community involved, when any financial institution fails.

But, when a bank with \$1.4 billion deposited by over 620,000 depositors goes under, the potential impact on the entire financial community is disturbing indeed. It is not at all comforting, either, to note that by faulty foreign exchange operations, what was the Nation's 20th largest bank is now in the hands of a consortium of six Western European banking concerns.

What is encouraging is that public confidence seems to have been maintained. In large part, this is due to our system of Federal deposit insurance, which Congress has just expanded.

The jury is out on the causes for Franklin's failure, the adequacy of bank examination procedures, the role of the Federal regulatory agencies, and a number of other concerns still likely to be uncovered.

I would like to assure my colleagues in the Senate, however, that the Subcommittee on Financial Institutions, of which I am chairman, will thoroughly examine the Franklin National experience and related issues to assure that Congress takes whatever steps are necessary to assure that this experience is not repeated.

I thank my good friend from Nevada for yielding the floor to me.

#### INTERNATIONAL AIR TRANSPORTATION FAIR COMPETITIVE PRACTICES ACT OF 1974

The Senate continued with the consideration of the bill (S. 3481) to amend the Federal Aviation Act of 1958 to deal with discriminatory and unfair competitive practices in international air transportation, and for other purposes.

The PRESIDING OFFICER. The question is on agreeing to the committee amendments en bloc.

Without objection, the committee amendments are agreed to.

The bill is open to further amendment.

Mr. ROBERT C. BYRD. Mr. President, I suggest the absence of a quorum and I ask that the time be equally charged against both sides.

The PRESIDING OFFICER. Without objection, it is so ordered. The clerk will call the roll.

The second assistant legislative clerk proceeded to call the roll.

Mr. CANNON. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER. Without objection, it is so ordered.

Mr. CANNON. Mr. President, I am pleased today to call up S. 3481, a bill reported by the Commerce Committee this week to mandate legislatively, an end to the unfair and discriminatory practices which afflict U.S. international air carriers in foreign air transportation.

In addition our bill seeks to create a more equal competitive climate in the world's air transportation system which now in many aspects is heavily balanced in favor of foreign airlines which operate to the United States.

U.S.-flag airlines have long endured numerous discriminatory and unfair competitive practices in their international operations. These practices have been an economic handicap for many years, and their cumulative effect today represents one of the basic reasons for the generally unfavorable U.S. international airline economic situation. In recognition of its seriousness, the administration is now considering various actions designed to help improve the financial situation of the U.S.-flag airlines serving North Atlantic markets. Certain of these actions corresponded in purpose to some of the provisions of S. 3481.

We appreciate and applaud the interest of the executive branch in this connection, and sincerely hope the intended effort will be timely and effective. But the problem is of worldwide scope and significance. In our opinion, its solution deserves and requires a statement of clear legislative policy to assure the implementation of corrective measures on a consistent and effective basis.

S. 3481 amends the Federal Aviation Act, the International Aviation Facilities Act, and the International Travel Act for the purpose of specifying actions required to bring the most obvious and harmful discriminatory and unfair competitive practices to an end. Some were established by foreign governments to provide a competitive advantage to their airlines. Some were intended by foreign governments to provide economic support for their airlines and their airport operations at the expense of the U.S.-flag airlines. Others are the direct result of U.S. Government policy, or the lack of policy, in some cases. Whatever the cause, they all result in situations which are manifestly inequitable to the U.S.-flag airlines.

We believe the time has come to recognize, as a matter of national policy, the need for removing the competitive imbalance in international air transportation which, either by accident or design, favors foreign airline competition.

U.S.-flag airlines now provide scheduled service to some 85 countries. Their opportunity to compete fairly, however, is adversely affected by two different, but equally unjustifiable, forms of discrimination. The first involves the

specific actions, policies, laws, and regulations of foreign governments that seek, wherever possible, to give preferential treatment to foreign government-owned and financed national airlines.

These practices are cataloged in a recent CAB study which has been made available to this committee. The Board's report recognizes the substantial negative effect that many of these practices have on the efforts of U.S.-flag airlines to obtain a fair share of the world air transport market, and provides a detailed description of the difference between the competitive conditions faced by U.S.- and foreign-flag airlines here and abroad.

The second form of discrimination, perhaps unintended, but nevertheless objectionable, results from actions of the U.S. Government itself. Such actions include the offering of preferential financing arrangements to foreign-flag airline competitors by the U.S. Government for the purchase of U.S. aircraft. The Export-Import Bank has the laudable objective of promoting exports of U.S.-manufactured products. While we support that basic objective, it must be pointed out that the largest single function of the Bank in recent years has been to support the sale of aircraft to foreign-flag airlines, many of which are used in direct competition with U.S.-flag airlines on services to and from the United States. There is, of course, merit in this support of U.S. aircraft sales abroad. However, the rate of interest charged the foreign-flag airlines by Eximbank is far below that which can be obtained by U.S.-flag airlines purchasing the same equipment in the open market, adding further to their economic disadvantage. To indicate the magnitude of the interest-cost differential involved, the airlines estimate that the cost of financing a \$30 million aircraft, for example, could cost a foreign-flag airline up to \$7 million less than it would cost a U.S.-flag airline.

S. 3481 as amended addresses, however, a number of actions that the U.S. Government can and should take to help improve the economic and competitive position of the U.S.-flag airlines. These are: First, payment to U.S.-flag airlines of rates for the transportation of U.S. international air mail that cover the fuel costs of carrying the mail; second, promotion and support for the use of U.S.-flag airlines by the U.S. Travel Service; third, requiring the use of U.S.-flag airlines for the air transportation of U.S. Government-financed traffic; and fourth, providing authority to levy retaliatory charges against foreign airlines who assess discriminatory charges on our airlines.

Discriminatory charges on U.S. airlines reflect efforts to discriminate against airlines competing against a particular foreign airline. In some countries, for example, U.S.- and other foreign-flag airlines are required to pay airport landing fees from which the national air carrier is exempt even though it operates in direct competition. Moreover, in many cases, both the national air carrier and the airport itself are owned by the national government. In this case, any landing fee imposed against the national



air carrier amounts to little more than an internal bookkeeping transaction. In certain other countries, the user charges involved are above the level of reasonableness for the particular service rendered. For example, U.S. carriers pay \$4,800 to land a 747 in Australia. These countries burden airlines using major international airports with excessive charges to help defray the cost of maintaining underutilized domestic airports or airport systems.

While the U.S. Government must continue to seek bilateral resolution of these problems through direct consultation with the countries involved, its efforts must be supported with a statutory mechanism to impose similar charges when the process of negotiation fails. Such a legal framework is absolutely necessary to make other governments completely aware of the seriousness in which we view this overall problem, and to place the U.S. Government in a stronger bargaining position in the effort needed to resolve it.

#### RATES FOR THE TRANSPORTATION OF U.S. MAIL IN FOREIGN AIR TRANSPORTATION

The Federal Aviation Act empowers the CAB to set the rate to be paid U.S. flag airlines for the transportation of international air mail. The rate being paid today, basically unchanged since 1968, averages \$0.31 per ton-mile despite substantial increases in airline costs and despite substantial increases in Postal Service revenue for international mail.

The U.S. Postal Service, however, pays foreign-flag airlines up to \$1.73 per ton-mile for letter class mail, and 57.7 cents per ton-mile for all other classes of mail. This higher payment is the maximum rate for the air transportation of mail which is established periodically by international agreement of the various national postal administrations, including the United States, in the Universal Postal Union—UPU. According to testimony in our hearings, foreign-flag airline competitors received from the U.S. Government last year a mail transportation rate over six times higher than that paid to the U.S.-flag airlines.

The committee thoroughly considered requiring that the CAB set international mail rates for U.S. carriers at a level no less than the current universal postal union rate. However, we have chosen not to do so for two important reasons. First, we are convinced that the UPU postal rate is set at a level significantly above what it costs air carriers to carry the mail. In establishing the rate, different cost methods are used than those used by the CAB and the costs also reflect the relative inefficiencies of short-haul foreign air carriers.

In effect, we believe the UPU rate is an indirect subsidy for carrying the mail which many nations choose to pay their air carriers and other air carriers without regard to realistic costs. While we realize that this indirect subsidization provides a competitive advantage to many foreign airlines, we do not believe that that fact requires that the United States indirectly subsidize its privately-owned airlines. Second, if the United States paid the UPU postal rates to all U.S. international airlines, the rate

increase would go to the financially healthy international carriers as well as the relatively weak. In other words, U.S. carriers not now experiencing financial difficulty would receive windfall revenues under the UPU rate which we do not believe are justified.

We are concerned however, with the fact that international mail rates have not been increased since 1968. Pan American World Airways filed with the CAB to reopen mail rates in February of this year.

In March, the CAB established a mail-rate case for foreign air transportation. Yet not until October 4 did the CAB take any action on the matter. We are at a complete loss to understand why more than 6 months elapsed without any regulatory action whatsoever and find fault with the Board for delaying so long an investigation which if concluded might have resulted in needed revenue increases for our international airlines.

On October 4, the CAB issued a show-cause order asking for comments on an interim mail-rate increase of 13.3 percent. The Board indicated that the proposed increase was simply a reflection of recent rises in aviation fuel prices. We are disturbed by the fact that the interim rate proposal does not appear to deal with other cost increases incurred by the carriers—increases in operating costs, labor, and so forth.

While we do not support air mail rates at the UPU level, we certainly expect the Board, under its authority in the Federal Aviation Act, to act quickly to set rates which fully reflect cost increases and a reasonable rate of return.

Accordingly, we have amended S. 3481 to require that the U.S. Government agencies involved and the Postal Service take all actions within their power to seek to reduce the Universal Postal Union international air mail rates to a level no higher than the actual cost of transportation including a reasonable rate of return on investment. While we are aware that the current rates will be in effect, because of international agreement, for the next 4 years, we strongly admonish the executive and the Postal Service to oppose any future UPU rate proposals which are not cost related.

Second, we have directed the CAB, by November 1, 1974, to set an interim international mail rate which reflects all cost increases and a reasonable rate of return on investment. Such an interim rate will assure our international airlines adequate mail revenues to cover fully the current cost of carrying the mail.

#### TRANSPORTATION OF GOVERNMENT-FINANCED TRAFFIC

Section 5 of S. 3481 would amend the Federal Aviation Act by adding a statutory requirement that all Government-financed air transportation utilize the services of U.S.-flag carriers to the extent such service is available. This provision is considered essential to assure that a single policy applies to the air transportation of all Government-financed traffic, and that the transportation regulations of all Government agencies adequately and consistently reflect that policy.

We do not suggest, of course, that U.S. business traffic ought to be reserved exclusively for U.S.-flag airlines. But it certainly is in order to require that all Government-financed transportation is accomplished on U.S.-flag airlines whenever and whenever possible. Such a requirement not only is sensible from a balance-of-payments point of view, but will help assure some degree of international parity with respect to the transportation of foreign government-financed traffic.

In this regard the committee is pleased by a recent regulation proposed by the General Services Administration which would in effect carry out the legislative intent of this bill by requiring Government traffic and traffic generated pursuant to Government contract to use U.S.-flag airlines to the greatest extent possible.

#### PROMOTION OF TRAVEL ON U.S.-FLAG AIRLINES

Section 6 of S. 3481 would amend the International Travel Act by directing the Secretary of Commerce and the U.S. Travel Service to promote and encourage the use of U.S.-flag airlines as a part of the basic Government program to increase travel to the United States by citizens of other countries.

The United States is not only a major generator of international tourist travel, it is also one of the world's leading tourist-travel destinations. Travel to and from the United States plays an increasingly significant role in our balance of payments. It was in recognition of this role that the U.S. Government followed the lead of other tourism-oriented countries by establishing its own national tourism promotion organization, the U.S. Travel Service. Its function is to promote foreign tourism to the United States, and despite budgetary limitations, USTS operates very efficiently in a number of foreign countries. We fully support this objective and believe that it should continue.

The U.S. Travel Service does not promote the use of U.S.-flag airlines for travel to the United States. In contrast, most foreign tourist offices in this country openly and effectively promote their own airlines. We believe it to be necessary and desirable for the U.S. Travel Service to implement similar programs, particularly since the Department of Commerce already has broad responsibilities for promoting the sale of other American products and services abroad.

#### CONCLUSION

Many of the problems facing the U.S.-flag airlines are long overdue for attention and solution. Some of the problems are addressed in S. 3481. Taken individually, no one provision of the bill will result in an immediate or dramatic reversal of the industry's fortunes. But, each of the provisions represents an important step in the right direction and, taken together, they will in time have a significant impact on the strength and vitality of our international air transport system.

There is a great need to serve notice that our Government no longer will permit discriminatory and unfair competitive practices at home or abroad, and

that it has the necessary means to act against a number of injustices long endured by this American industry. Enactment of S. 3481 will provide those means, and it will do so in conformity with the American tradition of good faith bargaining, or trading reasonably equal commercial rights internationally, and of assuring complete equality of competitive opportunity.

Mr. MONTROYA. Will the Senator from Nevada yield?

Mr. CANNON. Yes, I yield.

Mr. MONTROYA. Since I am chairman of the subcommittee dealing with Postal Service appropriations, can the Senator from Nevada assure me that with respect to these rates which might be required to amortize the additional cost, that there is no gap, no opening, whereby the Postal Service could come to the Congress to ask us for an appropriation out of the general Treasury?

Mr. CANNON. No; I cannot assure my colleague that the postal department will not try to get additional revenues from Congress. I suspect that they may very well do that. However, I would point out that the air mail revenue received by the Postal Service for international mail carriage is much greater than the amount they pay out for transportation. In other words, it is not a deficit operation, per se. But I certainly cannot give assurance for the Postal Service that they may not be back up here trying to request additional appropriations.

Mr. MONTROYA. For the purpose of establishing a little legislative history, I believe that the committee went into this aspect to try to work in some safeguards so that the CAB would make adequate allowances for additional postal rates to take care of the additional cost of fuel, and a reasonable rate of return on the investment. Is that correct?

Mr. CANNON. The Senator is correct.

Of course, that is the responsibility of the Board.

But we have directed, in this bill, by our amendment, that the Board establish by November 1, an interim rate for the U.S. international carriers and that it must be cost related. They must take into consideration the increases in fuel costs and the increases in other costs as well, as well as a fair rate of return on investment to which the carriers are entitled by law.

Mr. MONTROYA. I am reading from the committee report on the bill, on page 3, which covers this aspect. I want this to be a part of the legislative history. It reads as follows:

Pending final action on the current air mail rate investigation, the bill requires that the CAB establish by November 1, 1974, temporary rates for such transportation which take into consideration the actual cost of transporting the mail, including the costs of fuel and a reasonable rate of return on investment.

Then I go to page 8 of the same report, and I read as follows:

Second, we have directed the CAB, by November 1, 1974, to set an interim international mail rate which reflects all cost increases and a reasonable rate of return on investment. Such an interim rate will assure our international airlines adequate

mail revenues to cover fully the current costs of carrying the mail.

One final question: As I read this, there is no intention on the part of the committee to pass this cost on to the domestic mail users in this country but, rather, to the international mail users.

Mr. CANNON. The Senator is correct. There is no intention of passing any of this cost on to domestic mail users, because, as I stated earlier, the Postal Service receives \$252 million annually in airmail revenue for foreign airmail, and they only pay out \$38 million for the cost of transport. So there certainly is an adequate balance there, in what they receive for the carriage of the mail and what they pay out.

However I cannot give the Senator assurance that they will not try to come back to his committee to get more money. I think the assumption would be that they might well do it.

Mr. MONTROYA. The Senator has been most grateful, and I thank him for his answers.

Mr. COTTON. Mr. President, will the Senator yield?

Mr. CANNON. Mr. President, I yield to the Senator from New Hampshire (Mr. Cotton).

Mr. COTTON. Mr. President, as one of the sponsors of S. 3481—the proposed International Air Transportation Fair Competitive Practices Act of 1974—I wish to express my support for this bill and to urge my colleagues in the Senate to pass it promptly.

Briefly, Mr. President, S. 3481 would direct Government departments and agencies to review discriminatory or unfair competitive practices confronting U.S. air carriers operating in foreign air transportation, and to act to eliminate such practices. For example, it would direct the Secretary of Transportation to survey charges to our air carriers by foreign governments for landing at their airports. In this connection, the Civil Aeronautics Board in its report entitled "Restrictive Practices Used by Foreign Countries to Favor Their National Air Carriers," the following observation is made:

The landing fees paid by U.S. carriers in a Pacific country are nearly 14 times those charged at the Los Angeles International Airport for the same or comparable aircraft type and weight. The landing charges made at [an] airport in a European country are over twice as much as those charged at New York's Kennedy Airport.

In addition, Mr. President, S. 3481 would require the use of U.S.-flag air carriers when their services are available, if the travel or shipment is paid from U.S. Government funds as is the practice of most foreign governments. It also would direct the Secretary of Commerce, in carrying out his responsibilities under the International Travel Act, to encourage travel to and from the United States on U.S.-flag air carriers as other countries do with respect to their air carriers.

Finally, Mr. President, S. 3481 as amended by our Committee on Commerce would require that the Civil Aeronautics Board, by November 1, 1974, establish a temporary rate for the carriage of mail

based upon the actual cost of transporting such mail, including fuel costs and a reasonable rate of return on investment. Further, S. 3481 would mandate that the Secretary of State and the Postmaster General take all necessary and appropriate actions to assure that the rate paid for the transportation of mail pursuant to the Universal Postal Union—UPU—convention shall not be higher than the actual cost of transportation of the mail. Thus, the thrust of this provision is twofold. First, it seeks to make more equitable the rate paid to our air carriers, which is not the case at the present time since foreign air carriers receive the higher UPU rate; and second, it recognizes the unrealistic levels of this rate as established by the UPU, mandating that the appropriate members of the Government act affirmatively to bring such rates in line.

Mr. President, S. 3481 provides no "handout" to Pan American World Airways or any of our other international air carriers. Rather, it seeks to accord such carriers simple equity. All S. 3481 seeks to accomplish is justice for our international air carriers.

In conclusion, Mr. President, I would only hasten to point out to my colleagues in the Senate that most of the foreign air carriers operating scheduled air services to the United States, and with which U.S. air carriers must compete, are government-owned either wholly or in substantial part. And, almost without exception, such foreign air carriers receive, or have received, substantial assistance from their respective governments. Furthermore, I believe that we in the Congress should bear in mind that many of the root causes of the problems confronting air carriers such as Pan Am arise from the regulatory climate which we, in the Congress, have created. Therefore, at the very least, I believe that we should act expeditiously and favorably on S. 3481—the International Air Transportation Fair Competitive Practices Act of 1974—in order to extend some semblance of equity to our air carriers operating in foreign air transportation.

Mr. BAKER. Mr. President, I would like at this time to express my support for S. 3481, the International Air Transportation Fair Competitive Practices Act of 1974.

I have been greatly concerned about the current financial difficulties of Pan American World Airways and about the implications which this situation holds for the future of our international air transportation system. The Pan American situation is undoubtedly the result of a number of complex causal factors which have combined with the current fuel shortage to reach crisis proportions, but it seems clear that regulatory practices and policies of the Federal Government have contributed to some degree to the problem. This is a matter which deserves deep and careful study by Congress and the executive branch so that we can correct the errors we have made and insure that strong and competitive U.S. carriers continue to play an important role in international aviation.



It now appears necessary, however, for the Senate to take action to reassure the lending community of its desire to maintain Pan American World Airways as a viable air carrier. I regret that it is necessary for us to act in such haste, because I do not believe that we have had adequate time to weigh and assess all the information which has been made available to us by concerned parties. I do feel, however, that S. 3481 represents a good first step by the Congress toward alleviating some of the factors which have acted to the detriment of our American-flag carriers.

U.S.-flag carriers are unique in the international air transportation system because they are not owned or financially supported by the U.S. Government. They compete against carriers which enjoy the advantages of government financing, marketing and sales assistance, and tax benefits. The U.S. Government, on the other hand, provides no financial assistance to Pan American and other carriers in international service and has failed, until now, to take some elementary actions which would help our carriers to overcome at least a part of their competitive disadvantage.

One of these actions, which is mandated by S. 3481, deals with landing fees. The bill requires the Secretary of Transportation, the Civil Aeronautics Board, and the Secretary of State to make every effort to secure elimination of discriminatory landing fees and other charges made to our air carriers by foreign governments for the use of airport and airway property. The landing fees charged to U.S.-flag carriers in foreign cities are almost uniformly greater than those fees charged by American cities to foreign-flag carriers which operate in competition with U.S. carriers. A negotiated reduction of these fees would represent several million dollars yearly to Pan American alone and would produce a corresponding benefit for other U.S. carriers with international routes.

In addition, the bill requires that U.S.-financed passengers and property be transported on American-flag carriers to the maximum possible extent. The bill would also mandate Federal efforts to promote increased use of U.S.-flag carriers by American travelers and shippers. Department of Transportation figures indicate that, although U.S. citizens account for over 60 percent of total air travel across U.S. borders, U.S.-flag airlines carry only 54 percent of such traffic. A vigorous "Fly U.S." program would help to increase the share of this market which is obtained by U.S. carriers and should result in significantly increased revenues. I have been encouraged by recent actions taken by the Secretary of Transportation and the Secretary of Commerce to encourage the U.S. travel industry to promote increased use of U.S. carriers in foreign air travel, and I am hopeful that their efforts will prove successful in the coming months.

Perhaps the most controversial section of S. 3481 is that dealing with the rates paid by the U.S. Government to U.S.-flag carriers for the transportation of U.S. mail. These rates have traditionally been

set by the Civil Aeronautics Board on the basis of the cost to the carriers of transporting mail plus a reasonable rate of return. Pan American has suggested that U.S. carriers should be paid instead at the Universal Postal Union rate, which is determined by international agreement and which is several times higher than the CAB-approved rate. While the U.S. Government, as a signatory to the Universal Postal Union agreement, pays foreign-flag air carriers the UPU rate when it uses those carriers to transport U.S. mail, this rate is based on a number of factors other than actual cost involved, and its payment to U.S.-flag carriers would constitute an indirect subsidy of considerable proportions.

While I believe that the rates currently paid to U.S. carriers, which have not been reassessed in a number of years, should be significantly increased, I do not support the payment of the Universal Postal Union rate at this time. I believe that the Commerce Committee has found a reasonable solution to the problem by requiring that the Civil Aeronautics Board establish, by a date certain, a temporary rate based on all costs of transporting the mail plus a reasonable rate of return. This solution should provide significant relief to U.S.-flag carriers at an early date pending completion of the Civil Aeronautics Board's full investigation of cost increases and the establishment of a final postal rate.

The steps taken in S. 3481 are only a beginning, and a joint effort of the Department of Transportation, the Civil Aeronautics Board, the Department of State, and the Congress will be required in order to accomplish complete elimination of those Federal practices and policies which have contributed to Pan American's current financial difficulties.

The Department of Transportation has recommended a seven-point action plan which addresses international air fares, route structures, capacity agreements, and other items designed to assist Pan American and other U.S.-flag carriers without Federal subsidy. This program is a complex one which will require careful attention to administrative procedures in order to insure that the rights and interests of competing carriers and other affected parties are fully heard and respected. As I indicated at the beginning of this statement, I am hopeful that the Congress will continue to study and monitor this situation closely. In the meantime, I urge prompt passage by the Senate of S. 3481.

Mr. JAVITS. Mr. President, I support this urgently needed legislation which will remove from the Federal regulatory structure of the international airline industry a few of the unfair and discriminatory practices that have placed that industry in tremendous financial jeopardy. These practices must be eliminated if our domestic international airlines are to have any chance of surviving against the subsidized competition of foreign carriers. Moreover, as we all know, the remedial action provided by this bill is needed immediately by Pan Am, which has been most adversely affected by the inequitable existing structure and which is on the brink of financial disaster.

I want to make it clear that this bill is neither a Government handout nor a panacea for Pan Am's problems. Not a single provision of this bill would give to Pan Am or other domestic international carriers any Federal assistance that it does not rightfully deserve. There is no raid on the Federal treasury in this bill.

The sole provision that would affect Federal expenditures relates to the rates for transportation of U.S. mail in foreign transportation. Yet this section gives no more to the carriers of U.S. mail than what is cost justified; that is, it merely eliminates the present system that results in domestic airlines carrying U.S. mail at rates considerably less than their actual costs.

It is common knowledge that airline costs, primarily fuel but also other necessary expenses, have risen dramatically in the past year. Pan Am's fuel bill alone has increased an astounding \$200 million from 1973 to 1974. Our airlines can do very little to alleviate that situation. It is no fault of their own. Yet the rate received for carrying mail has not nearly kept up with these cost increases. Essentially and ironically, the airlines have been subsidizing the U.S. Postal Service. It is time the Civil Aeronautics Board ended this practice and retroactively restored the real costs already lost. This bill does nothing more than mandate the prompt termination of a less than cost mail route.

Nor, as I said, is this bill a solution to all of Pan Am's difficulties. Pan Am has a very rocky road in the months ahead throughout which it must exercise vigorous and cooperative action of the Civil Aeronautics Board, the Department of Transportation and of course Pan Am itself to come through this difficult period as a viable and successful American international carrier.

Much more needs to be done by the relevant Federal agencies, and it must be accomplished without any delay. I fully support the Department of Transportation's seven-point plan for action to improve the profitability of international air carrier operations. Taken together, I believe the actions contained within it would put Pan Am back in the black, and without one single cent of taxpayer assistance.

Some of the more flagrant abuses that demand urgent attention include tariff violations by foreign carriers that have been estimated to cost Pan Am at least \$25 million a year in lost passenger revenue; Export Import Bank financing of foreign aircraft purchases; and the CAB's steadfast refusal to grant to Pan Am any domestic connections which it desperately needs to attract passengers for its international operations.

I call upon DOT and the CAB to take immediate action with regard to these and other inequities. The 32,000 employees of Pan Am cannot abide any delay. They need the Government's help now and they deserve our urgent attention.

Mr. COTTON. Mr. President, I yield 5 minutes of the minority time to the Senator from Alaska.

Mr. STEVENS. Mr. President, I support the committee's action in reporting this legislation. I believe Congress should

take every action necessary to assist Pan Am through its current economic crisis and save it from liquidation. One way to accomplish this purpose is to provide the Secretary of Transportation with grant authority to make direct grants to any U.S. air carrier operating in foreign air transportation. In addition to making grants available to Pan Am when necessary at the Secretary's discretion, the grant authorization would provide an extra measure of stability to the loan guarantee provisions of this bill. Since the negative impact of Pan Am's financial failure would probably exceed \$35 million, the grant authorization provision for that amount is necessary to permit Pan Am to maintain itself and avoid total financial deterioration. I had intended to submit amendments on the floor to accomplish this purpose, and to authorize a loan guarantee program for U.S. foreign air carriers. I shall not do so at this time.

However, I do want to talk about possible temporary subsidization of Pan American World Airways. I find, in my discussions, a widespread point of view that this great company is in serious financial condition largely because of unfortunate governmental policies over many years, should be permitted to die.

I ask Congress to reserve its judgment on this issue and to consider the history of this great air transport enterprise which has for so many years been the backbone of international air transportation under the American flag. It may be that many who have the interest of the south 48 States in mind, can consider the possible demise of this great company without great concern, because the continental United States is blessed with an extensive road network, and extensive rail network, an extensive bus network, and an extensive and healthy air transport network. Given this, it is understandable that Pan American would not seem to you so crucial.

To us in Alaska, the story is different. We have none of these transportation arteries developed over the years to solve transportation problems. In all of its recent history, Alaska has been dependent upon air transportation and Pan American was among those hearty pioneers that laid down the transportation system of Alaska. Prior to Pan American and other early pioneers, our communications were dependent upon dog teams. This great company came to Alaska in the early 1930's and laid down a route system that gave us the ability ultimately to become a State. Our people are grateful for this pioneering venture and we do not forget our friends.

A little of this great company's history will be useful. It started in the Caribbean in the late 1920's as a partner with our Government in developing routes to the Caribbean and Latin America. The Alaskan operation came very shortly afterward. The development of the Pacific operation followed in the middle thirties, and it was a real triumph for the United States when Pan American inaugurated the trans-Atlantic operation in 1938. For many years, the United States relied wholly upon Pan American as its representative in the development of interna-

tional air transportation and the company did well. It carried the American flag to 70 countries in the world and established for the United States the most distinguished of traditions of international air transportation.

Then came World War II, when the routes pioneered by Pan American became crucial segments in our supply lines in the Pacific, and routes in Latin America, in the Atlantic, in the Far East, and in Australia become the basis on which war-time communications were based. Pan Am crews, their airplanes, the facilities associated with their routes, were utilized to the greatest advantage of the United States. After the war, the system had to be recreated because it had been devoted wholly to the use of the United States during that long period. It was recreated and for many years became the backbone of the international air transport system of the United States. During those years, other U.S.-flag carriers began their operations in many parts of the world and many foreign carriers were authorized to operate. It was thought, during that period, that Pan American was strong enough to take on any degree of competition from American or foreign flag carriers, that it was impervious to assaults on those long-established routes.

It turns out that this judgment was not right. Given normal circumstances, it might have taken many years to bring Pan American to its present unfortunate financial crisis, but a combination of two uncontrollable influences beginning in the fall of 1973 brought the company to the point where bankruptcy and disintegration is a real possibility. Its fuel costs are increasing from \$174 million in 1973 to \$374 million in 1974—a cost increase of \$200 million—a blow that few corporations could take. In addition, the excess capacity being operated by both American-flag and foreign-flag carriers began to take its toll. Traffic on the Pan American system was reduced drastically. The combination of these two have brought upon this great company a financial crisis. The company, self-sufficient since 1958, has applied for temporary relief.

Notwithstanding our generous grants of subsidy for many elements of our economy, for our merchant marine, for Amtrak, for the Northeastern railroads, subsidy for an ailing airline is strongly questioned. The Congress in 1938 and then in 1958, and then in 1961, decided that an air transport system under the American flag was so important that subsidy would be granted when needed and these congressional determinations were not made lightly. They were made after careful studies by two great committees of Congress—the Interstate Commerce Committee of the other body and the Commerce Committee of the Senate. They decided upon all the facts before them that an air transport system was so important to the United States that subsidy should be provided if necessary to achieve it. Fortunately, the airlines, including Pan American, have been so successful over the years that no subsidy to major airlines has been needed

since 1958, but I can assure you that in Pan American's case, subsidy is needed now. Based upon my studies, this subsidy will not be needed for long, because there are many actions that can be taken by the United States to reduce the overcapacity which exists on our international routes, to eliminate the discrimination which our own Government imposes upon its own carriers and to mitigate discriminations practiced by foreign governments against our carriers. This subsidy can be brought to an end if action is taken. But subsidy is necessary while our Government changes many mistaken policies which it has pursued in the past.

As I said in the beginning of my statement, I ask my colleagues to at least reserve judgment on this issue. Of course subsidy in our free enterprise system is universally questioned, but our international air transport operators do not live in a free enterprise system. The routes that they serve and the operations that they conduct are dictated by our Government and all the foreign governments into which they go. The prices they charge for their service are regulated by our own Government and by all the other governments. Our carriers which are privately operated and financed, must meet the competition of foreign-flag carriers largely owned and subsidized by foreign governments. This is no free enterprise environment in which they operate. Our Government which so completely controls the destiny of its carriers must take a heavy responsibility for their success or failure.

In conclusion, let me say this—Pan American World Airways helped develop the State of Alaska. It helped provide a transportation system when we had little available, and Alaska does not propose to turn its back on this company when it is in trouble. I do not intend to forget those who helped develop our State.

Mr. President, I ask unanimous consent that the amendments I presented to the Commerce Committee and which were discussed in committee be printed in the Record, so that everyone can see the concept I had in mind.

There being no objection, the amendments were ordered to be printed in the Record; as follows:

At an appropriate place in the bill add the following:

(a) AUTHORIZATION.—The Secretary is authorized to make grants, upon such terms and conditions as are specified in this section and as he may prescribe, to any air carrier operating in foreign air transportation. There is authorized to be appropriated to the Secretary to remain available until expended \$35,000,000 to carry out the purposes of this section. Any appropriations available to the Department of Transportation may be expended to carry out the provisions of this section, in an amount not to exceed \$35,000,000: *Provided*, That funds so expended shall be reimbursed to the appropriation from which expended out of a subsequent appropriation.

(b) TERMS AND CONDITIONS.—(1) Prior to making a grant to an air carrier under this section the Secretary—

(A) Shall find in writing that the grant is necessary to ensure the performance by the air carrier of service in foreign air transportation to the extent and of the charac-



ter and quality required for the commerce of the United States, the Postal Service, and the National defense;

(B) Shall require that an application for a grant be made by an air carrier in such form and substance as the Secretary may prescribe; and

(C) May require that the air carrier prepare, and submit to the Secretary for approval, a plan for the reorganization or restructuring of its routes and operations.

(2) In reviewing applications for grants under this section the Secretary shall consider the effect of the grants upon other air carriers. The Secretary shall consult with the Civil Aeronautics Board and the Secretary of State before making a grant under this section.

(c) ACCESS TO RECORDS.—(1) Each recipient of a grant under this section shall keep such records as the Secretary may prescribe, including records which fully disclose the amount and the disposition by the recipient of the proceeds of the grant.

(2) The Secretary and the Comptroller General of the United States, or any of their duly authorized representatives, shall have access for the purpose of audit and examination to any books, documents, papers, and records of the recipient that are pertinent to grants received under this section.

At an appropriate place in the bill add the following:

(a) AUTHORIZATION.—The Secretary is authorized, on such terms and conditions as are specified in this section and as he may prescribe, to guarantee any person against loss of principal and interest on obligations or loans issued for the purpose of financing the operations in foreign air transportation of any air carrier. The aggregate unpaid principal amount of obligations and loans outstanding at any one time which are guaranteed by the Secretary under this section may not exceed \$100,000,000.

(b)(1) TERMS AND CONDITIONS.—Prior to providing a guarantee under this section, the Secretary—

(A) Shall find in writing that the guarantee is necessary to insure the performance by the air carrier of service in foreign air transportation to the extent and of the character and quality required for the commerce of the United States, the Postal Service, and the national defense;

(B) Shall find that the prospective earning power of the air carrier, together with the character and value of the security pledged, if any, furnish reasonable assurance that the air carrier will be able to repay the obligation or loan within the time fixed and afford reasonable protection to the United States; and

(C) May require that the air carrier prepare, and submit to the Secretary for approval, an appropriate plan for the reorganization or restructuring of its routes and operation.

(2) In reviewing applications for guarantees under this section, the Secretary shall consider the effect of the guarantees upon other air carriers. The Secretary shall consult with the Civil Aeronautics Board and the Secretary of State before providing a guarantee under this section.

(c) AUTHORIZATION TO ISSUE OBLIGATIONS.—

(1) To enable the Secretary to carry out his rights and responsibilities under this section, he is authorized to issue to the Secretary of the Treasury notes or other obligations in such forms and denominations, bearing such maturities, and subject to such terms and conditions as may be prescribed by the Secretary with the approval of the Secretary of the Treasury. Such notes or other obligations shall bear interest at a rate determined by the Secretary of the Treasury, taking into consideration the current average market yield on outstanding marketable obligations of the United States of comparable maturities during the month

preceding the issuance of the notes or other obligations. The Secretary of the Treasury shall purchase any notes and other obligations issued hereunder and for the purpose he is authorized to use as a public debt transaction the proceeds from the sale of any securities issued under the Second Liberty Bond Act, as amended, and the purposes for which securities may be issued under that Act, as amended, are extended to include any purchase of such notes and obligations. The Secretary of the Treasury may at any time sell any of the notes or other obligations acquired by him under this subsection. All redemptions, purchases, and sales by the Secretary of the Treasury of such notes or other obligations shall be treated as public debt transactions of the United States. There are authorized to be appropriated to the Secretary such sums as may be necessary to pay the principal and interest on the notes or obligations issued by him to the Secretary of the Treasury.

(2) Any guarantee made by the Secretary under this section shall not be terminated, canceled, or otherwise revoked, except as provided by such terms and conditions as may be prescribed in regulations issued by the Secretary under this Act; shall be conclusive evidence that such guarantee complies fully with the provisions of this section, and of the approval and legality of the principal amount, interest rate, and all other terms of the guarantee; and shall be valid and incontestable in the hands of a holder of a guaranteed obligation or loan except for fraud or material misrepresentation on the part of such holder.

(3) The Attorney General shall take such action as may be appropriate to enforce any right accruing to the United States by reason of its having paid money or incurred expenses as a result of making such guarantees.

(d) ACCESS TO RECORDS.—The Secretary is authorized, to, and shall as necessary, inspect and copy all accounts, books, records, memoranda, correspondence, and other documents of any air carrier which has received financial assistance under this section concerning any matter which may bear upon the ability of such air carrier to repay the obligation or loan within the time fixed therefor, and to ensure that the purpose of this section is being carried out.

(e) GUARANTEE FEES.—The Secretary shall prescribe a guarantee fee in connection with each obligation or loan guaranteed under this section. Such fee shall be in an amount that the Secretary estimates to be necessary to cover the administrative costs of carrying out the provisions of this section with respect to such obligation or loan. Sums realized from such fees shall be deposited in the Treasury as miscellaneous receipts.

(f) AUDIT.—The Comptroller General of the United States, or any of his duly authorized representatives, shall have access to such information, books, records, and documents as he determines necessary to audit effectively financial transactions and operations carried out by the Secretary in the administration of this section. The Comptroller General shall make such reports to the Congress on the results of any such audits as are appropriate.

Mr. STEVENS. Mr. President, what I am really asking Congress to do at this time is to reserve its judgment on the issue of subsidization and the concept of loan guarantees. Many of us who know the history of Pan American Airlines realize the importance to the United States of maintaining American flags abroad.

Mr. CANNON. Mr. President, will the Senator yield?

Mr. STEVENS. I yield.

Mr. CANNON. I think we should point

out that Congress, has recognized for many years the need, under certain circumstances, for subsidy and the need for loan guarantees. At present we do subsidize the local service air carriers to help provide service to communities that need it but which is not economical for the airlines to operate.

We also have provided loan guarantee programs for the purchase of flight equipment, although in recent years they have not been widely used. But we at least have provided loan guarantee type assistance.

Unfortunately, some of our other Government programs have provided more liberalized loan programs under the Export-Import Bank, for the purchase of American aircraft by foreign airlines and we do not provide that generous program to our own U.S. carriers for the purchase of equipment.

Mr. STEVENS. I am grateful to the Senator for his comments. He is correct. He assisted us in extending the authorization for the equipment guarantee loan program which has been used by our Alaska Airlines. The local service airline subsidy has been used in Alaska, and we are quite familiar with it.

I think that the sentiment as I understand it at this time, and the speed with which we must move to demonstrate the desire of Congress, demands that we not get into the whole question of the loan guarantee program and the subsidy at this point.

I just want to make clear for the record that, so far as this Senator is concerned, I think we ought to reserve judgment on whether or not it may be necessary in spite of everything that is contained in this bill, to go forward at some future date with a form of subsidization or loan guarantee. I am certain that most people familiar with Pan American World Airways realize that it helped develop my State. It provided a transportation system when we had little available, and I do not think any Alaskan wants to turn his back on Pan American at the time it is in trouble.

As for myself, I can assure the Senate that I do not intend to forget what they did to help Alaska in a time of developing its air transportation system. I do not think we have done enough in this bill, but I am more than willing to go along with it, with the idea that if it is not enough, in the next session of Congress I will raise the question of the loan guarantee program for U.S. foreign air carriers and possibly some type of direct subsidy. As I pointed out earlier, Government controls mandate costs which the companies cannot recover.

With that understanding, I want to go on record and state my appreciation to the chairman of the Aviation Subcommittee and to the committee staff for their consideration. We did work through a series of drafts of amendments, but they are just not timely. I am certain that there is enough opposition on the floor of the Senate to the concepts I would offer that it would delay this legislation. I have no intent to do so today.

Mr. MAGNUSON. Mr. President, will the Senator yield?

Mr. STEVENS. I yield.



Mr. MAGNUSON. Mr. President, I hope there is no implication here today that the Aviation Subcommittee, under the able leadership of the Senator from Nevada, or the Commerce Committee has any intention of suggesting that this bill may be the entire answer. I give assurance that in November I fully intend to go into the matter of whether there should be subsidization or guarantee loans, or whatever it may be, to keep our international air carriers operating.

The Committee on Commerce felt it necessary that, before the recess, we take some action to show an awareness by all of us of the problem; that we are not just forgetting about it or letting it go. That is why we have taken up this bill today.

This is only a first step. I think the bill contains some good features and I associate myself with the statement of the Senator from Nevada and the Senator from Alaska. I do hope, for the benefit of anyone who is reporting this, that it is understood that this is a first step to indicate what can be done immediately. The matter of government assisted financing is a little more difficult problem and will be considered later.

As the chairman pointed out, it is not new government policy to guarantee loans. As a matter of fact, the Aircraft Loan Guarantee Act about which Senator Cannon spoke was my original bill. If it had not been for that, I am sure that the people of Alaska and Nevada know that their local transport airlines might never have made it. It has been used. It is for the purchase of equipment and it has turned out that in the long run, we have been able to reduce the subsidies for local transport airlines because they have gotten better and more efficient equipment.

Mr. STEVENS. Mr. President, I am grateful to the Senator from Washington. It is on that basis that I do not offer the amendments. I join the Senator from Nevada and the Senator from Washington in hoping that what we do here today will provide the background for the financial reconstruction of Pan American and any other foreign-United States air carrier that may be getting into difficulty.

However, if this legislation does not prove sufficient, I think everyone should realize that some of us were prepared to go farther at this time, but, because of the circumstances, feel it is unwise to do so.

I thank the Senator from Nevada for the consideration he has given to the approaches I have mentioned in the past.

Mr. CANNON. Mr. President, I yield myself 2 minutes.

First, I ask unanimous consent to add the name of Senator JAVITS as a cosponsor to the bill.

The PRESIDING OFFICER. Without objection, it is so ordered.

The bill is open for further amendment.

# FIRE PREVENTION AND CONTROL ACT OF 1974 CONFERENCE REPORT

Mr. MAGNUSON. Mr. President, I submit a report of the committee of con-

ference on S. 1769, and ask for its immediate consideration.

The PRESIDING OFFICER (Mr. DOMENICI). The report will be stated by title.

The assistant legislative clerk read as follows:

The committee of conference on the disagreeing votes of the two Houses on the amendments of the House to the bill (S. 1769) to reduce the burden on interstate commerce caused by avoidable fires and fire losses, and for other purposes having met, after full and free conference, have agreed to recommend and do recommend to their respective Houses this report, signed by all the conferees.

The PRESIDING OFFICER. Is there objection to the consideration of the conference report?

There being no objection, the Senate proceeded to consider the report.

(The conference report is printed in the House proceedings of the CONGRESSIONAL RECORD of August 12, 1974, at pp. H8105-H8113.)

Mr. MAGNUSON. Mr. President, there was very little controversy in the conference. This is unanimous agreement. I think it is quite appropriate that we bring it up this week. This is known as Fire Prevention Week, proclaimed by Governors and the President and everyone else. This will go a long way to help us in this field of fire prevention.

Mr. President, it is with no hesitancy that I urge the approval of the conference substitute on the Fire Prevention and Control Act of 1974—S. 1769. This legislation is the product of almost 2 years of study by the National Commission on Fire Prevention and Control, and a year and one-half of deliberation by the Committee on Commerce. It is a far-reaching and comprehensive Federal program to supplement State and local efforts in reducing the Nation's losses from fire.

Mr. President, I have been a vigorous advocate of the Fire Prevention and Control Act because, frankly, the fire problem in the United States as compared with other industrial nations is almost a national outrage. In the next hour, there will be 300 destructive fires in the United States resulting in one death, 34 injuries, and approximately \$300,000 worth of property damage; 12,000 lives are lost each year in fires and about 300,000 persons are injured. Of that number, 50,000 persons will spend anywhere from 6 weeks to 2 years in the hospital recuperating. The profession of firefighter is the most hazardous in the United States, with an injury rate of 39.6 per 100 firefighters in 1971. The United States—the richest and most technologically advanced nation in the world—leads all industrialized countries in per capita death and property loss from fires.

The Fire Prevention and Control Act of 1974 is designed to rectify this deplorable situation.

The conference substitute would establish a new National Fire Prevention and Control Administration in the Department of Commerce. The committee of conference recognized the importance of creating a separate and distinct program within the Department of Commerce, while at the same time utilizing the ex-

pertise and resources of the National Bureau of Standards for implementing the fire research program. By creating a separate administration headed by an administrator, the fire program will be both highly visible and under the direct leadership of the Secretary of Commerce.

The creation of a new administration represents an excellent compromise between the Senate and House provisions. The Senate bill would have created a new Assistant Secretary for Fire Prevention and Control. The House bill would have placed the entire program under the Assistant Secretary for Science and Technology. This latter structure was unacceptable to the Senate conferees due to the fear that the research aspect of the fire program would be emphasized to the detriment of the public education, fire academy, data center, and fire technology development programs. The conference substitute is the best of both worlds: It utilizes the existing resources of the National Bureau of Standards for the research program—which meets the concerns of the House conferees—while at the same time assures a well-balanced fire prevention and control program. To ensure that the research program complements the rest of the fire prevention and control program, the Secretary of Commerce will coordinate Department efforts.

The program to be administered by the National Fire Prevention and Control Administration is multifaceted. The conference substitute requires the Administrator to take all steps necessary and practicable to educate the public and to overcome public indifference as to fire and fire prevention. The importance of this public education function is underscored by the conclusion of the National Commission on Fire Prevention and Control:

The striking aspect of the Nation's fire problem is the indifference with which Americans confront the subject.

I firmly believe that we can make great strides in reducing this Nation's unacceptably high level of death, injury, and economic loss due to fire through a comprehensive public education program.

The new Administration would also establish a new Academy for Fire Prevention and Control. This central training facility for the Nation's firefighting force is of the highest priority if the effort to reduce the losses from fire is to succeed. The new Academy would not become a large degree-granting institution on the model of the service academies, the Coast Guard Academy, or the Merchant Marine Academy. Rather, it is modeled on the highly successful FBI Academy and on a number of national fire academies abroad. The intent of the conferees is that the National Fire Academy be a small, but excellent campus with a first-class staff and facilities to serve as a focal point for the professional training of fire officers. In addition, it would assist in supporting existing education and training programs conducted by State and local fire units, and by private institutions. There would also be financial assistance for all types of State, local, and private institutions for the purpose of fire training.

There will also be available partial

nate information related to the prevention, occurrence, control and results of all types of fires. State master plan demonstration projects are also authorized for the planning and implementation of a comprehensive master plan for fire prevention. The Administrator is also directed to review, evaluate and suggest improvements in State and local fire prevention codes, building codes and any relevant Federal or private codes and regulations.

Mr. President, this bill also establishes two classes of honorary awards for the recognition of outstanding and distinguished service by public safety officers. I am most proud of this section as it was offered by me as an amendment to the original Senate bill. I have long felt that our law enforcement officers and firefighters should receive greater public recognition and appreciation for their truly heroic efforts. For too long we have neglected to demonstrate our appreciation for these public servants. Hopefully, these awards will show firefighters that their great contributions are indeed worthy of national recognition.

The Fire Prevention and Control Act also authorizes the Secretary of Health, Education, and Welfare to implement an expanded program of research on burns, treatment of burn injuries and rehabilitation of victims of fire. This program will include the establishment throughout the Nation of burn centers and burn units which shall offer specialized burn treatment facilities for burn victims. This program will also provide specialized training for persons who staff these centers and units as well as sponsor research on treatment of burn and smoke inhalation injuries.

Mr. President, final enactment of the Fire Prevention and Control Act will go a long way in filling a void that now exists in our national fire prevention and control efforts. The measures authorized by this legislation will awaken public consciousness to the disastrous effects of fire as well as promote and increase the effectiveness and coordination of fire prevention and control programs at all levels of government.

Mr. MAGNUSON. Mr. President, I move the adoption of the conference report.

The motion was agreed to.

#### HOUSE CONCURRENT RESOLUTION 661—AUTHORIZING CORRECTION IN THE ENROLLMENT OF S. 1769

Mr. MAGNUSON. Mr. President, I ask the Chair to lay before the Senate a message from the House on House Concurrent Resolution 661, to authorize a correction in the enrollment of S. 1769.

I ask for its immediate consideration.

The PRESIDING OFFICER. The Chair lays before the Senate a message from the House, which the clerk will state.

The assistant legislative clerk reads as follows:

*Resolved by the House of Representatives (the Senate concurring), That in the enrollment of the amendment to the text of the bill (S. 1769) to reduce the burden on interstate commerce caused by avoiding fires and fire losses, and for other purposes, the Secre-*

tary of the Senate is authorized and directed in the enrollment of the said bill to make the following correction, namely, in section 16(a) (2) (G) of the Act of March 3, 1901 as added by section 18 strike out "of such stress, and the alleviation and reduction of such conditions" and insert in lieu thereof "of fire as have significance for purposes of control or prevention of fires".

The PRESIDING OFFICER. The question is on agreeing to the concurrent resolution.

The concurrent resolution (H. Con. Res. 661) was agreed to.

#### INTERNATIONAL AIR TRANSPORTATION FAIR COMPETITIVE PRACTICES ACT OF 1974

The Senate continued with the consideration of the bill (S. 3481) to amend the Federal Aviation Act of 1958 to deal with discriminatory and unfair competitive practices in international air transportation, and for other purposes.

The PRESIDING OFFICER. The bill, S. 3481, is open to further amendment.

If there are no further amendments to be proposed, the question is on the engrossment and third reading of the bill.

The bill was ordered to be engrossed and to be read the third time.

The bill was read the third time.

Mr. CANNON. Mr. President, I ask for the yeas and nays.

The PRESIDING OFFICER. Is there a sufficient second? There is a sufficient second.

The yeas and nays were ordered.

Mr. CANNON. Mr. President, I am prepared to yield back the remainder of my time.

Mr. COTTON. Mr. President, I yield back the remainder of my time.

The PRESIDING OFFICER. The bill having been read the third time, the question is, Shall it pass?

On this question, the yeas and nays have been ordered, and the clerk will call the roll.

The assistant legislative clerk called the roll.

Mr. ROBERT C. BYRD. I announce that the Senator from Indiana (Mr. BAYH), the Senator from Nevada (Mr. BIBLE), the Senator from Idaho (Mr. CHURCH), the Senator from Missouri (Mr. EAGLETON), the Senator from Alaska (Mr. GRAVEL), the Senator from Louisiana (Mr. JOHNSTON), the Senator from Illinois (Mr. STEVENSON), the Senator from New Jersey (Mr. WILLIAMS), and the Senator from Arkansas (Mr. FULBRIGHT) are necessarily absent.

I further announce that the Senator from Indiana (Mr. HARTKE) and the Senator from Georgia (Mr. TALMADGE) are absent on official business.

I further announce that if present and voting, the Senator from Illinois (Mr. STEVENSON) and the Senator from Indiana (Mr. HARTKE) would each vote "yea."

Mr. HUGH SCOTT. I announce that the Senator from Oklahoma (Mr. BELLMON), the Senator from Utah (Mr. BENNETT), the Senator from New York (Mr. BUCKLEY), the Senator from Kentucky (Mr. COOK), the Senator from Kansas

(Mr. DOLE), the Senator from Colorado (Mr. DOMINICK), the Senator from Arizona (Mr. GOLDWATER), the Senator from Michigan (Mr. GRIFFIN), the Senator from North Carolina (Mr. HELMS), the Senator from Oregon (Mr. PACKWOOD), the Senator from Kansas (Mr. PEARSON), and the Senator from North Dakota (Mr. YOUNG) are necessarily absent.

I also announce that the Senator from Hawaii (Mr. FONG), the Senator from Virginia (Mr. WILLIAM L. SCOTT), and the Senator from Vermont (Mr. STAFFORD) are absent on official business.

I further announce that if present and voting, the Senator from Utah (Mr. BENNETT) would vote "yea."

The result was announced—yeas 72, nays 2, as follows:

[No. 475 Leg.]

YEAS—72

Abourezk	Hansen	Mondale
Alken	Hart	Montoya
Allen	Haskell	Moss
Baker	Hatfield	Muskie
Bartlett	Hathaway	Nelson
Beall	Hollings	Nunn
Bentsen	Hruska	Pastore
Biden	Huddleston	Pell
Brook	Hughes	Percy
Brooks	Humphrey	Proxmire
Burdick	Inouye	Randolph
Byrd	Jackson	Ribicoff
Harry F., Jr.	Javits	Schweiker
Byrd, Robert C.	Kennedy	Scott, Hugh
Cannon	Long	Sparkman
Case	Magnuson	Stennis
Chiles	Mansfield	Stevens
Clark	Mathias	Symington
Cotton	McClellan	Taft
Cranston	McClure	Thurmond
Curtis	McGee	Tower
Domenici	McGovern	Tunney
Eastland	McIntyre	Welcker
Fannin	Metcalfe	
Gurney	Metzenbaum	

NAYS—2

NOT VOTING—26

Ervin	Roth	
Bayh	Eagleton	Packwood
Bellmon	Fong	Pearson
Bennett	Fulbright	Scott,
Bible	Goldwater	William L.
Buckley	Gravel	Stafford
Church	Griffin	Stevenson
Cook	Hartke	Talmadge
Dole	Helms	Williams
Dominick	Johnston	Young

So the bill (S. 3481) was passed, as follows:

S. 3481

An act to amend the Federal Aviation Act of 1958 to deal with discriminatory and unfair competitive practices in international air transportation, and for other purposes

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

SHORT TITLE

That this Act may be cited as the "International Air Transportation Fair Competitive Practices Act of 1974."

DECLARATION OF POLICY

Sec. 2. (a) United States air carriers operating in foreign air transportation perform services of vital importance to the foreign commerce of the United States including its balance of payments, to the Postal Service, and to the national defense. Such carriers have become subject to a variety of discriminatory and unfair competitive practices in their competition with foreign air carriers. The Department of State, the Department of the Treasury, the Department of Transportation, the Civil Aeronautics Board, and other departments or agencies, therefore, each shall keep under review, to the extent of their respective functions, all forms of discriminatory or unfair competitive practices to which



United States air carriers are subject in providing foreign air transportation services and each shall take all appropriate actions within its jurisdiction to eliminate such forms of discrimination or unfair competitive practices found to exist.

(b) Each of these departments and agencies of Government shall request from Congress such additional legislation as may be deemed necessary at any time it is determined there is inadequate legal authority for dealing with any form of discrimination or unfair competitive practice found to exist.

(c) The Department of State and the Civil Aeronautics Board shall report annually to Congress on the actions that have been taken under subsection (a) of this section and on the continuing program to eliminate discriminations and unfair competitive practices faced by United States carriers in foreign air transportation. The Secretaries of Treasury and Transportation shall furnish to the Department of State and the Civil Aeronautics Board such information as may be necessary to prepare the reports required by this subsection.

#### INTERNATIONAL USER CHARGES

Sec. 3. The International Aviation Facilities Act (49 U.S.C. 1151-1190) is amended by redesignating section 11 as section 12 and by inserting immediately after section 10 the following new section:

"Sec. 11. The Secretary of Transportation shall survey the charges made to air carriers by foreign governments or other foreign entities for the use of airport property or airway property in foreign air transportation. If the Secretary of Transportation determines at any time that such charges unreasonably exceed comparable charges for furnishing such airport property or airway property in the United States or are otherwise discriminatory, he shall submit a report on such cases promptly to the Secretary of State and the Civil Aeronautics Board, and the Secretary of State, in collaboration with the Civil Aeronautics Board, shall promptly undertake negotiations with the foreign country involved to reduce such charges or eliminate such discriminations. If within a reasonable period of time such charges are not reduced or such discriminations eliminated through negotiations, the Secretary of State shall promptly report such instances to the Secretary of Transportation who shall determine compensating charges equal to such excessive or discriminatory charges. Such compensating charges shall, with the approval of the Secretary of State, be imposed on the foreign air carrier or carriers of the country concerned by the Secretary of the Treasury as a condition to acceptance of the general declaration at the time of landing or take-off of aircraft of such foreign air carrier or carriers. The amounts so collected shall accrue to an account established for that purpose by the Secretary of the Treasury. Payments shall be made from that account to air carriers in such amounts as shall be certified by the Secretary of Transportation in accordance with such regulations as he shall adopt to compensate such air carriers for excessive or discriminatory charges paid by them to the foreign countries involved."

#### RATES FOR TRANSPORTATION OF UNITED STATES MAIL IN FOREIGN AIR TRANSPORTATION

Sec. 4. Subsection (h) of section 406 of the Federal Aviation Act of 1958 (49 U.S.C. 1376) is amended by inserting "(1)" immediately after "(h)" and adding the following paragraphs:

"(2) The Secretary of State and the Postmaster General shall take all necessary and appropriate actions to assure that the rates paid for the transportation of mail pursuant to the Universal Postal Union Convention shall not be higher than the actual cost of transportation of the mail (including a rea-

sonable rate of return on investment). The Secretary of State and the Postmaster General shall oppose any present or proposed Universal Postal Union rates which are higher than the actual costs of the transportation.

"(3) The Civil Aeronautics Board shall act expeditiously on any proposed changes in rates for the transportation of mail by aircraft in foreign or overseas air transportation. Pending final action on any rate proposals contained in Civil Aeronautics Board docket 26487 the Board shall by November 1, 1974, establish temporary rates based on the best available estimates of the actual cost of transporting the mail, including but not limited to the cost of fuel and a reasonable rate of return on investment."

#### TRANSPORTATION OF GOVERNMENT-FINANCED PASSENGERS AND PROPERTY

Sec. 5. Title XI of the Federal Aviation Act of 1958 (49 U.S.C. 1501-1513) is amended by the addition of the following new section:

#### "TRANSPORTATION OF GOVERNMENT-FINANCED PASSENGERS AND PROPERTY

"Sec. 1114. Whenever any executive department or other agency or instrumentality of the United States shall procure, contract for, or otherwise obtain for its own account or in furtherance of the purposes or pursuant to the terms of any contract, agreement, or other special arrangement made or entered into under which payment is made by the United States or payment is made from funds appropriated, owned, controlled, granted, or conditionally granted or utilized by or otherwise established for the account of the United States, or shall furnish to or for the account of any foreign nation, or any international agency, or other organization, of whatever nationality, without provisions for reimbursement, any transportation of persons (and their personal effects) or property by air between a place in the United States and a place outside thereof or between two places both of which are outside the United States, the appropriate agency or agencies shall take such steps as may be necessary to assure that such transportation is provided by air carriers holding certificates under section 401 of this Act to the extent authorized by such certificates or by regulations or exemptions of the Civil Aeronautics Board and to the extent service by such carriers is available. The Comptroller General of the United States shall disallow any expenditures from appropriated funds for payment of such personnel or cargo transportation on an air carrier not holding a certificate under section 401 of this Act in the absence of satisfactory proof of the necessity therefor. Nothing in this section shall prevent the application to such traffic of the antidiscrimination provisions of this Act."

#### PROMOTION OF TRAVEL OF UNITED STATES CARRIERS IN FOREIGN AIR TRANSPORTATION

Sec. 6. Section 2 of the International Travel Act of 1961 (22 U.S.C. 2122) is amended by striking out the period at the end of paragraph (5) and inserting in lieu thereof a semicolon and by adding at the end thereof the following new paragraph:

"(6) encourage to the maximum extent feasible travel to and from the United States on United States carriers."

Mr. CANNON. Mr. President, I move to reconsider the vote by which the bill was passed.

Mr. ROBERT C. BYRD. I move to lay that motion on the table.

The motion to lay on the table was agreed to.

The PRESIDING OFFICER. May we have order in the Senate?

S. 2363—COMMITTEE ON VETERANS' AFFAIRS TO HAVE UNTIL MIDNIGHT TONIGHT TO FILE A REPORT

Mr. CRANSTON. Mr. President, I ask unanimous consent that the Committee on Veterans' Affairs be given until midnight tonight to file a report on S. 2363, the Disabled Veterans' Automobile Assistance Act.

The PRESIDING OFFICER. Without objection, it is so ordered.

NOMINATIONS TO BE RETAINED BY THE SENATE PURSUANT TO THE UNANIMOUS-CONSENT AGREEMENT OF THE SENATE OF OCTOBER 9, 1974

Mr. HUGH SCOTT. Mr. President, I rise for the purpose of moving to revise my request of yesterday in order to conform with the situation at the desk.

I ask that rule XXXVIII be waived only as to routine nominations which are recited in my request. They are, namely, a routine Public Health Service list, a routine Public Health Service list, a routine Coast Guard list, a routine Air Force list, a routine Marine Corps list, a routine Air Force list, a routine Marine Corps list, and a routine Marine Corps list; and to include nominations sent to the Senate on October 10 of representatives and alternate representatives to the 18th Session of the General Conference of UNESCO; and that I do not ask that rule XXXVIII be waived as to any other nominations; and that, as per our colloquy on yesterday, of course, the nomination of the Vice-President-designate is not affected or involved in this motion as it is covered by the 25th amendment and the requirement for the confirmation by both Houses.

Mr. ROBERT C. BYRD. Mr. President, reserving the right to object, and I do not object.

The PRESIDING OFFICER. Is there objection to the request? The Chair understands the request to be such that the routine nominations as defined by the Senator will not go back to the President during the recess.

Mr. HUGH SCOTT. And that all other nominations, whether pending at the clerk's desk or not, will go back to the President. I ask unanimous consent that a list of those nominations may be appended at the end of my remarks and be included in the Record.

There being no objection, the nominations were ordered to be printed in the Record, as follows:

#### NOMINATIONS SENT TO THE SENATE ON OCTOBER 10, 1974

The following-named persons to be Representatives and Alternate Representatives of the United States of America to the Eighteenth Session of the General Conference of the United Nations Educational, Scientific, and Cultural Organization:

#### Representatives:

E. Miller Upton, of Wisconsin.  
William B. Jones, of California.  
Rosemary L. Ginn, of Missouri.  
E. Ross Adair, of Indiana.  
Gordon H. Scherer, of Ohio.

#### Alternate Representatives:

Stephen Hess, of the District of Columbia.



CAB

THE WHITE HOUSE  
WASHINGTON

Prod:

Here is material  
for reply to  
World Airways  
telegram.

P.

Also, should we  
be doing anything  
about Timm's status  
on CAB?





GENERAL COUNSEL OF THE DEPARTMENT OF DEFENSE  
WASHINGTON, D.C. 20301

April 16, 1975

NOTE FOR HONORABLE PHILIP BUCHEN

Attached for your information.

*MCH*

Martin R. Hoffmann



## WORLD AIRWAYS TELEGRAM

### FACTS

- Last rice lift flights on Apr 11th
- Rice lift financed by Department of State; terminated by State - Apr 13th msg attached
- World Airways aircraft used in rice lift to Cambodia is now at Yokota AB, Japan - arrived there 3:00 a.m. Apr 15th (Washington time)
- It was and still is covered by AF indemnification for return to CONUS
- MAC told all rice-lift carriers that:
  - 14th was last day they would be paid for use of their aircraft and
  - Aircraft must leave Saigon by 0001Z Apr 15th (7:00 p.m. Apr 14th Washington time) for indemnification to cover return to CONUS.
- Indemnification will be given again by MAC for any future service ordered by MAC in Southeast Asia.

### SPECULATION

- Mr. Daly hoped to have U.S. Govt. indemnification continue for his aircraft while he kept it in Saigon at his option to perform such flights as he chose to perform.
- He hoped to be paid for such flights by the U.S. Govt., but was ready to operate flights like the baby lift at his own expense if necessary, as long as he was insured or indemnified.





CAB

THE WHITE HOUSE  
WASHINGTON

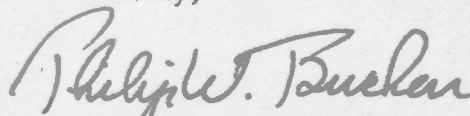
June 11, 1975

Dear Chairman Robson:

As you know, since my receipt of the letter of April 1 from Acting Chairman O'Melia concerning Board Order 75-1-133, we and our staffs have had numerous discussions in an attempt to devise a procedure which would enable submission of the arrangements which that Order contains to the President in a manner which would enable him to exercise his review authority under section 801 of the Federal Aviation Act.

Unfortunately, the arrangements set forth in the letter of April 1 do not achieve this objective in a fashion which in our view complies with the procedural requirements of the Federal Aviation Act, nor have subsequent discussions been able to produce a mutually acceptable alternative. The divergence between the President and the Board arises from a good-faith disagreement concerning the necessity for Presidential review. Since there is litigation pending in which that disagreement will be resolved, the President does not intend to take any further action with respect to Order 75-1-133, but has instructed the Justice Department to present his position to the courts.

Sincerely,



Philip W. Buchen  
Counsel to the President

Honorable John E. Robson  
Chairman  
Civil Aeronautics Board  
Washington, D. C. 20428

