



Aircraft movements statistics

Transport Canada

TP 1496

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For more information please call our national toll-free line 1 800 263-1136 or by e-mail: aviationstatistics@statcan.ca

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Aircraft Movement Statistics August 2002 (Preliminary)

Airports with NAV CANADA Air Traffic Control Towers

The data in this bulletin represent preliminary monthly statistics for airports with NAV CANADA air traffic control towers. Historical issues of this bulletin are available on-line at <http://www.tc.gc.ca/pol/en/Report/TP1496/tp1496.htm>

In August 2002, the 43 towered airports reported 452,792 total movements, a decrease of 5.4% compared to the data reported by the same airports a year earlier. Itinerant movements made up 68% of the total activity, while local traffic stood at 32%.

In August 2002, the top five reporting airports were: Toronto/LB Pearson Intl, Vancouver Intl, Boundary Bay, Calgary Intl and Montréal/St-Hubert.

More detailed statistics for airports with NAV CANADA air traffic control towers and flight service stations will be released in the Aircraft Movement Statistics monthly report (TP141 - Volume 1). Statistics for airports without air traffic control towers will appear in TP 141 – Volume 2. Upon release, the TP141 reports are available (free) on-line at <http://www.tc.gc.ca/pol/en/Report/tp141e/tp141.htm>

For further information concerning this bulletin, please contact Aviation Statistics Centre, Statistics Canada (1-866-500-8400). Internet: aviationstatistics@statcan.ca

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Note of Appreciation

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Aircraft Movement by Class of Operation - August - Preliminary, Airports with NAV Canada Towers

Airports	2001 Total	2002 Total	% change 2002 / 2001	2002 Itinerant	2002 Local
Abbotsford	12,239	10,831	-11.5	4,930	5,901
Boundary Bay	21,041	19,325	-8.2	7,575	11,750
Calgary International	22,289	19,315	-13.3	18,943	372
Calgary/Springbank	15,664	14,163	-9.6	6,527	7,636
Chicoutimi/St-Honoré	4,879	6,353	30.2	2,735	3,618
Edmonton City Centre	9,451	8,143	-13.8	6,895	1,248
Edmonton International	9,149	8,741	-4.5	7,689	1,052
Edmonton/Villeneuve	8,760	6,969	-20.4	1,463	5,506
Gander International	4,448	4,129	-7.2	2,739	1,390
Halifax International	8,222	8,299	0.9	7,632	667
Hamilton	10,554	11,015	4.4	5,823	5,192
Kelowna	7,164	5,917	-17.4	4,092	1,825
Langley	6,709	8,154	21.5	2,766	5,388
London	12,917	12,332	-4.5	6,482	5,850
Moncton	5,302	7,073	33.4	4,611	2,462
Montréal/Dorval International	18,437	17,726	-3.9	17,726	0
Montréal/Mirabel International	3,886	3,703	-4.7	3,106	597
Montréal/St-Hubert	17,828	17,859	0.2	8,947	8,912
Oshawa	7,669	7,322	-4.5	3,600	3,722
Ottawa/Macdonald-Cartier International	15,379	15,084	-1.9	11,106	3,978
Pitt Meadows	10,162	8,132	-20.0	3,626	4,506
Prince George	4,678	3,776	-19.3	2,927	849
Québec/Jean Lesage International	14,590	12,772	-12.5	9,353	3,419
Regina	5,025	5,323	5.9	3,229	2,094
Saskatoon/JG Diefenbaker	9,807	7,659	-21.9	4,983	2,676
Sault Ste. Marie	4,178	5,289	26.6	2,951	2,338
Sept-Îles	2,826	2,102	-25.6	1,998	104
St. John's	5,524	5,013	-9.3	3,947	1,066
St-Jean	3,075	4,580	48.9	4,076	504
Sudbury	9,070	6,524	-28.1	3,783	2,741
Thunder Bay	7,285	7,669	5.3	4,885	2,784
Toronto/Buttonville Municipal	17,744	15,918	-10.3	8,456	7,462
Toronto/City Centre	14,909	14,012	-6.0	6,572	7,440
Toronto/LB Pearson International	38,693	35,160	-9.1	35,160	0
Vancouver Harbour	7,419	11,143	50.2	6,697	4,446
Vancouver International	32,773	31,030	-5.3	31,030	0
Victoria International	17,469	15,859	-9.2	10,683	5,176
Waterloo Regional	14,659	15,297	4.4	6,804	8,493
Whitehorse	3,459	2,833	-18.1	2,097	736
Windsor	3,334	4,051	21.5	2,413	1,638
Winnipeg International	14,500	14,157	-2.4	11,520	2,637
Winnipeg/St. Andrews	10,792	7,782	-27.9	2,428	5,354
Yellowknife	4,709	4,258	-9.6	3,516	742
Total (43)	478,667	452,792	-5.4	308,521	144,271

Data Source and Methodology

Aircraft Movement Statistics are accumulated from data originating with air traffic control tower units. Because staff in these units are highly trained in factual observation and actual reporting, the entries into the data base are of a very high quality. To maintain uniformity in the reporting of source data, the Aviation Statistics Centre (ASC) issues air traffic control units with an "Air Traffic Designators" handbook (TP-143) showing the official Transport Canada aircraft type designators and the designators of various domestic and international air carriers. Data errors caused during transcription and transmission on the Nav Canada Aircraft Movement Statistics (NCAMS) network are identified as part of the built-in editing procedures. Furthermore, extensive editing cycles are part of the computer processing programs. All identified errors are manually corrected by ASC editing staff.

Collection

The records are completed daily, based on a twenty-four hour clock running from zero hour to 23:59. The times recorded are Greenwich Mean Time (GMT); however, published statistics are shown in local times. The records are transmitted electronically to the Aviation Statistics Centre (ASC). The Aviation Statistics Centre maintains a data bank of current information on all registered aircraft. The storage of this information allows for a reduction in the reporting burden of the survey respondents and limits the element of human error associated with the preparation of source documents. The data in the bank include registered aircraft identifications and their corresponding aircraft types, gross take-off weights, types of power plant (piston, jet or turboprop); whether the aircraft are fixed wing, helicopters or gliders. The data also provide a basis for identifying type of flights (commercial, private and government) and the geographical area in which the flights take place. The data bank also includes an Airport Environmental file against which the airport category is checked; the reported runway is validated and the time difference between GMT and local is allocated.

Symbols

- . not available for any reference period
- .. not available for a specific reference period
- ... not applicable
- P preliminary
- r revised
- x suppressed to meet the confidentiality requirements of the *Statistics Act*
- E use with caution
- F too unreliable to be published

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