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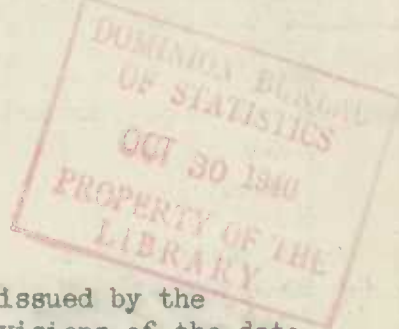
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CIVIL AVIATION

March, April, May **JUNE**

1940.



This is the second quarterly report on Civil Aviation issued by the Bureau and it contains totals for the first quarter with some revisions of the data as shown in the first report.

As explained in the previous report, 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 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. Passengers and freight received as shown on lines 8 and 12 of the table respectively,

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

SUBJECT TO REVISION

CIVIL AVIATION -

Line No	Licensed		
	Licensed Routes	Unlicensed Routes	
3. Miles of Licensed Routes	32,508	-	
4. Miles Flown by Aircraft - Revenue	2,220,336	167,190	
5. " " " " - Non Revenue	262,867	-	
6. " " " " TOTAL	2,483,203	167,190	
7. Passengers Carried - Revenue-Originated	23,541	2,254	
8. " " " " Received	(1) 954	-	
9. " " " " - Non Revenue	1,992	-	
10. " " " " TOTAL	25,533	2,254	
11. Freight Carried - Revenue-Originated (1b.)	1,977,796	496,283	
12. " " " " Received "	(1) 1,895	-	
13. " " " " - Non Revenue "	154,359	11,517	
14. " " " " TOTAL "	2,132,155	507,800	
15. Mail Carried "	498,849	968	
16. Passenger Miles - Revenue	8,797,027	221,370	
17. " " " " - Non Revenue	897,598	10,411	
18. " " " " TOTAL	9,694,625	231,781	
19. Ton Miles - Freight - Revenue	135,145	26,423	
20. " " " " - Non Revenue	28,483	819	
21. " " " " TOTAL	163,628	27,242	
22. Ton Miles - Mail	138,577	51	
24. Hours Flown by Aircraft - Revenue Transportation	Hr. M. 16,580 34	Hr. M. 1,647 51	
25. " " " " - Non Revenue "	- -	- -	
26. " " " " - Forestry Patrol	- -	- -	
27. " " " " - Fishery Patrol	- -	- -	
28. " " " " - Photography	- -	- -	
29. " " " " - Advertising	- -	- -	
30. " " " " - School - Instruction	- -	- -	
31. " " " " - Exhibition - Miscellaneous	- -	- -	
32. " " " " 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. Number of Employees (on Last Day)	- -	- -	
39. Total Salaries and Wages for quarter \$	- -	- -	
(x) Revised (1) Not included in total (2) Purchased in Canada (3) Canadian companies only.			



- APRIL, MAY, JUNE, 1940.

Companies		Unlicensed Companies	Total Canadian Companies	Inter- national Licensed Routes	Grand Total Second Quarter	Grand Total First Quarter	Line No.
Total							
32,508	-	-	32,508	455	32,963	(x) 32,963	3.
2,387,526	45,030	45,030	2,432,556	74,736	2,507,292	2,120,906	4.
262,867	258,903	258,903	521,770	1,126	522,896	353,756	5.
2,650,393	303,933	303,933	2,954,326	75,862	3,030,188	2,474,662	6.
25,795	1,154	1,154	26,949	5,503	32,452	28,002	7.
1,992	2,881	2,881	4,873	531	5,404	3,999	8.
27,787	4,035	4,035	31,822	6,034	37,856	32,001	9.
2,474,079	134,710	134,710	2,608,789	10,322	2,619,111	549,633	10.
165,876	753,272	753,272	919,148	558	919,706	558,450	11.
2,339,955	887,982	887,982	3,227,937	10,880	3,538,817	3,108,083	12.
499,817	-	-	499,817	32,994	532,811	739,082	13.
9,018,397	49,553	49,553	9,067,950	305,903	9,373,853	6,083,389	14.
908,009	278,814	278,814	1,186,823	32,743	1,219,566	960,253	15.
9,926,406	328,367	328,367	10,254,773	338,646	10,593,419	7,043,642	16.
161,568	1,918	1,918	163,486	59,420	222,906	191,079	17.
29,302	20,292	20,292	49,594	7	49,601	41,043	18.
190,870	22,210	22,210	213,080	59,427	272,507	232,122	19.
138,628	-	-	138,628	1,712	140,330	132,220	20.
Hr. M.	Hr. M.	Hr. M.	Hr. M.	Hr. M.	Hr. M.	(x) Hr. M.	21.
18,228 25	463 25	463 25	18,691 50	912 58	19,604 48	17,343 52	22.
891 09	870 46	870 46	1,761 55	3 39	1,765 34	1,549 40	23.
84 -	1,584 15	1,584 15	1,648 15	- -	1,648 15	25 20	24.
- -	30 05	30 05	30 05	- -	30 05	23 25	25.
113 05	181 15	181 15	294 20	- -	294 20	(x) 168 30	26.
- -	- -	- -	- -	- -	- -	30	27.
824 09	260 -	260 -	1,084 09	2 28	1,086 37	1,235 46	28.
29 07	249 40	249 40	278 47	18 43	297 30	296 50	29.
20,169 55	3,619 26	3,619 26	23,789 21	937 48	24,727 09	20,643 53	30.
37,344 03	3,937 21	3,937 21	41,281 24	2,369 43	43,650 67	34,293 27	31.
67,526 45	3,233 55	3,233 55	70,760 40	7,821 20	78,582 00	(x) 51,782 43	32.
19,499	6,888	6,888	26,387	1,439	27,826	16,750	33.
863,140	53,250	53,250	916,390	(2) 28,682	945,072	750,607	34.
14,546	1,074	1,074	15,620	(2) 19	15,639	14,415	35.
1,181	127	127	1,308	-	(3) 1,308	(3)(x) 1,202	36.
530,729	67,483	67,483	598,212	-	(3) 598,212	(3)(x) 525,469	37.
							38.
							39.



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.

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 resorting 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.

Horse power hours is the horse power rating of the engine or engines multiplied by the hours flown.

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 aeroplane clubs, training schools, Department of National Defence, nor individuals taking passengers for short sightseeing flights.