



Aircraft movements statistics

Transport Canada

TP 1496

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For more information please call our national toll-free line 1 800 263-1136 or by e-mail: aviationstatistics@statcan.ca

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Aircraft Movement Statistics November 2002 (Preliminary)

Airports with NAV CANADA Air Traffic Control Towers

The data in this bulletin represent preliminary monthly statistics for airports with NAV CANADA air traffic control towers. Historical issues of this bulletin are available on-line at <http://www.tc.gc.ca/pol/en/Report/TP1496/tp1496.htm>

In November 2002, the 43 towered airports reported 363,752 total movements, a decrease of 6.2% compared to the data reported by the same airports a year earlier. Itinerant movements made up 65% of the total activity, while local traffic stood at 35%.

In November 2002, the top five reporting airports were: Toronto/LB Pearson Intl, Vancouver Intl, Calgary Intl, Montréal/Dorval Intl and Abbotsford.

More detailed statistics for airports with NAV CANADA air traffic control towers and flight service stations will be released in the Aircraft Movement Statistics monthly report (TP141 - Volume 1). Statistics for airports without air traffic control towers will appear in TP 141 – Volume 2. Upon release, the TP141 reports are available (free) on-line at <http://www.tc.gc.ca/pol/en/Report/tp141e/tp141.htm>

For further information concerning this bulletin, please contact Aviation Statistics Centre, Statistics Canada (1-866-500-8400). Internet: aviationstatistics@statcan.ca

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Note of Appreciation

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Aircraft Movement by Class of Operation - November - Preliminary, Airports with NAV Canada Towers

Airports	2001 Total	2002 Total	% change 2002 / 2001	2002 Itinerant	2002 Local
Abbotsford	13,382	15,543	16.1	5,003	10,540
Boundary Bay	15,071	13,120	-12.9	4,691	8,429
Calgary International	17,887	17,443	-2.5	17,019	424
Calgary/Springbank	11,090	13,358	20.5	6,270	7,088
Chicoutimi/St-Honoré	6,566	5,138	-21.7	1,457	3,681
Edmonton City Centre	7,131	7,843	10.0	6,745	1,098
Edmonton International	8,010	8,905	11.2	7,521	1,384
Edmonton/Villeneuve	6,260	6,814	8.8	1,158	5,656
Gander International	3,033	2,699	-11.0	1,855	844
Halifax International	6,893	6,042	-12.3	5,690	352
Hamilton	8,669	6,687	-22.9	4,037	2,650
Kelowna	6,789	6,821	0.5	3,799	3,022
Langley	6,850	6,342	-7.4	1,952	4,390
London	12,481	9,267	-25.8	4,519	4,748
Moncton	6,177	5,534	-10.4	3,704	1,830
Montréal/Dorval International	14,853	15,752	6.1	15,752	0
Montréal/Mirabel International	3,178	3,213	1.1	2,678	535
Montréal/St-Hubert	14,151	12,864	-9.1	6,116	6,748
Oshawa	6,421	4,818	-25.0	2,098	2,720
Ottawa/Macdonald-Cartier International	13,616	12,650	-7.1	9,404	3,246
Pitt Meadows	6,383	5,156	-19.2	1,994	3,162
Prince George	2,134	3,107	45.6	1,984	1,123
Québec/Jean Lesage International	11,855	9,175	-22.6	6,521	2,654
Regina	5,397	4,619	-14.4	2,993	1,626
Saskatoon/JG Diefenbaker	8,789	8,457	-3.8	4,365	4,092
Sault Ste. Marie	4,020	4,646	15.6	2,144	2,502
Sept-Îles	2,140	1,831	-14.4	1,706	125
St. John's	5,976	4,824	-19.3	3,486	1,338
St-Jean	1,607	1,484	-7.7	1,078	406
Sudbury	3,317	5,062	52.6	2,490	2,572
Thunder Bay	10,863	11,913	9.7	4,217	7,696
Toronto/Buttonville Municipal	15,397	11,019	-28.4	5,181	5,838
Toronto/City Centre	10,548	8,558	-18.9	3,522	5,036
Toronto/LB Pearson International	29,672	30,922	4.2	30,922	0
Vancouver Harbour	4,266	5,017	17.6	3,611	1,406
Vancouver International	22,024	21,271	-3.4	21,271	0
Victoria International	15,184	10,922	-28.1	6,774	4,148
Waterloo Regional	10,522	7,989	-24.1	3,254	4,735
Whitehorse	1,320	1,087	-17.7	737	350
Windsor	3,111	3,049	-2.0	1,607	1,442
Winnipeg International	12,282	12,559	2.3	10,228	2,331
Winnipeg/St. Andrews	9,018	7,182	-20.4	1,920	5,262
Yellowknife	3,574	3,050	-14.7	2,757	293
Total (43)	387,907	363,752	-6.2	236,230	127,522

Data Source and Methodology

Aircraft Movement Statistics are accumulated from data originating with air traffic control tower units. Because staff in these units are highly trained in factual observation and actual reporting, the entries into the data base are of a very high quality. To maintain uniformity in the reporting of source data, the Aviation Statistics Centre (ASC) issues air traffic control units with an "Air Traffic Designators" handbook (TP-143) showing the official Transport Canada aircraft type designators and the designators of various domestic and international air carriers. Data errors caused during transcription and transmission on the Nav Canada Aircraft Movement Statistics (NCAMS) network are identified as part of the built-in editing procedures. Furthermore, extensive editing cycles are part of the computer processing programs. All identified errors are manually corrected by ASC editing staff.

Collection

The records are completed daily, based on a twenty-four hour clock running from zero hour to 23:59. The times recorded are Greenwich Mean Time (GMT); however, published statistics are shown in local times. The records are transmitted electronically to the Aviation Statistics Centre (ASC). The Aviation Statistics Centre maintains a data bank of current information on all registered aircraft. The storage of this information allows for a reduction in the reporting burden of the survey respondents and limits the element of human error associated with the preparation of source documents. The data in the bank include registered aircraft identifications and their corresponding aircraft types, gross take-off weights, types of power plant (piston, jet or turboprop); whether the aircraft are fixed wing, helicopters or gliders. The data also provide a basis for identifying type of flights (commercial, private and government) and the geographical area in which the flights take place. The data bank also includes an Airport Environmental file against which the airport category is checked; the reported runway is validated and the time difference between GMT and local is allocated.

Symbols

- . not available for any reference period
- .. not available for a specific reference period
- ... not applicable
- P preliminary
- r revised
- x suppressed to meet the confidentiality requirements of the *Statistics Act*
- E use with caution
- F too unreliable to be published

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