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 from Bulletin ASC-SB-2-7.

Unusual factors which affected the figures in these tables, such as strikes, and additions and cessations of services, will be listed by airport in our new publication "Airport Activity Statistics" which should be ready for distribution by late summer.

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## Explanatory Notes - Alrport Activity Tables

1. The data refers to regularly scheduled international and mainline domestic flights. Data concerning charter flights have not been included in the tables.
2. The data concerning international flights were collected on a census basis. Data concerning domestic flights were collected on a mixed 15 per cent sample and census basis. The sample is such that each day of the week is sampled twice each quarter, and there is at least one sample day in each week.
3. Cargo has been considered as express and freight.
4. The tables will not balance horizontally within the traffic categories which are "Domestic", "Transborder", and "Other International". This is because the intransit load may arrive at a station under one category, and depart under another. The traffic categories are derived by allocating the traffic according to the last stop made before arrival and the next stop planned after departure. For example, consider a flight from Calgary to London, England via Winnipeg. The arrival at Winnipeg, from Calgary would be classed as a "Domestic" arrival, and the departure from Winnipeg to London, England would be considered an "Other International" departure.
5. At alrports where flight numbers changed, all traffic on board was reported deplaned as well as arrived.
6. All flights to and from Alaska have been considered under the category "International, Transborder". Beginning with 1968 data, flights to and from Hawail have been included under the traffic category "International, Transborder".

Balifex Internstional Airport
Alrport Activity Tablea
Scheduled Internationsl and Malnline Domestic Flightn
1968

|  | Arriving lond |  |  | Deplaned |  |  | Eaplaned |  |  | Deperting Load |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Passengers | M 11 | Cargo | Pansengers | Mell 1 | Cargo | Pasaengers | M 011 | Cargo | Pannenger: | M $\mathrm{Cl}_{11}$ | Cargo |
|  | (000 1bs.) |  |  | (000 lbs.) |  |  | (000 1bs.) |  |  | (000 1be.) |  |  |
| Domeatic: |  |  |  |  |  |  |  |  |  |  |  |  |
| let Quartar | 64,735 | 609.5 | 2,758.7 | 53,698 | 324.1 | 936.3 | 50,011 | 222.5 | 484.9 | 60,592 | 496.9 |  |
| 2nd ${ }^{3}$ | 72,791 | 649.3 | 3,124.7 | 56,023 | 368.1 | 1,156.6 | 59,980 | 221.6 | 473.3 | 76,677 | 501.7 | 2,454.2 |
| 3 rd " | 105,017 | 427.6 | 3,589.6 | 75,289 | 268.6 | 1,923.0 | 75,329 | 174.4 | 1.217 .7 | 107,427 | 332.3 | 2,896.1 |
| 4 th ${ }^{\text {a }}$ | 72,618 | 860.8 | 2,894.3 | 55,797 | 568.9 | 1,741.9 | 58,606 | 330.7 | 1,566.0 | 75,410 | 619.3 | 2,744.5 |
| Total Dometic | 315,161 | 2,547.2 | 12,367.3 | 240,807 | 1,529.7 | 5,757.8 | 243,926 | 949.2 | 3,741.9 | 320,106 | 1,950.2 | 10,409.2 |
| Intemetions |  |  |  |  |  |  |  |  |  |  |  |  |
| Irambordar: |  |  |  |  |  |  |  |  |  |  |  |  |
| let Quarter | 3,415 | 3.3 | 56.0 | 3,415 | 3.3 | 56.0 | 2,933 | 0.4 | 5.1 | 3,616 | 2.3 | 5.2 |
| 2nd " | 6,077 | 3.9 | 97.5 | 5,558 | 3.6 | 90.9 | 4,147 | 3.5 | 14.1 | 4,578 | 4.3 | 14.2 |
| 3 td | 11,706 | 3.4 | 113.2 | 9,099 | 2.8 | 103.9 | 9,494 | 3.5 | 39.6 | 9,539 | 3.5 | 39.6 |
| 4th " | 4,870 | 3.9 | 93.7 | 4,504 | 3.2 | 91.1 | 4,593 | 14.8 | 13.9 | 4,795 | 14.8 | 13.9 |
| Sub-Total Transorder | 26,068 | 14.5 | 360.4 | 22,566 | 12.9 | 341.9 | 21,167 | 22.2 | 72.7 | 22,528 | 24.9 | 72.8 |
| Ocher Internetional: |  |  |  |  |  |  |  |  |  |  |  |  |
| 1.t Querter | 2,092 | 2.4 | 42.0 | 1,505 | 0.7 | 13.6 | 1,461 | 10.8 | 10.8 | 1.821 | 21.6 | 31.9 |
| 2nd " | 2,672 | 1.5 | 45.6 | 2,398 | 1.3 | 16.5 | 2,298 | 11.8 | 20.6 | 2,731 | 12.7 | 43.3 |
| $3 \mathrm{rd}$ | 3,247 | 0.7 | 62.2 | 3,077 | 0.7 | 36.9 | 2,613 | 8.6 | 12.2 | 2.985 | 10.3 | 34.9 |
| 4th | 1,638 | 0.3 | 78.3 | 1,331 | 0.2 | 17.7 | 1,695 | 32.7 | 28.2 | 2,183 | 36.8 | 65.3 |
| Sub-Total - Other Internetione I | 9,649 | 4.9 | 228.1 | 8,311 | 2.9 | 84.7 | 8,067 | 63.8 | 71.8 | 9,720 | 81.4 | 175.5 |
| Internmtionn : |  |  |  |  |  |  |  |  |  |  |  |  |
| 1et Querter |  |  |  |  |  |  |  |  |  |  |  | 37.1 |
| 2nd " | 8,749 | 5.4 | 143.1 | 7,956 | 4.9 | 107.4 | 6,445 | 15.3 | 34.7 | 7,309 | 17.0 | 57.5 |
| 3 rd " | 14,953 | 4.1 | 175.4 | 12,166 | 3.5 | 140.8 | 12,107 | 12.1 | 51.8 | 12,524 | 13.8 | 74.5 |
| 4th " | 6,500 | 4.2 | 172.0 | 5,835 | 3.4 | 108.8 | 6,288 | 47.5 | 42.1 | 6,978 | 51.6 | 79.2 |
| Total International | 35,717 | 19.4 | 588.5 | 30,877 | 15.8 | 426.6 | 29,234 | 86.0 | 144.5 | 32,248 | 106.3 | 248.3 |
| Grand Total: |  |  |  |  |  |  |  |  |  |  |  |  |
| let quarter | 70,242 | 615.2 | 2.856 .7 | 58,618 | 328.1 | 1,005.9 |  |  |  |  |  |  |
| 2nd " | 81,540 | 654.7 | 3,267.8 | 63,979 | 373.0 | 1,264.0 | 66,425 | 236.9 | 508.0 | 83,986 | 518.7 | $2,511.7$ |
| 3 rd | 119,970 | 431.7 | 3,765.0 | 87,455 | 272.1 | 2,063.8 | 87,436 | 186.5 | 1,269.5 | 119,951 | 346.1 | 2,970.6 |
| 4 ch " | 79,126 | 865.0 | 3,066 . 3 | 61,632 | 572.3 | $1,850.7$ | 64,894 | 378.2 | 1,608.0 | 82,388 | 670.8 | 2,823.7 |
| GRAMD TOTAL | 350,878 | 2,566.6 | 12,955.8 | 271,684 | 1.545.5 | $6,184.4$ | 273,160 | 1,035.3 | 3.886 .3 | 352,354 | 2,056.4 | 10,657.5 |

Afrport Activity Tables
Scheduled International and Yainline Domestic Flights
1968


## International <br> Iransborder: <br> 1st Quarter <br> 2nd <br> 4 th

Sub-Tatal Transborder

Other International: lst Quarter
3rd
4 rd
Sub-Total - Other International


| 2,572 | 1.7 | 65.6 |
| :--- | :--- | :--- |
| 4,108 | 2.7 | 71.9 |
| 7,775 | 8.8 | 59.7 |
| 2,596 | 7.2 | 70.0 |

739
1,475
2,474
748

| 0.1 |
| :--- |
| 0.4 |
| 0.4 |
| 1.0 |


| 7.0 | 51 |
| ---: | ---: |
| 21.1 | 1,68 |
| 11.4 | 2,34 |
| 11.1 | 839 |


| 513 | 1.1 | 3.1 |
| ---: | ---: | ---: |
| 1,682 | 2.2 | 9.9 |
| 2,345 | 2.8 | 9.5 |
| 839 | 2.2 | 13.1 |


| 1,517 | 6.8 | 56.1 |
| ---: | ---: | ---: |
| 4,759 | 9.5 | 73.1 |
| 6,309 | 11.7 | 144.6 |
| 2,657 | 13.1 | 154.2 |


| 17,051 | 20.4 | 267.2 | 5,436 | 1.9 | 50.6 | 5,379 | 8.3 | 35.6 | 15,242 | 41.1 | 428.0 |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- |

Interastions
1st Quarter
2ad "
3rd

3 rd
4th

| 2,572 | 1.7 | 65.6 | 739 | 0.1 | 7.0 | 513 |
| ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 4,108 | 2.7 | 71.9 | 1,475 | 0.4 | 21.7 | 1,682 |
| 7.775 | 8.8 | 59.7 | 2,474 | 0.4 | 11.4 | 2.345 |
| 2,596 | 7.2 | 70.0 | 748 | 1.0 | 11.1 | 839 |
| 17,051 | 20.4 | 267.2 | 5,436 | 1.9 | 50.6 | 5,379 |


| 513 |
| ---: |
| 1,682 |
| 2,345 |
| 839 |
| 5,379 |


| 1.1 | 3.1 | 1,517 | 6.8 | 56.1 |
| ---: | ---: | ---: | ---: | ---: |
| 2.2 | 9.9 | 4,759 | 9.6 | 73.1 |
| 2.8 | 9.5 | 6,309 | 11.7 | 144.6 |
| 2.2 | 13.1 | 2,657 | 13.1 | 154.2 |
| 8.3 | 35.6 | 15,242 | 41.1 | 428.0 |

Grand Total:
lat quarter
2nd " "
3rd "
4th "

GRAND TOTAL

| 71,089 | 1,160.2 | 4,223.1 | 57.079 | 583.4 | 1,817.7 | 54,892 | 441.5 | 463.3 | 68,902 | 1,018.3 | 2,568.8 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 82,023 | 1,329.4 | 5,127.7 | 61,675 | 666.0 | 2,468.5 | 62,785 | 456.7 | 541.4 | 83,133 | 1,120.0 | 3,200.6 |
| 118,509 | 1,057.1 | 5,510.5 | 85,912 | 584.1 | 2,928.3 | -7, 723 | 442.7 | 791.2 | 110,320 | 915.6 | 3,373.5 |
| 80,946 | 1,887.6 | 6,539.7 | 58,690 | 890.7 | 3,656.4 | 63,413 | 735.0 | 851.1 | 85,669 | 1,732.0 | 3,734.1 |
| 352,567 | 3,434.3 | 21,401.0 | 263,356 | 2,724.2 | 10,870.9 | 258,813 | 2,075.9 | 2,647.0 | 348,024 | 4,783.9 | $13,179.0$ |

A1rport Activity Tables
Scheduled and Regular Domestic Services
1968

|  | Arriving Load |  |  | Deplaned |  |  | Enplaned |  |  | Departing Load |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Passengers | Ma11 | Cargo | Passengers | Mail | Cargo | Passenger | Mal1 | Cargo | Passengers | Mal1 | Cargo |
|  | (000 1bs.) |  |  | (000 lbs.) |  |  | (000 188.) |  |  | (000 1bs.) |  |  |
| Quebec, P.Q. |  |  |  |  |  |  |  |  |  |  |  |  |
| 1st Quarter | 42,779 | 252.8 | 730.6 | 27,121 | 158.2 | 419.6 | 28,915 | 166.8 | 185.6 | 44,573 | 261.4 | 496.6 |
| 2nd " | 49,158 | 274.1 | 808.5 | 29,046 | 164.1 | 376.7 | 29,298 | 186.6 | 188.2 | 49,410 | 296.6 | 620.0 |
| 3rd | 54,699 | 200.3 | 1,201.8 | 30,992 | 112.3 | 639.5 | 31,247 | 135.4 | 221.2 | 54.954 | 223.3 | 783.5 |
| 4 th " | 42,950 | 364.0 | 1,030.5 | 26,732 | 184.7 | 688.5 | 26,915 | 224.2 | 296.3 | 43,133 | 403.5 | 638.3 |
| Total | 189,586 | 1,091.2 | 3,771.4 | 113,891 | 619.3 | 2,124.3 | 116,375 | 713.0 | 891.3 | 192,070 | 1,184.8 | 2,538.4 |

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