

51 001
Published by Authority of the Hon. James A. MACKINNON, M.P.,
Minister of Trade and Commerce.

DOMINION BUREAU OF STATISTICS
TRANSPORTATION AND PUBLIC UTILITIES BRANCH
OTTAWA



Dominion Statistician, R.H. COATS, LL. D., F.R.S.C., F.S.S. (Hon.)

Chief, Transportation and Public Utilities Branch, G.S. Wrong, B.Sc.

CIVIL AVIATION

October, November, December
1940.

Light aeroplane clubs and schools and sightseeing operators are not required to make quarterly reports but are required to make annual reports. In making comparisons between the totals of the four quarterly reports of 1940 and 1939 data returns of only the classes of operators making both quarterly and annual reports are used.

Air carriers reported a total of 2,720,057 aircraft miles flown in the fourth quarter of 1940 as against 3,741,883 miles in the third quarter. For the year the total was 11,968,790 miles as against 10,331,782 miles in 1939, an increase of 16 per cent.

Revenue passengers carried during the year increased from 110,862 in 1939 to 137,690 and non revenue passengers decreased from 22,669 to 22,091. This was an increase for revenue passengers of 14 per cent but because of the longer average journey from 197 miles to 279 miles, the revenue passenger miles increased by 76 per cent or from 21,828,787 to 38,427,051.

Freight carried showed a substantial drop from the third to the fourth quarter and for the year amounted to 16,686,214 pounds as against 21,253,364 pounds in 1939. The ton miles, however, increased by 2.7 per cent.

Mail carried increased from 1,900,347 pounds in 1939 to 2,737,122 pounds and the mail ton miles increased by 57 per cent or from 435,349 to 681,072.

Gasoline consumed increased from 3,051,991 gallons in 1939 to 3,772,866 gallons or by 23.6 per cent for an increase in hours flown of 2.6 per cent. The Trans-Canada Air Lines aircraft have a rating of 1,700 h.p., which is about twice the average rating of aircraft operated by other carriers. The increase in these large aircraft would account for increased consumption per hour flown.

....Continued on page 4.....

SUBJECT TO REVISION

CIVIL AVIATION -

Line No.		Licensed Companies			
		Licensed Routes	Unlicensed Routes	Total	
4.	Miles Flown by Aircraft - Revenue	2,177,925	209,317	2,387,242	
5.	" " " " - Non Revenue	-	-	105,926	
6.	" " " " - TOTAL	-	-	2,493,168	
7.	Passengers Carried - Revenue	25,100	2,120	27,220	
9.	" " - Non Revenue	-	-	1,649	
10.	" " - TOTAL	-	-	28,869	
11.	Freight Carried - Revenue (lb.)	1,746,890	1,599,377	3,346,267	
13.	" " - Non Revenue "	74,816	19,860	94,676	
14.	" " - TOTAL "	1,821,706	1,619,237	3,440,943	
15.	Mail Carried "	732,170	-	732,170	
16.	Passenger Miles - Revenue	9,732,473	211,567	9,944,040	
17.	" " - Non Revenue	746,954	7,315	754,269	
18.	" " - TOTAL	10,479,427	218,882	10,698,309	
19.	Ton Miles - Freight - Revenue	127,930	68,883	196,813	
20.	" " " - Non Revenue	23,120	149	23,269	
21.	" " " - TOTAL	151,050	69,032	220,082	
22.	Ton Miles - Mail	184,024	-	184,024	
		<u>Hr.</u> <u>M.</u>	<u>Hr.</u> <u>M.</u>	<u>Hr.</u> <u>M.</u>	
24.	Hours Flown by Aircraft - Revenue Transportation	15,796 27	2,193 00	17,989 27	
25.	" " " " - Non Revenue	- -	- -	558 29	
26.	" " " " - Forestry Patrol	- -	- -	- -	
27.	" " " " - Fishery Patrol	- -	- -	- -	
28.	" " " " - Photography	- -	- -	23 50	
29.	" " " " - Advertising	- -	- -	- -	
30.	" " " " - School - Instruction	- -	- -	108 59	
31.	" " " " - Exhibition Miscellaneous	- -	- -	156 13	
32.	" " " " - TOTAL	- -	- -	18,836 58	
33.	" " " Crew	- -	- -	38,025 20	
34.	" " " Passengers - Revenue - Non Revenue	- -	- -	71,007 39	
35.	Horse Power Hours Flown (Thousands)	-	-	19,144	
36.	Gasoline Consumed (Gallons)	-	-	856,642	
37.	Lubricating Oil Consumed (Gallons)	-	-	20,868	
38.	Number of Employees (on Last Day)	-	-	1,370	
39.	Total Salaries and Wages for Quarter	-	-	579,657	

x Revised.

(1) Purchased in Canada.

(2) For Canadian companies only.

	Unlicensed Companies	Total Canadian Companies	International Licensed Companies	Total Fourth Quarter	Total Third Quarter	Total Second Quarter	Total First Quarter	Grand Total	Line No.
	35,753	2,422,995	93,896	2,516,891	3,085,530	2,507,292	2,120,906	10,230,619	4.
	95,389	201,315	1,851	203,166	656,353	522,896	353,756	1,736,171	5.
	131,142	2,624,310	95,747	2,720,057	3,741,883	3,030,188	2,474,662	11,968,790	6.
	666	27,886	4,789	32,675	x 44,561	32,452	28,002	137,690	7.
	1,158	2,807	438	3,245	9,443	5,404	3,999	22,091	9.
	1,824	30,693	5,227	35,920	x 54,004	37,856	32,001	159,781	10.
	206,233	3,552,500	14,347	3,566,847	4,164,407	2,619,111	2,549,633	12,899,998	11.
	290,528	385,204	577	385,781	1,922,279	919,706	558,450	3,786,216	13.
	496,761	3,937,704	14,924	3,952,628	6,086,686	3,538,817	3,108,083	16,686,214	14.
	-	732,170	43,236	775,406	689,823	532,811	739,082	2,737,122	15.
	30,241	9,974,281	299,273	10,273,554	x 12,696,235	9,373,853	6,083,389	38,427,051	16.
	116,746	871,015	33,653	904,668	1,673,362	1,219,566	960,253	4,757,849	17.
	146,987	10,845,296	332,926	11,178,222	x 14,369,597	10,593,419	7,043,642	43,184,880	18.
	3,113	199,926	632	200,558	253,485	222,906	191,079	868,028	19.
	9,296	32,565	10	32,575	74,605	49,601	41,043	197,824	20.
	12,409	232,491	642	233,133	328,090	272,507	232,122	1,065,852	21.
	-	184,024	2,779	186,803	221,719	140,330	132,220	681,072	22.
	<u>Hr.</u> <u>M.</u>	<u>Hr.</u> <u>M.</u>	<u>Hr.</u> <u>M.</u>	<u>Hr.</u> <u>M.</u>	<u>Hr.</u> <u>M.</u>	<u>Hr.</u> <u>M.</u>	<u>Hr.</u> <u>M.</u>	<u>Hr.</u> <u>M.</u>	
	356 00	18,345 27	999 44	19,345 11	24,584 08	19,604 48	17,543 52	80,877 59	24.
	440 05	998 34	10 55	1,009 29	2,149 38	1,765 34	1,549 40	6,474 21	25.
	528 05	528 05	- -	528 05	4,406 20	1,648 15	25 20	6,608 00	26.
	10 55	10 55	- -	10 55	36 55	30 05	23 25	101 20	27.
	42 15	66 05	4 35	70 40	220 40	294 20	168 30	754 10	28.
	- -	- -	2 57	2 57	3 13	- -	- 30	6 40	29.
	32 10	141 09	20 35	161 44	440 32	1,086 37	1,235 46	2,924 39	30.
	41 10	197 23	4 10	201 33	294 36	297 30	296 50	1,090 29	31.
	1,450 40	20,287 38	1,042 56	21,330 34	32,136 02	24,727 09	20,643 53	98,837 38	32.
	1,644 20	39,669 40	2,519 28	42,189 08	54,377 42	43,651 07	34,293 27	174,511 24	33.
	1,504 10	72,511 49	6,684 26	79,196 15	104,677 21	78,582 00	51,782 43	314,238 19	34.
	471	19,615	1,463	21,078	x 32,985	27,826	16,750	98,639	35.
	24,705	881,347	(1) 40,543	921,890	1,155,297	945,072	750,607	3,772,866	36.
	516	21,384	(1) 363	21,747	21,867	15,639	14,415	73,668	37.
	99	1,469	-	(2) 1,469	(2) 1,593	(2) 1,308	(2) 1,202	(2) 5,372	38.
	60,309	639,966	-	(2) 639,966	(2) x 612,874	(2) 598,212	(2) 525,469	(2) 2,376,521	39.



The statistics in these quarterly reports include those of all companies licensed by the Transport Board to operate over specified routes, and companies operating entirely over routes not licensed by the Board. The first class has been divided into two divisions: first, the Canadian companies operating entirely in Canada, with one exception, the Trans-Canada Air Lines which operates across Canada, and also one route from Vancouver to Seattle, U.S.A., and second, the International companies which operate between Canada and the United States. The operations of the first class are divided between licensed and unlicensed routes. When a flight to or from a non licensed point is made in conjunction with licensed route service, the statistics of the entire flight are classed as "licensed route."

The second class includes only operators engaged principally in transportation service and does not include operators of flying schools nor operators taking passengers for short flights and landing at point of take off, commonly known as "barn stormers." Some of the operators included do engage in instruction flying in addition to the transportation of passengers and freight from port to port.

No attempt has been made to estimate mileage for such flying as forestry patrol, fishery patrol, photography, surveying, advertising, school instruction, exhibitions, etc. The hours flown in such service, however, are compiled as well as the hours flown in transportation service. The Ontario and Manitoba governments operate air craft in forestry and game services and although the flying in these services includes both patrol and transportation of supplies, etc., the hours flown in both classes are included with forestry and fishery patrol respectively.

In counting passengers, freight, and mail carried, duplications are avoided by counting passengers as ticketed and freight and mail as way billed.

Miles, hours, etc., for international companies are for operations over Canadian territory, and passengers, freight and mail include both inbound and outbound, and for one company flying between United States ports with stops at Canadian air ports, they include also passengers and freight on board while crossing over Canadian territory.

Miles flown by air craft in transportation service is the route miles flown.

Mail carried includes only mail matter carried on postal contracts. Mail matter carried for companies and individuals from post offices to mines etc., is computed as freight. Because of the practice of the post office of re-sorting mail at division points there is an unavoidable duplication of pounds of mail reported carried, but mail billed through is counted only once irrespective of the number of aircraft carrying it.

Hours flown by crew include hours flown by the pilot and all other personnel engaged in the flying operation. Thus 100 hours flown by an aircraft with a pilot, a co-pilot, an engineer and a stewardess, would produce 400 crew hours.