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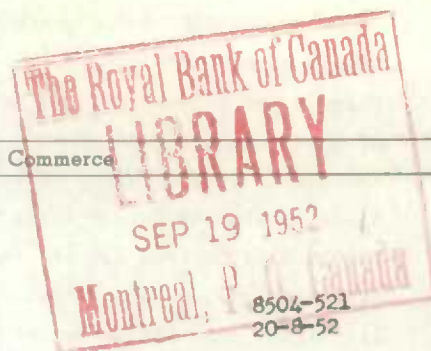


DOMINION BUREAU OF STATISTICS

Public Finance and Transportation Division

OTTAWA

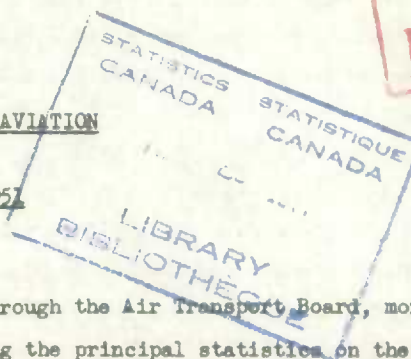
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CIVIL AVIATION

1951



Introduction

Based on returns received from air carriers through the Air Transport Board, monthly reports on Civil Aviation in Canada are issued regularly giving the principal statistics on the operations of each scheduled Canadian carrier and the totals for the majority of the other air carriers operating across Canada. The first monthly appeared for January 1941. The current report includes statistics on the same basis as the monthly summary covering 1951 operations. Revisions of the preliminary monthly summary have been made in this report as derived from the annual reports of each operator. Commercial carriers are now divided into three main classes, "A" - scheduled, "B" and "C" - non-scheduled and specialty carriers, such as aerial survey, training, photography, dusting, etc. The former class "D" carriers have been allotted mainly to Class "C".

Freight or goods includes freight, express and excess baggage carried, and also mail matter when transported other than under the Post Office Department's contract.

Statistics in Table 1 are not comparable throughout as totals for 1951 to 1946 do not include certain non-commercial operations which, however, represent but a very small segment of the industry. In fact, the statistics during the war years shown (1944-45) must be considered with reservations, and only in 1946 does a modern civil aviation industry evolve. Operations in the pre-war period were carried on principally by our renowned "bush fliers" and few inter-city scheduled services were then available. During the war, the volume of traffic was controlled by emergency regulations, non-availability of new planes and equipment and by the absence of qualified personnel who had flocked to the Air Force. Aircraft miles flown in Canada have more than quadrupled since 1939 when they were slightly under 11 millions. The wartime peak occurred in 1945 at some 20.1 million miles. Regular inter-city commercial air service has become commonplace only since 1946. The Trans-Canada Air Lines was being organized when war was declared in 1939 and development up to the end of 1945 was greatly retarded by wartime conditions. At present, over four-fifths of the passenger miles flown are scheduled on inter-city services which did not exist previous to 1939.

Review of Operations - 1951

The year 1951 proved to be a record one for Canadian civil aviation as new highs were recorded in almost all activities of the industry with the highlight being the large increase in the net operating revenues which more than quadrupled from \$1,268,255 in 1950 to \$5,374,081 and which contrasts sharply with the deficits reported in the seven years previous to 1950.

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The industry has grown steadily and in many cases rapidly, particularly since its emergence as an important means of postwar transportation. The extent of this development is depicted in the charts on pages 3 and 5 which present revenue miles flown, the number of revenue passengers carried and the amount of goods and mail transported by Canadian carriers over the ten year period 1942 to 1951. As shown by these charts, the number of revenue miles flown has increased from 12.1 million in 1942 to 44.2 million miles in 1951 or by 3.6 times; the number of revenue passengers carried rose 8.8 times to over one and a half million from 170 thousand in 1942 (in the last pre-war year there were less than 100,000 passengers carried); revenue goods carried aggregated 50.3 million pounds as compared to the 1942 total of 11 million, and the amount of mail at 13.9 million pounds was more than three times the 4.3 million pounds reported in 1942.

Table 1 presents a statistical summary of the year's activities and all items except passenger miles logged for company employees show substantial gains and establish new maximums. Total aircraft miles flown by all commercial planes amounted to 48,159,722 during the year and surpassed the 1950 total of 41,368,494 miles by 6,791,228 or 16.4 per cent. Revenue passengers, which were carried a total distance of 585,701,475 miles numbered 1,788,558 as compared to 1,452,081 transported 474,367,165 miles in the previous year. This extended the average journey slightly to 327.5 miles from 326.7 for 1950 and 305 miles in 1949.

The amount of freight moved by air advanced to 61,693,191 pounds from 46,681,194, a gain of 15,011,997 pounds or 32.2 per cent. Freight ton miles, however, rose by 26 per cent to a total of 10,175,935 ton miles. Another new record was recorded for the volume of air mail which reached 16,485,558 pounds and exceeded the previous high of 14,241,523 pounds established in 1950 by 15.8 per cent. Mail ton miles rose 10.3 per cent to 4,736,524.

The number of hours flown by aircraft jumped spectacularly to a total of 551,736 which was 79.3 per cent more than the 1950 sum of 307,716 hours.

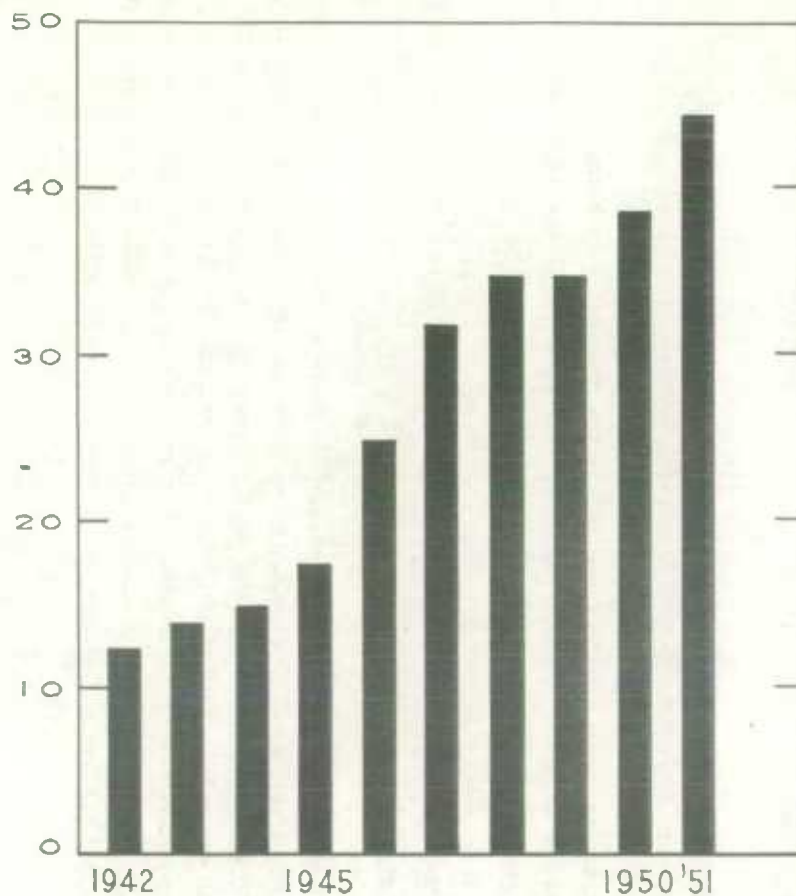
Transportation revenue hours flown showed the greatest gain being almost double the 1950 total of 246,653 hours. Non-revenue transportation and specialty flights also registered gains but to a somewhat less degree.

As shown in Table 2, the total value of the assets of Canadian carriers advanced to \$62,702,059 from \$55,367,152 at the end of 1950. Investments which amounted to \$272,689 in 1949 and \$431,540 in 1950 soared to \$11,285,396 in the current year as a result of a Trans-Canada Air Lines deposit of \$9 million, including the year's surplus of \$3,890,957 with the Canadian National Railways for future replacement of aircraft and other equipment. (See T.C.A. annual report, page 18). Fixed assets declined from \$28,851,515 to \$27,760,895, a decrease of \$1,090,620. The property and equipment account at an estimated value of \$24,794,701 depreciated \$3,859,214 from one year earlier. All items of the account shared in the decrease. Additions during the year rose appreciably to \$6,940,014 from \$3,620,438 while retirements eased slightly to \$1,114,918. Accrued depreciation at the year-end stood at \$23,208,542 for an increase of \$6,122,114 over December 31, 1950.

REVENUE MILES FLOWN BY CANADIAN CARRIERS

1942 - 1951

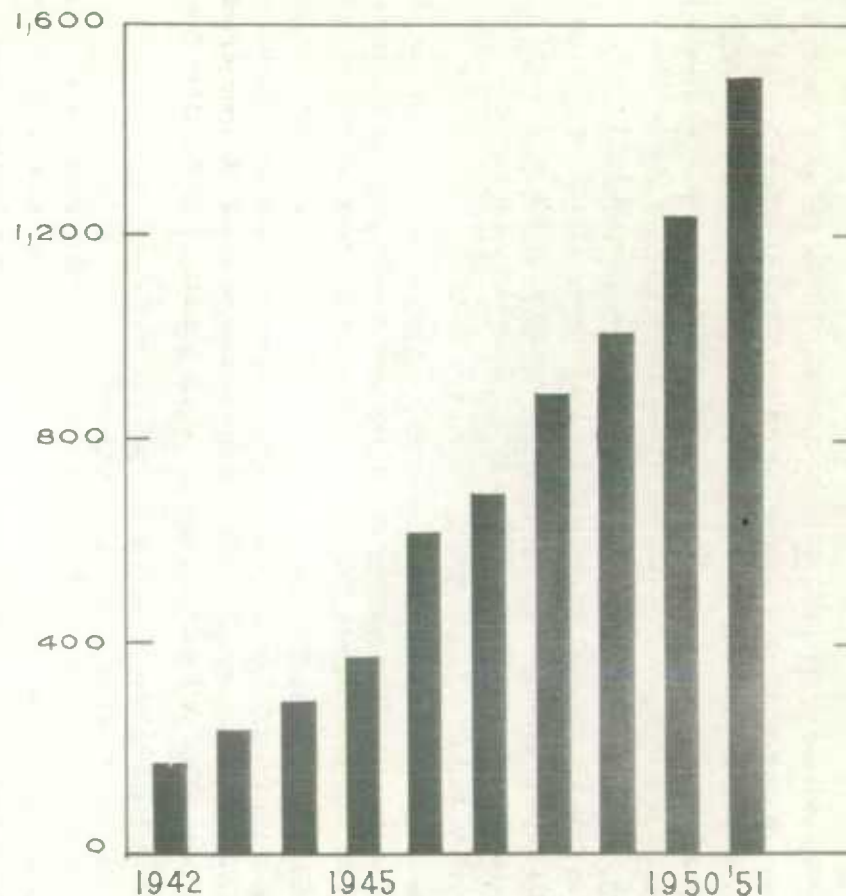
(000,000)



NUMBER OF REVENUE PASSENGERS CARRIED BY CANADIAN CARRIERS

1942 - 1951

(000)



For the second time in the history of the industry, Table 3 shows a credit balance of \$5,311,541, transferred to the profit and loss account and one which far exceeds the first which amounted to \$410,977 and was attained on 1950 operations. The "Scheduled Carriers" increased their net to \$5,205,038 from \$603,748 and "Other Canadian Carriers" operated in the black for the first time showing a profit of \$106,503 as opposed to a deficit of \$192,771 in 1950. Operating revenues added to \$62,084,519, an increase of \$13,020,916 or 26.5 per cent over the previous year, while operating expenses stood at \$55,395,482, rising more moderately by 15.5 per cent. Net operating revenues were, therefore, correspondingly higher at \$6,689,037. All the scheduled carriers, except Queen Charlotte Airlines, reported a more favorable year.

Revenues and Expenses are presented in detail in Tables 4 and 5. Revenues received from passenger fares climbed to \$35,896,615, a gain of \$6,247,685 or 21.1 per cent over the previous year. Mail, excess baggage, goods and other air service revenues also showed some improvement, while chartered services at \$5,855,539 showed the most marked advance, earning 39.4 per cent more than one year earlier. For the 10 year growth of operating revenues see graph on page 5. All expense items were higher. Aircraft operation and maintenance advanced to \$28,666,160 from \$26,436,223 and accounted for 57.1 per cent of the total as compared to 58.6 per cent in 1950. Ground expenses totalled \$12,575,477, up 14.2 per cent, while traffic expenses climbed to \$5,329,955 from \$4,628,742 or by 15.1 per cent. General administration cost \$3,363,212 or 20.5 per cent more than in 1950.

Transportation statistics, as summarized in Table 1, are given in detail in Table 6. Consumption of gasoline by Canadian carriers, which amounted to 21,115,375 gallons in 1950, increased to 24,020,249 gallons, a rise of 13.8 per cent, while the cost, which was \$6,692,359 a year ago, rose 13.0 per cent to \$7,560,374.

The industry also consumed 278,636 gallons of oil at a cost of \$253,355 as compared to 265,372 gallons at a cost of \$247,940 in 1950. The average cost per gallon to Canadian carriers for both gasoline and oil thus fell from 31.7 to 31.5 cents and from 93.4 to 90.9 cents, respectively.

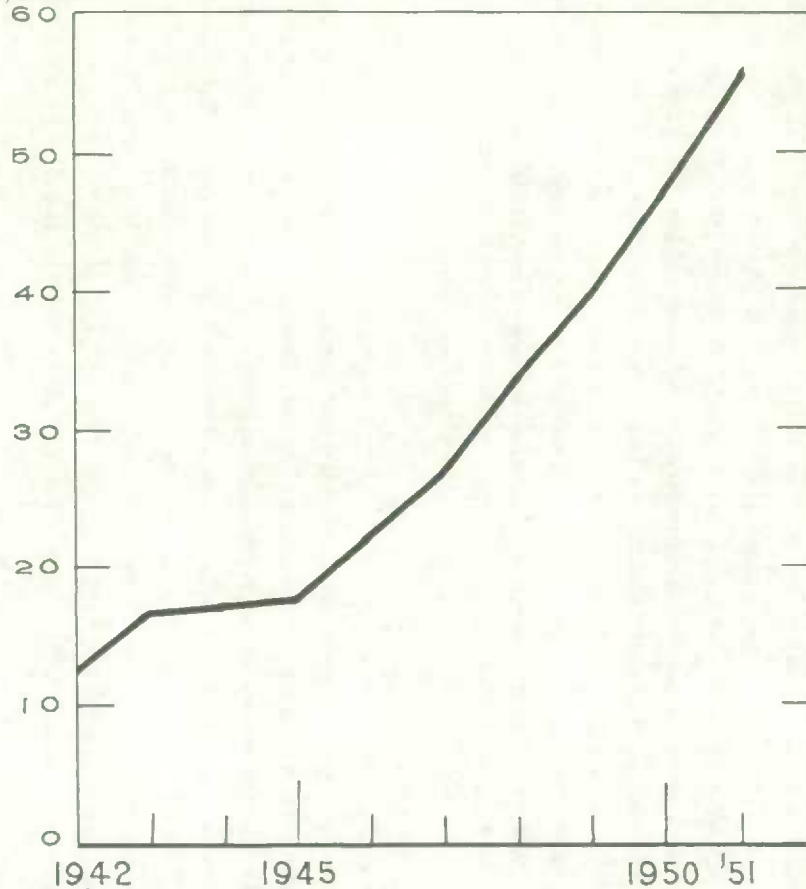
Salaries and wages for the 7,378 employees engaged in the industry totalled \$24,633,938 for the year which compares with 6,553 employees who earned \$19,782,538 in 1950. The average salary thus rose from \$3,019 to \$3,339, a gain of 10.6 per cent (Table 7). Pilots numbered 74 more than a year ago, raising the total to 435. All other classes of personnel, except "other" and "unclassified" employees, also showed an increase.

The number of accidents involving Canadian Carriers, (Table 8) in 1951 totalled 137, an improvement over the accident toll of 148 in 1950, 142 in 1949 and 190 in 1948. The number of fatalities, however, was greater than in the three previous years, numbering 109 as compared to 99, 82 and 91.

OPERATING REVENUES OF CANADIAN CARRIERS*

1942 - 1951

(000,000)



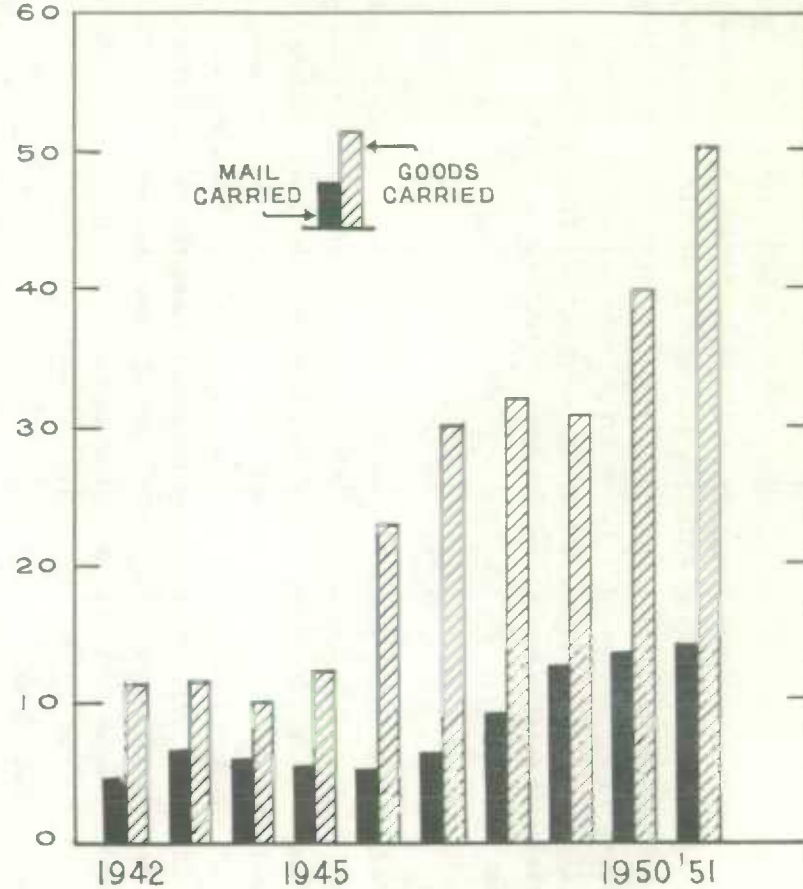
* Excludes C.P.A., T.C.A. overseas routes

REVENUE GOODS AND MAIL CARRIED BY CANADIAN CARRIERS

1942 - 1951

(000,000)

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International Service

Statistics given for foreign international carriers in Table 6, etc. cover their operations over Canadian territory only. No financial data were furnished other than salaries and wages paid to employees domiciled in Canada. The overseas routes of Trans-Canada and Canadian Pacific Air Lines are covered in a special table on page 7. Both services show an operating profit for the first time. The C.P.A. reported a profit of \$1,314,958 against a deficit of \$178,327 in 1950 and T.C.A. made \$301,547 as opposed to a deficit of \$1,241,573 one year earlier.

Non-Commercial Operations

1. Flying Clubs

There were 42 flying clubs reporting operations for 1951 compared with 38 in the previous year and considerably greater interest and activity were manifested in response to the threat of global war. Hours flown advanced from 40,356 in 1950 to 69,277 or by 71.7 p.c. Mileage flown was logged at 6,474,638 miles compared with 3,459,083 miles one year earlier, up over 87.2 p.c. Employees on payroll numbered 136 and earned \$251,279. The club membership at 6,037 shows a gain of 813 over 1950. The clubs qualified 743 private pilots during the year against 590 one year earlier, as well as 120 limited commercial permits, 2 public transport pilots, 11 air engineers and 31 instructors. There were 177 planes operated by the clubs during the year.

2. Non-Commercial Carriers

In addition to the regular licensed public carriers reporting which numbered 88 at the end of 1951, there were private companies and several governmental agencies and departments operating their own air services. The Hudson Bay Air Transport Ltd., for example, flew 146,203 miles on company business and carried 4,547 employees as well as 862,584 pounds of freight. Ton miles rose from 11,951 in 1950 to 22,123 in the year under review. Many of the current northern mining developments are dependent almost entirely on airlift, particularly in their initial stages. Vast quantities of materials, food and supplies as well as personnel have been ferried into the vast Labrador-Quebec iron ore property - a project which would have been forbidding without the regular help of aircraft. Forestry and fishery patrols, photographic and survey work, pest control, instructional and exhibition flights, etc., were also responsible for considerable flying time that is not reported. Regular flights are made from northern fishing grounds to Canadian and American cities, providing markets that could not previously be reached.

Arrivals by Air

Passenger and plane arrivals are recorded by immigration officials at the principal airports across Canada and cover both returning Canadians and foreign tourists, etc., crossing the International Border or from overseas. The summary table, page 14, divides such arrivals by the province in which the first landing was made for reporting purposes. It is not possible to segregate the arriving planes into commercial, non-commercial, private, intransit or itinerant. This traffic has risen steadily since the end of the war and is important to our tourist industry. Totals are not comparable with foreign international carrier data which includes passenger traffic in both directions. Tourists, immigrants, etc., arriving by air have advanced from 158,422 in 1950 to 175,174 in 1951, a gain of 16,752 over 1950. Returning Canadians increased from 90,719 in 1949 to 111,515 in 1950 and to 139,321 in 1951.

CIVIL AVIATION, 1951

Canadian Pacific Air Lines - Overseas Routes (Pacific-Australia, Pacific-Orient)			Trans-Canada Air Lines (Atlantic) Limited ⁽¹⁾ (North Atlantic, Caribbean and Bermuda)		
	1950	1951		1950	1951
<u>OPERATING REVENUES</u>			<u>OPERATING REVENUES</u>		
<u>Scheduled Services</u>			Passenger	6,027,010	8,245,384
Passenger	1,579,954	1,917,482	Mail	1,177,428	1,484,149
Mail	120,627	178,392	Express and Cargo	822,331	954,228
Goods	58,270	67,972	Excess Baggage	41,463	47,942
Excess Baggage	2,343	4,340	Charter and Other	98,356	17,389
Charter Transportation	931,560	4,329,764	Incidental Services - Net	178,227	217,920
Contract Transportation	-	-	Total	8,344,815	10,967,012
Incidental Revenues	3,532	Dr. 4,389	<u>OPERATING EXPENSES</u>		
Total Revenues	2,696,286	6,493,561	Flight Operations	2,161,773	2,387,265
<u>OPERATING EXPENSES</u>			Ground Operations	1,503,933	1,634,876
Aircraft Operation and Maintenance	2,230,430	4,160,563	Maintenance	2,794,930	2,855,455
Ground Operation and Maintenance	271,594	378,660	Depreciation	1,023,828	1,135,786
Traffic Expenses	233,410	478,981	Passenger Service	432,383	569,979
General Administration	135,024	154,130	Sales and Reservation Service	907,765	1,229,531
General Taxes	4,155	6,269	Advertising and Publicity	253,743	267,206
Total Expenses	2,874,613	5,178,603	General and Administrative	508,033	585,367
Net Operating Profit	Dr. 178,327	1,314,958	Total	9,586,388	10,665,465
Revenue Miles Flown	1,377,274	2,634,310	Operating Profit	Dr. 1,241,573	301,547
Revenue Hours Flown	6,441	12,595	Non-Operating Income - Net	Dr. 27,937	Dr. 4,543
Revenue Passengers Carried	4,752	11,769	Total	Dr. 1,269,510	297,004
Revenue Passenger Miles	25,431,470	61,732,868	Interest on Capital Invested	256,902	249,773
Available Seat Miles	37,052,363	31,533,170	Surplus	Dr. 1,526,412	47,231
Available Ton Miles	4,851,968	4,215,968	Total Aircraft Miles Flown	3,410,484	3,925,058
Revenue Goods Carried	57,864	60,411	Passengers Carried	32,701	42,646
Revenue Goods Ton Miles	115,204	140,656	Passenger Miles Flown	74,472,299	94,319,673
Mail Carried - Revenue (lbs.)	13,879	25,562	Passenger Miles Available	115,999,064	139,841,217
Mail Carried - Ton Miles	44,884	70,830	Mail Ton Miles	394,339	498,722
			Aircargo Ton Miles	1,488,805	1,846,583
			Revenue Ton Miles Flown	10,575,483	13,345,858
			Ton Miles Available	17,225,760	20,925,934

(1) Taken from Trans-Canada Air Lines 1951 Annual Report.

Table 1

STATISTICAL SUMMARY OF CIVIL AVIATION, 1945-1951

	1951	1950	1949	1948	1947	1946 ⁽³⁾	1945
Aircraft Miles flown - Revenue	46,253,726	39,901,935	35,925,311	35,852,977	33,186,617	25,844,570	18,618,970
Non-revenue	1,905,996	1,466,559	1,821,675	2,481,124	2,845,952	2,424,219	1,468,462
Total	48,159,722	41,368,494	37,746,986	38,334,101	36,032,569	28,268,789	20,087,432
Passengers carried - Revenue	1,788,558	1,452,081	1,211,149	1,054,778	836,047	802,811	490,809
(Originated) Between foreign stations - Revenue	46,977	10,827	10,953	7,325	10,674	6,673	16,711
Company Employees	45,169	41,110	41,543	36,820	39,891	21,130	15,283
Other non-revenue	7,985	7,003	4,220	4,875	6,559	3,226	2,604
Total	1,888,689	1,511,021	1,267,865	1,103,798	893,171	833,840	525,407
Passenger Miles - Revenue	585,701,475	474,367,165	392,507,141	321,704,118	237,986,178	206,776,408	153,504,833
Company Employees	21,180,738	22,530,153	22,490,639	19,202,671	18,702,819	8,326,948	5,124,620
Other non-revenue	4,047,310	2,683,315	1,391,683	1,778,441	1,256,388	442,621	533,992
Total	610,929,523	499,580,633	416,389,463	342,685,230	257,945,385	215,545,977	159,163,445
Freight or Goods carried - Revenue	(lbs.) 53,542,103	42,141,292	32,852,373	33,633,045	31,633,437	23,656,502	12,615,119
Between foreign stns.-Rev. "	4,021,564	1,096,381	1,013,025	932,923	250,412	181,260	399,639
Non-revenue	4,129,524	3,443,521	3,232,369	2,696,744	2,357,529	1,335,998	1,447,642
Total	(lbs.) 61,693,191	46,681,194	37,097,767	37,262,712	34,241,378	25,173,760	14,462,400
Freight Ton Miles - Revenue	8,274,995	6,420,693	4,669,861	4,248,630	2,985,618	1,892,391	1,337,145
Non-revenue	1,900,940	1,658,520	1,645,052	1,209,630	684,622	410,560	313,072
Total	10,175,935	8,079,213	6,314,913	5,458,260	3,670,240	2,302,951	1,650,217
Mail carried	(lbs.) 16,485,558	14,241,523	13,506,220	10,110,252	6,965,895	5,930,338	6,418,944
Ton Miles	4,736,524	4,293,447	4,108,488	2,860,796	1,646,136	1,534,919	2,096,289
Hours flown by Aircraft - Transportation Revenue	478,523	246,653	227,563	230,857	218,713	164,649	125,570
Non-revenue	22,738	12,409	14,770	20,373	25,338	19,542	12,391
Forestry Patrol	((((((6,578
Fishery "	((((((106
Photography Survey	(50,475	(48,654	(37,988	(48,308	(39,411	(26,011	585
Instruction	((((((6,750
Exhibition - Miscellaneous	((((((590
Total	551,736	307,716	280,321	299,538	283,462	210,202	152,570
Hours flown by Crew	(2)	(2)	(2)	(2)	(2)	449,844	369,148
" " " Passengers	(2)	(2)	(2)	(2)	(2)	1,302,358	1,048,344
Horse Power Hours Flown by Aircraft (000)	(2)	(2)	(2)	(2)	(2)	(2)	216,288
Gasoline consumption	(Gallons) 29,596,490	22,088,575	16,987,122	17,030,203	13,922,451	11,278,759	7,855,067
Lubricating oil consumption	" 333,557	275,370	227,382	225,239	184,454	149,829	121,963
Operating Revenues	55,590,959	46,367,317	39,581,021	33,712,329	26,834,090	21,987,989	17,335,154
Operating Expenses	50,216,878	45,099,062	40,380,598	34,799,670	29,321,502	22,777,440	17,520,689
Net Operating Revenues	5,374,081	1,268,255	Dr. 799,577	Dr. 1,087,341	Dr. 2,487,412	Dr. 789,451	Dr. 185,535
No. of Employees (1)	7,378	6,553	6,701	6,181	5,872	5,626	4,497
Salaries and Wages (1)	24,633,938	19,782,538	19,540,001	16,219,952	13,710,606	12,573,993	9,437,392

(1) Includes non-commercial and Canadian domiciled employees of foreign carriers. included subsequently.

(2) Not available.

(3) Revised to exclude non-commercial not in-

CIVIL AVIATION, 1951

GENERAL BALANCE SHEET

Table 2

	✧ Canadian Pacific Air Lines	Maritime Central Airways	✧ Trans-Canada Air Lines	Central Northern Airways	Queen Charlotte Air Lines	Rimouski Air Lines	Total Scheduled Carriers	Other Canadian Carriers	Grand Total Canadian Carriers
<u>ASSETS</u>									
Current and Accrued Assets	3,907,455	416,813	9,847,247	193,895	184,971	108,769	14,659,150	1,854,081	16,513,231
Investment	2,538	762	11,027,049	-	6,000	-	11,036,349	249,047	11,285,396
Deferred Debits	83,631	34,699	1,952,344	30,918	75,282	1,515	2,178,389	359,172	2,537,561
Special Funds	-	-	4,571,976	-	-	-	4,571,976	33,000	4,604,976
Fixed Assets less Depreciation	9,019,733	316,224	14,252,577	262,671	367,522	167,005	24,385,732	3,375,163	27,760,895
Total	13,013,357	768,498	41,651,193	487,484	633,775	277,289	56,831,596	5,870,463	62,702,059
<u>Liabilities</u>									
Current and Accrued Liabilities	2,682,666	465,760	6,002,794	109,853	412,304	185,710	9,859,087	2,233,655	12,092,742
Long Term Debt	2,140,000	-	-	-	30,854	-	2,170,854	1,450,451	3,621,305
Deferred Credits	185,391	9,716	1,324,702	1,379	-	-	1,521,188	10,221	1,531,409
Reserves	453,943	-	5,432,740	-	-	-	5,886,683	121,251	6,007,934
Capital Stock	9,002,500	60,000	25,000,000	355,750	85,800	63,000	34,567,050	1,777,279	36,344,329
Surplus	Dr. 1,451,143	233,022	3,890,957	20,502	104,817	28,579	2,826,734	277,606	3,104,340
Total	13,013,357	768,498	41,651,193	487,484	633,775	277,289	56,831,596	5,870,463	62,702,059

PROPERTY ACCOUNT, 1951
(Net Value Close of Year)

<u>PROPERTY AND EQUIPMENT</u>									
Aircraft	3,800,453	206,328	7,584,896	131,340	201,799	136,157	12,060,973	1,976,524	14,037,497
Aircraft Engines	1,337,731	40,670	1,709,519	64,938	14,701	-	3,167,559	402,006	3,569,565
Aircraft Communication Equipment	-	9,690	203,782	3,934	5,146	7,475	230,027	41,966	271,993
Miscellaneous Flying Equipment	-	-	31,803	2,798	-	905	35,506	18,304	53,810
Total Flying Equipment	5,138,184	256,688	9,530,000	203,010	221,646	144,537	15,494,065	2,438,800	17,932,865
Miscellaneous Ground Equipment	476,737	25,951	2,260,214	21,357	42,890	18,412	2,845,561	380,408	3,225,969
Buildings and other Improvements	618,680	32,745	2,375,522	36,266	-	4,055	3,067,268	353,337	3,420,605
Land	14,499	840	86,843	2,041	-	-	104,223	111,039	215,262
Grand Total	6,248,100	316,224	14,252,579	262,674	264,536	167,004	21,511,117	3,283,584	24,794,701
<u>Additions - Retirements - Depreciation -</u>									
Additions during year	1,980,394	257,993	2,173,655	135,733	353,881	152,618	5,054,274	1,885,740	6,940,014
Retirements during year	1,430,092	70,253	Dr. 1,270,781	43,807	150,967	-	424,338	690,580	1,114,918
Accrued Depreciation end of year	2,981,593	480,165	16,777,205	235,134	187,905	19,749	20,681,751	2,526,791	23,208,542

✧ Includes overseas services.

Table 3

CIVIL AVIATION, 1951

INCOME ACCOUNT

	Canadian Pacific Air Lines	Maritime Central Airways	Trans-Canada Air Lines	Central Northern Airways	Queen Charlotte Air Lines	Rimouski Air Lines	Total Scheduled Carriers	Other Canadian Carriers	Grand Total Canadian Carriers
Total Revenues	14,144,022	1,429,885	37,043,289	643,466	1,472,125	648,667	55,381,454	6,703,065	62,084,519
Total Expenses	12,501,482	1,055,090	32,670,654	630,034	1,416,860	619,754	48,893,874	6,501,608	55,395,482
Net Operating Revenue	1,642,540	374,795	4,372,635	13,432	55,265	28,913	6,487,580	201,457	6,689,037
Non-operating Income Total	65,414	-	Dr. 83,059	2,979	-	-	Dr. 14,666	13,021	Dr. 1,645
Gross Income less Operating Expenses ...	1,707,954	374,795	4,289,576	16,411	55,265	28,913	6,472,914	214,478	6,687,392
<u>Deductions from Gross Income -</u>									
Miscellaneous Income Charges	3,200	-	Dr. 61,265	-	-	-	Dr. 58,065	7,328	Dr. 50,737
Interest on Long Term Debt.....	4,662	-	500,227	-	-	-	504,889	9,436	514,325
Miscellaneous Interest Charges	-	4,228	6,888	-	-	-	11,116	52,153	63,269
Amortization of Discount on Debt	-	-	-	-	-	-	-	4,468	4,468
Total Deductions	7,862	4,228	445,850	-	-	-	457,940	73,385	531,325
Net Income before Income Tax	1,700,092	370,567	3,843,726	16,411	55,265	28,913	6,014,974	141,093	6,156,067
Income Taxes	601,100	183,932	-	-	24,904	-	809,936	34,590	844,526
Balance Transferred to Profit and Loss..	1,098,992	186,635	3,843,726	16,411	30,361	28,913	5,205,038	106,503	5,311,541

PROFIT AND LOSS

<u>Credits -</u>									
Balance at beginning of year	-	93,954	-	21,641	74,456	-	190,051	647,629	837,680
Balance from Income	1,098,992	186,635	3,843,726	12,611	30,361	28,913	5,201,238	379,840	5,581,078
Miscellaneous Credits	69,696	23,495	-	-	-	-	93,191	230,609	323,800
Total	1,168,688	304,084	3,843,726	34,252	104,817	28,913	5,484,480	1,258,078	6,742,558
<u>Debits -</u>									
Balance at beginning of year	2,550,135	-	-	-	-	334	2,550,469	698,941	3,249,410
Balance transferred from Income	-	-	-	-	-	-	-	296,052	296,052
Miscellaneous Debits	69,696	8,362	-	-	-	-	78,058	136,914	214,972
Dividends	-	62,700	-	13,750	-	-	76,450	38,717	115,167
Total	2,619,831	71,062	-	13,750	-	334	2,704,977	1,170,624	3,875,601
Credit Balance at close of year	-	233,022	3,843,726	20,502	104,817	28,579	4,230,646	796,072	5,026,718
Debit Balance at close of year	1,451,143	-	-	-	-	-	1,451,143	708,618	2,159,761

* Includes overseas routes with revenues totalling \$6,493,561 and expenses \$5,178,603.

CIVIL AVIATION, 1951

Table 4

	Canadian ⁽¹⁾ Pacific Air Lines	Maritime Central Airways	Trans-Canada Air Lines	Central Northern Airways	Queen Charlotte Airlines	Rimouski Airlines	Total Scheduled Carriers	Other Canadian Carriers	Grand Total Canadian Carriers
<u>REVENUES -</u>									
Passenger	5,090,570	258,090	28,666,505	14,7978	989,985	486,175	35,639,303	257,312	35,896,615
Mail	1,380,651	159,893	5,741,000	51,837	14,785	36,008	7,384,174	139,341	7,523,515
Goods	661,608	11,693	1,688,982	86,619	82,285	51,478	2,582,665	261,677	2,844,342
Excess Baggage	61,235	2,492	224,771	2,246	15,324	5,367	311,435	5,061	316,496
Chartered Services	66,584	871,527	73,460	301,204	237,355	60,745	1,610,875	4,244,664	5,855,539
Other Air Services	-	112,362	230	46,563	105,211	-	264,366	1,335,380	1,599,746
Total	7,260,648	1,416,057	36,394,948	636,447	1,444,945	639,773	47,792,818	6,243,435	54,036,253
Incidental Revenues, net	389,813	13,828	648,341	7,019	27,181	8,894	1,095,076	459,630	1,554,706
Grand Total	7,650,461	1,429,885	37,043,289	643,466	1,472,126	648,667	48,887,894	6,703,065	55,590,959

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Table 5

<u>EXPENSES</u>									
Aircraft Operation and Maintenance	4,382,145	743,682	17,130,944	449,719	914,523	416,155	24,037,168	4,628,992	28,666,160
Ground Operation and Maintenance .	1,842,695	167,260	9,218,818	113,782	224,701	103,323	11,670,579	904,898	12,575,477
Traffic Expenses	436,073	45,425	4,541,984	8,421	109,866	55,305	5,197,074	132,881	5,329,955
General Administration	612,101	95,692	1,584,220	53,926	167,770	40,102	2,553,811	809,401	3,363,212
General Taxes	49,865	3,031	194,688	4,186	-	4,868	256,638	25,436	282,074
Grand Total	7,322,879	1,055,090	32,670,654	630,034	1,416,860	619,753	43,715,270	6,501,608	50,216,878

(1) Excludes overseas routes with revenues totalling \$6,493,561 and expenses \$5,178,603.

Table 6

CIVIL AVIATION - 1951

	Canadian Pacific Air Lines	Maritime Central Airways	Trans-Canada Airways	Central Northern Airways	Queen Charlotte Airlines	Rimouski Airlines	Total Scheduled Carriers	Other Canadian Carriers	Foreign Inter- National	Grand Total
Aircraft Miles - Scheduled	4,849,969	440,782	20,515,454	262,798	1,376,417	313,650	27,759,070	-	-	27,759,070
Miles Flown - Revenue	5,299,871	1,408,118	20,397,640	982,232	1,814,755	430,225	30,332,841	13,882,322	2,038,563	46,253,726
Non-revenue	139,364	50,785	767,370	52,640	101,873	11,132	1,123,164	775,214	7,618	1,905,996
Total	5,439,235	1,458,903	21,165,010	1,034,872	1,916,628	441,357	31,456,005	14,657,536	2,046,181	48,159,722
Passengers Carried -										
Revenue Originated	158,507	42,938	864,081	12,702	72,650	84,748	1,235,626	182,153	(1) 334,405	1,752,184
Received from others (Revenue)	14,139	2,600	66,562	-	-	50	83,351	-	-	83,351
Company Employees	2,349	699	34,395	55	533	145	38,176	(1,515	6,993	45,169
Other non-revenue	226	241	4,174	23	1,054	-	5,718	(1,515	752	7,985
Total	175,221	46,478	969,212	12,780	74,237	84,943	1,362,871	183,668	342,150	1,888,689
Goods Carried (5) -										
Revenue Originated	5,632,023	2,909,085	10,781,474	5,258,856	933,283	2,060,300	27,575,021	22,593,883	(2) 7,291,304	57,460,208
Received from other carriers (rev.) ...	7,721	40,195	44,859	-	-	10,684	103,459	-	-	103,459
Non-revenue	427,171	-	2,702,607	23,584	14,965	-	3,168,327	202,171	759,026	4,129,524
Total	6,066,915	2,949,280	13,528,940	5,282,440	948,248	2,070,984	30,846,807	22,796,054	8,050,330	61,693,191
Mail Carried	1,909,112	516,839	10,149,033	304,567	24,758	541,719	13,446,028	494,380	(3) 2,545,150	16,485,558
Passenger Miles -										
Revenue	65,625,892	9,875,648	450,829,803	1,280,929	9,085,601	3,612,433	540,310,306	13,397,808	31,993,361	585,701,475
Company Employees	1,115,326	57,228	19,931,897	11,026	47,603	17,658	21,180,738	(174,465	(1,978,697	21,180,738
Other non-revenue	87,918	25,371	1,660,455	3,867	116,537	-	1,894,148	(174,465	(1,978,697	4,047,310
Total	66,829,136	9,958,247	472,422,155	1,295,822	9,249,741	3,630,091	563,385,192	13,572,273	33,972,058	610,929,523
Revenue Passenger Miles to Available Seat Miles (6) P.C.	51.9	36.1	74.4	-	47.9	46.5	72.5	-	-	72.5
Ton Miles - Goods - Revenue	1,093,543	666,251	3,861,583	242,351	63,584	46,317	5,973,629	1,062,672	1,238,694	8,274,995
Non-revenue	113,838	-	1,518,916	1,800	848	-	1,635,402	15,871	249,667	1,900,940
Total	1,207,381	666,251	5,380,499	244,151	64,432	46,317	7,609,031	1,078,543	1,488,361	10,175,935
Ton Miles - Mail	383,372	21,691	3,969,371	18,671	2,028	17,010	4,412,143	42,537	281,844	4,736,524
Gasoline Consumed	2,834,460	706,507	16,972,214	317,244	610,820	221,546	21,662,791	2,357,458	(4) 5,576,241	29,596,490
Cost \$	1,017,929	238,347	4,917,965	139,734	172,643	76,465	6,563,083	997,291	-	7,560,374
Oil Consumed	27,155	7,658	177,760	5,613	8,353	1,893	228,432	50,204	(4) 54,921	333,557
Cost \$	24,434	7,069	154,187	5,246	8,429	1,807	201,172	52,183	-	253,355
Hours Flown - Revenue	37,565	8,187	110,910	9,044	16,518	3,531	185,755	96,283	10,730	478,523
Non-revenue	977	385	4,778	484	838	84	7,546	7,614	32	22,738
Miscellaneous	-	997	3	-	348	-	1,348	47,779	-	50,475
Total	38,542	9,569	115,691	9,528	17,704	3,615	194,649	151,676	10,762	551,736

(1) Includes 46,977 passengers between foreign stations.

(2) Includes 4,021,564 lbs. of goods between foreign stations.

(3) Includes 1,247,189 lbs. of mail between foreign stations.

(4) Purchased in Canada.

(5) Includes excess baggage.

(6) Computed for routes which were primarily scheduled passenger routes.

CIVIL AVIATION, 1951

Table 7

EMPLOYEES, SALARIES AND WAGES

Canadian Carriers	Employees	Salaries and Wages	Companies	Employees	Salaries and Wages
General Officers	402	2,324,659	Canadian Pacific Air Lines	920	2,962,686
Clerks and Stenographers	1,006	2,343,770	Maritime Central Air Lines	95	332,681
Pilots	435	2,988,315	Trans-Canada Air Lines	4,859	16,988,646
Co-Pilots	229	1,107,697	Central Northern Air Lines	58	207,904
Dispatchers	76	311,408	Queen Charlotte Air Lines	197	582,007
Communication Operators	510	1,297,172	Rimouski Air Lines	58	151,087
Stewards and other Attendants	265	697,188	Total Scheduled	6,187	21,225,011
Air Engineers	384	1,404,415	Other Canadian Carriers	755	2,153,386
Mechanics	1,613	5,270,594	Total Canadian Carriers	6,942	23,378,397
Airport Employees	944	2,581,831	Foreign International Carriers (1)	300	1,004,262
Stores Employees	215	572,465	Non-Commercial	136	251,279
Other Employees	795	2,303,392	Grand Total	7,378	24,633,938
Unclassified	68	175,391			
Total	6,942	23,378,397			

(1) Employees domiciled in Canada only

Table 8

ACCIDENTS INVOLVING CANADIAN CARRIERS 1948 - 1951 (1)

	1948	1949	1950	1951		1948	1949	1950	1951
Number of Accidents	190	142	148	137	Type of Flying				
Personal Injury					Instructional	7	4	6	1
No. of Personnel -					Practice	17	12	7	3
Pilot - Fatal	30	23	26	23	Private	81	51	70	67
- Serious	17	6	5	9	Scheduled	1	3	1	4
- Minor	12	9	8	17	Non-scheduled	68	56	46	59
Crew - Fatal	2	4	6	9	State	7	3	6	-
- Serious	4	1	-	1	Other (includes Ferry test, etc.)	9	13	11	3
- Minor	-	2	1	-					
Passengers - Fatal	59	55	66	77	Probable Cause				
- Serious	9	6	8	7	Personnel	64.9	60.7	65.9	56.2
- Minor	12	17	2	22	Material Failure	15.4	8.2	8.8	16.1
Other - Fatal	-	-	1	-	Weather	3.7	9.9	4.7	6.5
- Serious	1	1	-	1	Aerodrome Terrain or Water	13.0	10.7	13.3	5.9
Operational Phase					Miscellaneous	0.5	0.0	0.8	2.9
Starting	-	-	1	4	Undetermined	2.5	10.5	6.5	12.4
Taxiing	20	19	9	7					
Take-off	40	36	29	27					
Flight	55	35	39	39		100.0	100.0	100.0	100.0
Landing	73	52	68	58					
Others	2	-	1	2					

(1) As reported by Civil Aviation, Department of Transport, and replacing previous tabulation.

Number of Returning Residents and Tourist Entries
by Plane, 1950 and 1951

Province of Entry	1950			1951		
	Planes	Returning Canadians	Tourists, etc.	Planes	Returning Canadians	Tourists, etc.
	No.			No.		
Newfoundland	703	705	1,187	486	657	1,603
Prince Edward Island	3	3	12	1	-	17
Nova Scotia	182	531	1,273	166	528	1,111
New Brunswick	942	3,430	7,685	875	3,679	6,553
Quebec	5,408	31,106	40,072	5,411	41,516	47,679
Ontario	8,470	51,629	47,893	10,297	65,995	59,556
Manitoba	1,132	5,416	7,306	1,013	3,694	6,062
Saskatchewan	169	146	337	314	242	683
Alberta	2,041	2,104	17,022	2,140	3,381	17,953
British Columbia	3,839	16,051	27,403	4,444	19,244	27,050
Yukon	✱ 723	394	✱ 8,232	538	385	6,907
Total	23,612	111,515	158,422	25,685	139,321	175,174

✱ Mainly intransit to and from Alaska.

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