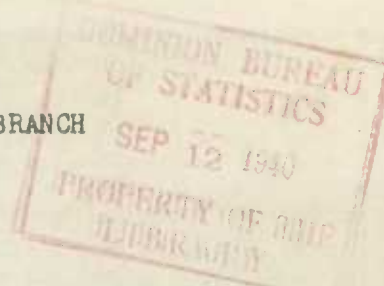


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CIVIL AVIATION

January, February, March,
1940.

This is the first report on Civil Aviation in Canada compiled on a quarterly basis.

The statistics 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 aircraft in forestry and game services and although the flying in these services include 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 originally way billed. Passengers and freight received as shown on lines 8 and 12 of the table

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SUBJECT TO REVISION

CIVIL AVIATION

Line No.		Licensed		
		Licensed Routes	Unlicensed Routes	
3.	Miles of Licensed Routes	21,557	-	
4.	Miles Flown by Aircraft - Revenue	1,729,723	188,633	
5.	Miles Flown by Aircraft - Non Revenue	236,155	-	
6.	Miles Flown by Aircraft - TOTAL	1,965,878	188,633	
7.	Passengers Carried - Revenue Originated	19,817	2,407	
8.	Passengers Carried - Revenue Received (2)	435	3	
9.	Passengers Carried - Non Revenue	1,983	-	
10.	Passengers Carried - TOTAL	21,800	2,407	
11.	Freight Carried - Revenue Originated (lbs.)	1,785,184	633,807	
12.	Freight Carried - Revenue Received (2) "	1,491	10	
13.	Freight Carried - Non Revenue "	115,576	28,171	
14.	Freight Carried - TOTAL "	1,900,760	661,978	
15.	Mail Carried (lbs.)	657,692	26,699	
16.	Passenger Miles - Revenue	5,408,209	217,664	
17.	Passenger Miles - Non Revenue	750,392	12,231	
18.	Passenger Miles - TOTAL	6,158,601	229,895	
19.	Ton Miles - Freight - Revenue	112,702	33,178	
20.	Ton Miles - Freight - Non Revenue	19,859	2,116	
21.	Ton Miles - TOTAL	132,561	35,294	
22.	Ton Miles - Mail	126,999	1,402	
24.	Hours Flown by Aircraft - Revenue Transportation	Hr. M. 14,057 32	Hr. M. 1,696 10	
25.	Hours Flown by Aircraft - Non Revenue "	- -	- -	
26.	Hours Flown by Aircraft - Forestry Patrol	- -	- -	
27.	Hours Flown by Aircraft - Fishery Patrol	- -	- -	
28.	Hours Flown by Aircraft - Photography-Surveying	- -	- -	
29.	Hours Flown by Aircraft - Advertising	- -	- -	
30.	Hours Flown by Aircraft - School - Instruction	- -	- -	
31.	Hours Flown by Aircraft - Exhibition - Miscellaneous	- -	- -	
32.	Hours Flown by Aircraft - TOTAL	- -	- -	
33.	Hours Flown by Crew	- -	- -	
34.	Hours Flown by Passengers-Revenue and Non Revenue	- -	- -	
35.	Horse Power Hours Flown (Thousands)	-	-	
36.	Gasolene Consumed (Gallons)	-	-	
37.	Lubricating Oil Consumed (Gallons)	-	-	
38.	No. of Employees (on last day)	-	-	
39.	Total Salaries and Wages for quarter \$	-	-	
	(1) Over Canadian territory.			
	(2) Not included in totals.			

- JANUARY, FEBRUARY, MARCH, 1940.

Companies		Unlicensed Companies	Total Canadian Companies	Inter- national Licensed Routes	Grand Total	Line No
Total						
21,557	-	-	21,557	(1) 538	22,095	3.
1,918,356	135,748	135,748	2,054,104	66,802	2,120,906	4.
236,155	117,352	117,352	353,507	249	353,756	5.
2,154,511	253,100	253,100	2,407,611	67,051	2,474,662	6.
22,224	1,258	1,258	23,482	4,520	28,002	7.
438	47	47	485	-	485	8.
1,983	1,553	1,553	3,536	463	3,999	9.
24,207	2,811	2,811	27,018	4,983	32,001	10.
2,418,991	123,837	123,837	2,542,828	6,805	2,549,633	11.
1,501	-	-	1,501	-	1,501	12.
143,747	414,282	414,282	558,029	421	558,450	13.
2,562,738	538,119	538,119	3,100,857	7,226	3,108,083	14.
684,391	12,765	12,765	697,156	41,926	739,082	15.
5,625,873	183,697	183,697	5,809,570	273,819	6,083,389	16.
762,623	181,704	181,704	944,327	15,926	960,253	17.
6,388,496	365,401	365,401	6,753,897	289,745	7,043,642	18.
145,880	4,709	4,709	150,589	40,490	191,079	19.
21,975	19,061	19,061	41,036	7	41,043	20.
167,855	23,770	23,770	191,625	40,497	232,122	21.
128,401	1,992	1,992	130,393	1,827	132,220	22.
Hr. M.	Hr. M.	Hr. M.	Hr. M.	Hr. M.	Hr. M.	
15,753 42	1,179 45	16,933 27	436 05	17,369 32	24.	
566 25	983 15	1,549 40	- -	1,549 40	25.	
- -	25 20	25 20	- -	25 20	26.	
- -	23 25	23 25	- -	23 25	27.	
29 50	113 -	142 50	- -	142 50	28.	
- -	- -	- -	- 30	30	29.	
842 36	393 10	1,235 46	- -	1,235 46	30.	
194 -	101 50	295 50	1 -	296 50	31.	
17,386 33	2,819 45	20,206 18	437 35	20,643 53	32.	
29,916 22	3,374 25	33,290 47	952 40	34,243 27	33.	
36,010 26	2,872 15	38,882 41	3,795 52	42,678 33	34.	
15,332	999	16,331	419	16,750	35.	
682,330	53,505	735,835	-	-	36.	
12,674	1,322	13,996	-	-	37.	
1,085	140	1,225	-	-	38.	
468,911	64,889	533,800	-	-	39.	



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respectively, are passengers and freight which originated on the lines of another company and are not included in the totals although they are included in the statistics of individual companies.

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.

When a flight is interrupted because of weather, mechanical defects, etc. and the aircraft returns to the air port, passengers and freight are not counted and passenger miles and freight ton miles are not computed, but if part of a trip is completed and passengers proceed by other means the passengers and passenger miles are computed for the portion of the flight made. Freight and mail statistics are compiled in a similar manner. Baggage allowed on a passenger ticket is not included as freight, but excess baggage upon which a separate charge is made is included in the freight poundage.

Miles flown by air craft in transportation service is the route miles flown. Occasionally additional mileage must be flown because of storms but from a transportation aspect such additional mileage is unimportant. Also, such additional mileage often can not be accurately measured and must be estimated on a time basis.

Air mail contracts are let by routes and some mail is transported over two or more routes, consequently the poundage, as reported by the Post Office Department, will include duplications not included here and will not include foreign mail paid for by foreign countries which is included in these statistics. Mail matter carried for companies or persons other than the Post Office Department, is included with freight.

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.

Horse power hours is the horse power rating of the engine or engines multiplied by the hours flown, and generally is a fair criterion of direct operating costs.

Gasoline and oil consumed is the total consumed by air craft engines, both in flight and while being tested.

This report does not include statistics of private flying, light airplane clubs, training schools, Department of National Defence, nor individuals taking passengers for short sightseeing flights.