

NWT Airport Statistics Report

2003



NWT Airport Statistics Report

**Itinerant Traffic Movements at
Government of the Northwest
Territories' Six Largest Airports**

2003

October 2004



Acknowledgements

This report was prepared by the Planning and Policy Division of the Department of Transportation (DOT), Government of the Northwest Territories (GNWT), in cooperation with Airports Division.

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Photos on pages 10, 12, 14, 16, 18 and 20 are courtesy of Pryde Schropp McComb Inc.

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Glossary of Terms and Acronyms

Airport traffic circuit: the specified path to be flown by aircraft operating in the vicinity of the airport.

Arr/Dep: Arrivals/Departures.

CARS: Community Aerodrome Radio Station.

CATSA: Canadian Air Transport Security Authority.

Deplaned passengers: passengers that disembark aircraft at the airport i.e. passengers that are arriving at the airport (excluding connecting passengers).

DOT: Department of Transportation (Government of the Northwest Territories).

E/D pax: Enplaned/Deplaned Passengers.

Enplaned passengers: passengers that embark aircraft at the airport i.e. passengers that are departing at the airport (excluding connecting passengers).

FSS: Flight Service Station.

GNWT: Government of the Northwest Territories.

Itinerant aircraft movements: flights that are either arriving from (i.e. landing) or proceeding (i.e. taking-off) to another location. Flights that leave the airport traffic circuit but later return to land are considered itinerant.

Local aircraft movements: flights that operate in the airport traffic circuit or within sight of a control tower, including flights known to be departing to or arriving from flight in local practice areas and aircraft simulating approaches at the airport (touch-and-go).

NCAMS: NavCanada Aircraft Movements System.

Executive Summary

In 2003, the six largest Government of the Northwest Territories' airports, namely Yellowknife, Inuvik, Norman Wells, Fort Smith, Hay River and Fort Simpson, saw an overall 7% rise in itinerant traffic i.e. landings and takeoffs. There were 86,600 reported aircraft arrivals and departures at these airports in 2003, compared with 81,196 in 2002. The volume of passengers going through these six airports in 2003 is estimated at 473,000.

Among the six largest airports, Norman Wells had the largest increase, 22%, in arrivals and departures. The current traffic levels at Norman Wells Airport are approaching those at Inuvik Airport, the second busiest airport in the Northwest Territories. Fort Smith and Yellowknife airports also saw a considerable rise in itinerant traffic: Fort Smith Airport by 11% and Yellowknife Airport by 8%. Itinerant traffic also rose at Hay River Airport by 5%, whereas Inuvik and Fort Simpson airports experienced a decline: Inuvik Airport by 6% and Fort Simpson Airport by 3%.



Introduction

Timely and accurate statistics are essential for good planning and operation of airports. Without them it becomes very difficult to predict, plan for and evaluate the impact of changes in airport traffic volumes. The aviation industry is by its nature a dynamic industry that is dependent on economic, social and political trends and changes. Being able to predict and plan for the impact of changes is crucial to good management of airports.

In the past, the GNWT's DOT has relied on aviation statistics published by Statistics Canada. The information available is neither sufficiently comprehensive nor available on a timely basis, particularly for the smaller airports. In addition, there have been inconsistencies, with regard to GNWT airports, within the Statistics Canada reports themselves.

In 2003, DOT addressed this situation and began a program of data collection and analysis of traffic at GNWT airports. This report is the initial result of that effort. It is limited to itinerant traffic movements at GNWT's six largest airports. Itinerant traffic movements are flights that are either entering or leaving the airport's circuit. The statistics and charts in this report are based on NavCanada Aircraft Movements System (NCAMS) itinerant airport traffic data collected at the Yellowknife Airport tower, the Flight Service Station in Inuvik and Norman Wells, and the Community Aerodrome Radio Station (CARS) in Fort Smith, Hay River and Fort Simpson. Local airport traffic movements (i.e. flights that do not leave the airport's circuit such as practice or training flights) are not included in this report but the intention is that future versions include all traffic data (itinerant and local) and that coverage be expanded. Implementation of electronic collection of Northwest Territories (NWT) aircraft movements statistics using NCAMS at GNWT airports with CARS is well underway and will be complete by end of March 2005.

Information on passenger volumes at airports in the Northwest Territories is another important planning and management tool. Statistics Canada does provide some information on passenger movements. However, for the airports in the Northwest Territories this information is limited and not made available timely enough to be of value for planning or operational considerations for GNWT airports. Many airport operators in other jurisdictions collect passenger statistics directly and the GNWT is considering doing so as it extends its own collection of airport statistics. In this report, passenger volumes at the airports covered are estimated based on historic trends, established from Transport Canada publications, and traffic projections from current airport development plans.

The GNWT Airports System

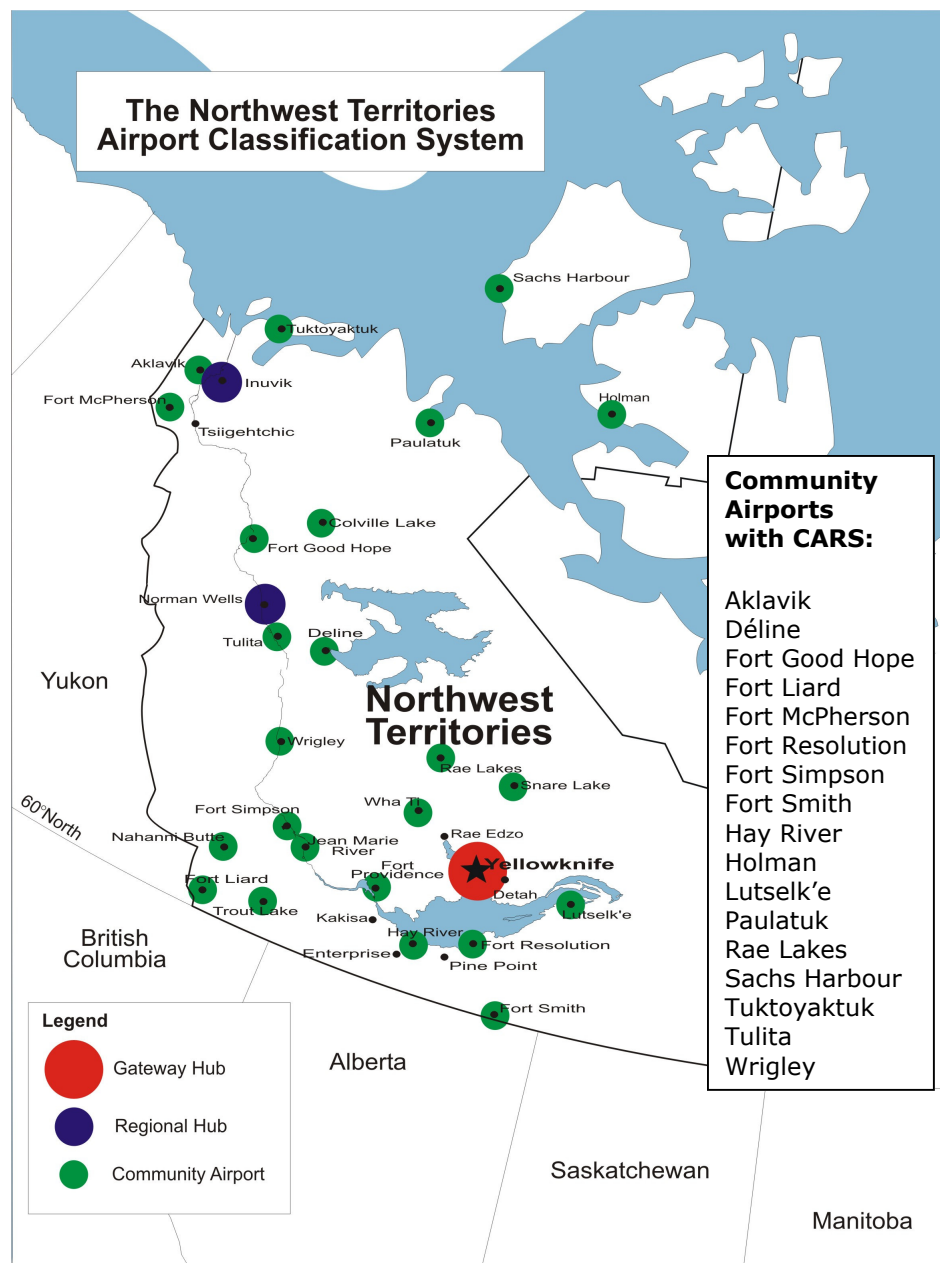
Airports are critical components of the territorial transportation system. Only 17 of 33 communities in the Northwest Territories have access to the all-weather highway system and only a third of the highway system has a paved surface. The GNWT owns and operates 27 public airports, classified under one of three categories: gateway hub (Yellowknife), regional hubs (Inuvik and Norman Wells), and community airports.

Of the 27 public airports in the NWT only six have paved runways, the other 21 have gravel runways. Four of the 27 airports are not certified but registered aerodromes.

One of DOT's core business activities is to provide airport and aviation facilities and services to encourage the development of safe, reliable, and accessible commercial air services to NWT communities. DOT's Airports Division is responsible for the operation, maintenance, rehabilitation and upgrading of the public airports in the NWT.

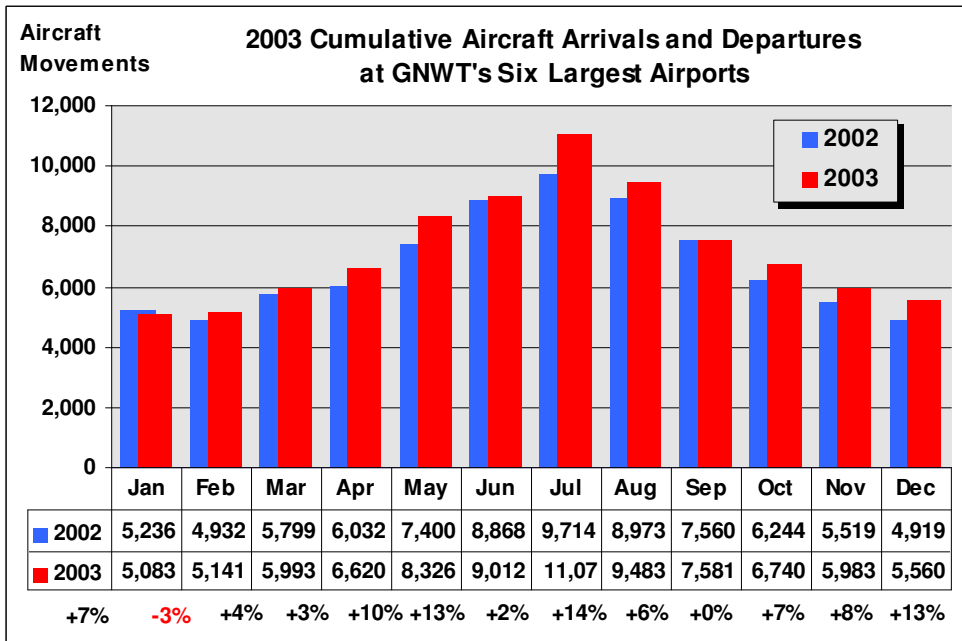
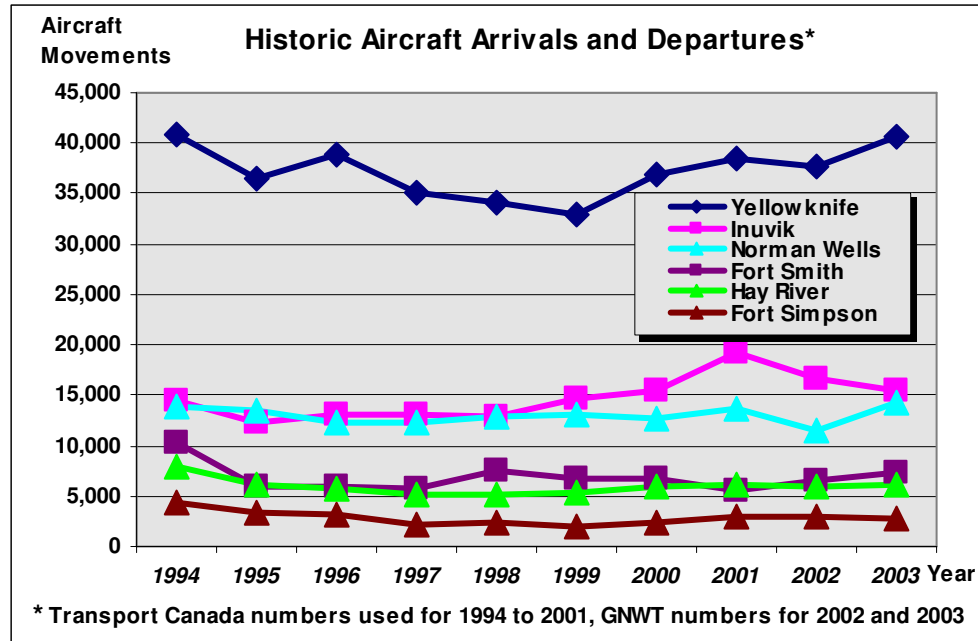
In addition to the 27 public airports, there are numerous privately owned airports and airstrips that serve resource development and tourism operations.

NavCanada operates a FSS at three airports in the NWT: Yellowknife, Inuvik and Norman Wells, and a control tower at Yellowknife Airport. At 17 community airports there is a CARS.



Historic Aircraft Arrivals and Departures

The chart on the right shows the trend in itinerant aircraft movements at the six largest GNWT airports over the last 10 years. GNWT itinerant numbers were used for 2003 and 2002 and published Transport Canada statistics reports for the period from 1994 to 2001.



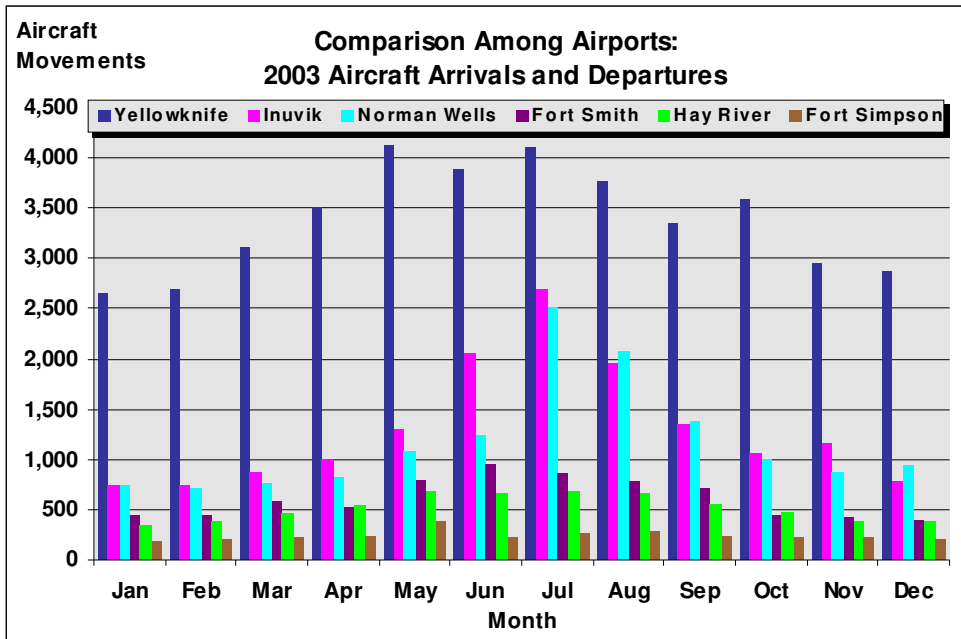
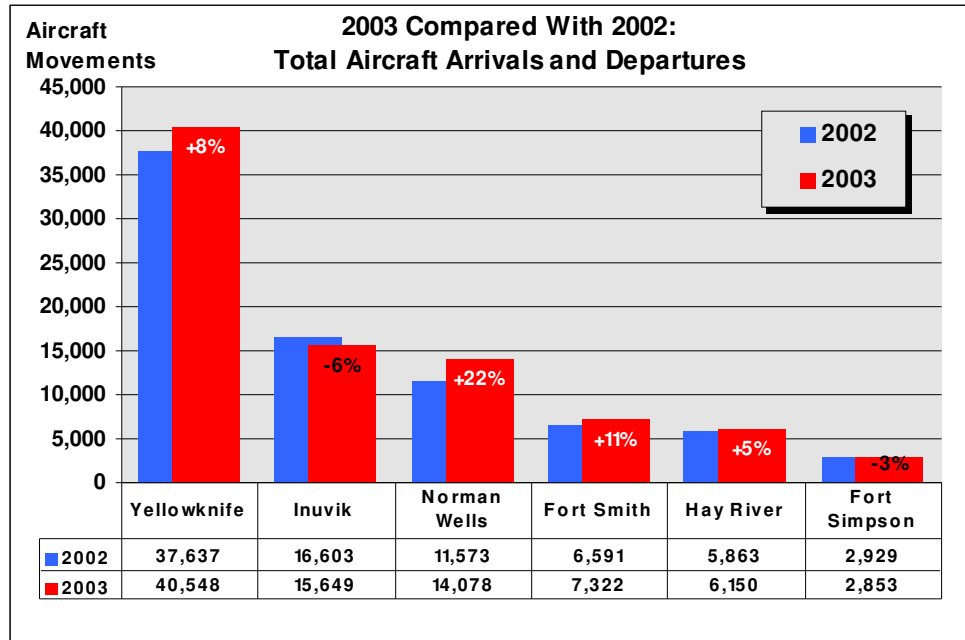
2003 Cumulative Aircraft Arrivals and Departures

In 2003, the total number of aircraft arrivals and departures at the NWT's six largest airports was 86,600, up by 7% compared with 2002. The total number of aircraft arrivals and departures at those airports in 2002 was 81,196. The chart on the left provides further details.

Comparison with Previous Year

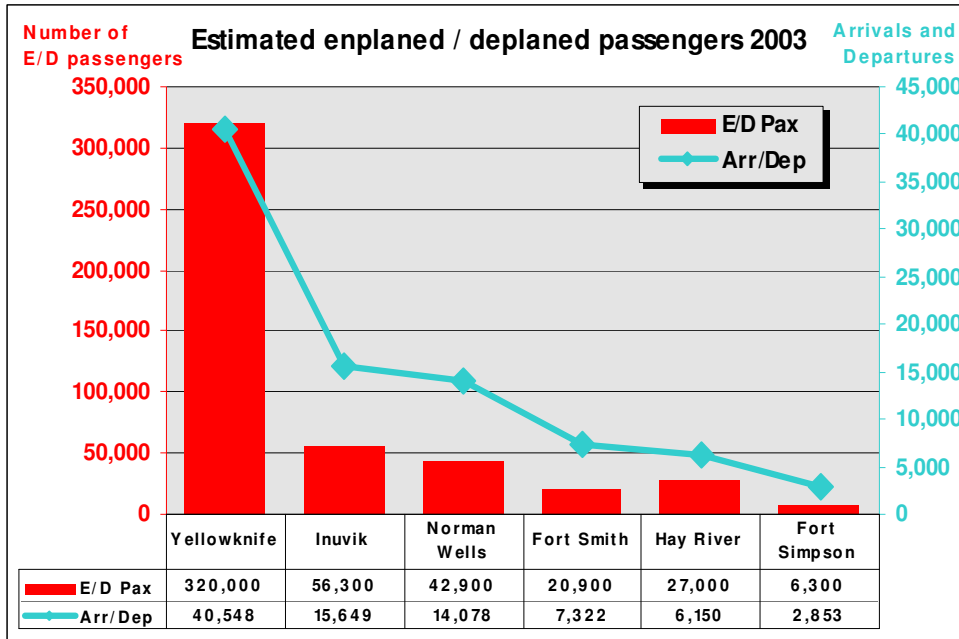
Overall, itinerant aircraft movements at the six largest airports increased by 7% in 2003.

Several GNWT airports experienced a considerable increase. Most notably, there was a 22% rise in itinerant traffic at Norman Wells Airport, which brought its levels close to those of Inuvik. Fort Smith and Yellowknife airports also saw considerable growth in itinerant traffic: Fort Smith Airport by 11% and Yellowknife Airport by 8%. Itinerant traffic also rose, by 5%, at Hay River Airport whereas at Inuvik and Fort Simpson airports it declined: by 6% and 3%, respectively.



Comparison Among Airports

Traffic levels vary substantially at the six largest GNWT airports. The chart on the left shows these varying traffic levels. The relative jump in aircraft arrivals and departures at Norman Wells Airport in the summer and fall of 2003 is evident. Aircraft fire fighting activity, increase in outfitter flights, and exploration and increased activity related to the Mackenzie Valley Gas Project all contributed to this traffic increase.



2003 Passenger Estimate

The number of enplaned and deplaned passengers at the six largest airports in 2003 is estimated at 473,400.

The estimate is based on the number of aircraft movements, historic trends in aircraft movements and passenger volumes established from Transport Canada publications, and projections from current airport development plans.



Inuvik (Mike Zubko) Airport

Individual Airports



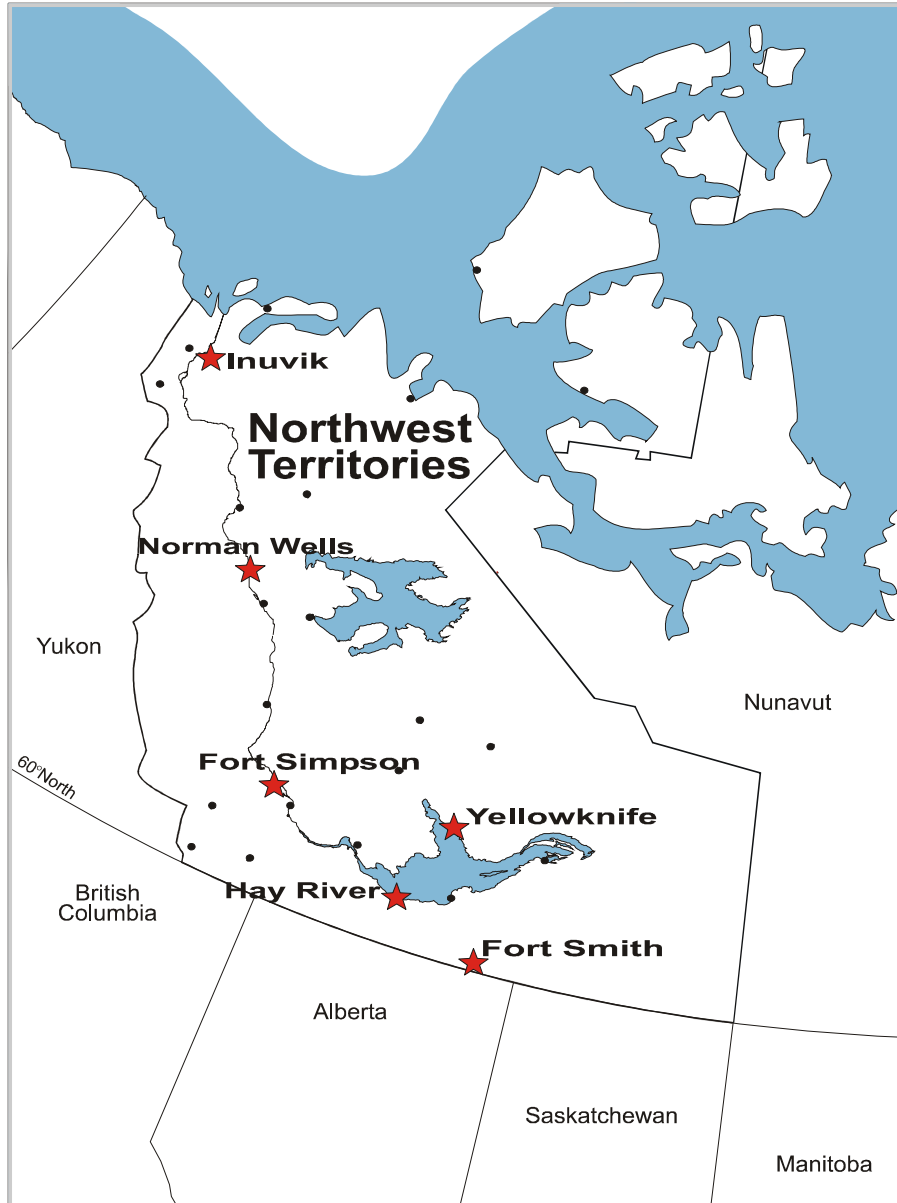
Inuvik Airport
Pages 14-15



Norman Wells Airport
Pages 16-17



Fort Simpson Airport
Pages 22-23



Yellowknife Airport
Pages 12-13



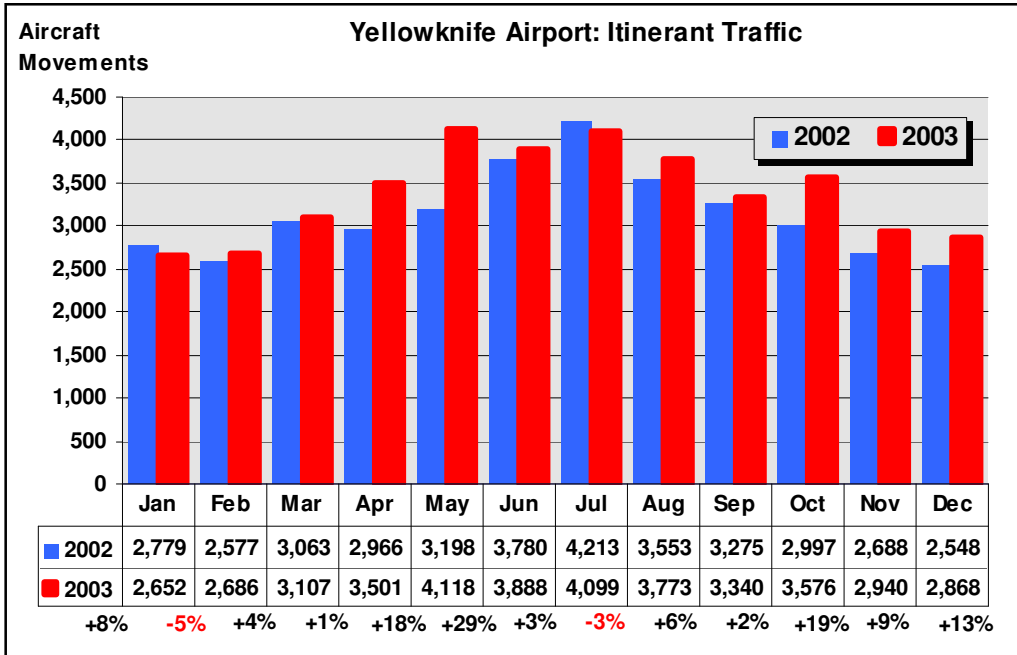
Fort Smith Airport
Pages 18-19



Hay River Airport
Pages 20-21

Yellowknife Airport

Yellowknife Airport is the gateway hub airport in the Northwest Territories and is part of the National Airports System (NAS). It is the only NAS airport in the NWT and as such is a designated airport where CATSA security screening is required. Yellowknife Airport has two asphalt runways (7500' x 150' and 5000' x 150') and is the only airport in the Northwest Territories with Air Traffic Control Services and an Independent Secondary Surveillance Radar (SSR) provided by NavCanada.



2003 Itinerant Traffic

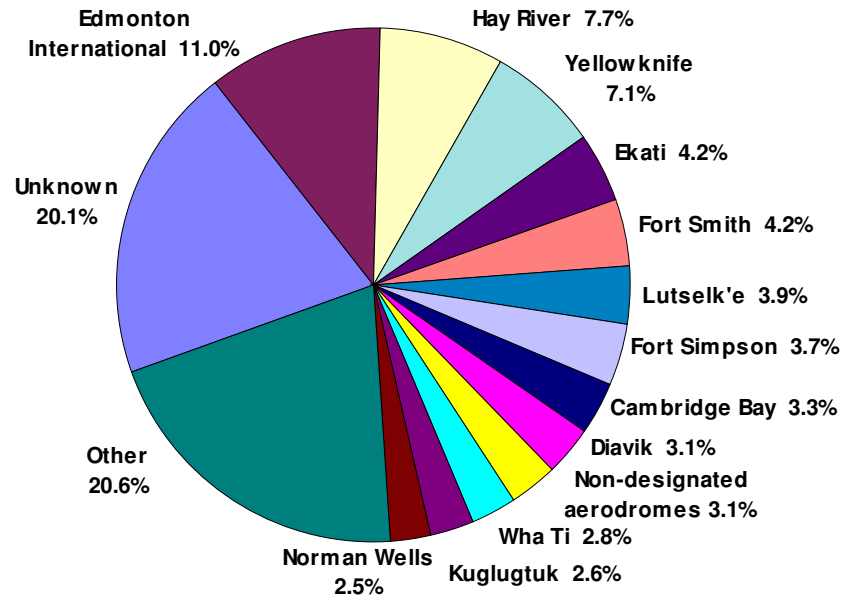
Aircraft arrivals and departures at Yellowknife Airport increased by 8% in 2003, compared with 2002. The increase was particularly noticeable in the spring and the fall.

2003 Route Analysis

Yellowknife is the gateway hub to the NWT Airport System and 11% of aircraft departures and arrivals in 2003 were flights to and from Edmonton International Airport. Hay River flights account for 7.7% of departures and arrivals at Yellowknife Airport. The Fort Smith route accounts for 4.2% as does the Ekati diamond mine route. Diavik diamond mine flights account for 3.1%, as do flights to and from non-designated aerodromes, i.e. to lakes without a waterdrome or off-airport strips. In fact, flights to and from the two operating diamond mines, Ekati and Diavik, account for 7.3% of itinerant movements at Yellowknife Airport. Flights between Yellowknife and Lutselk'e account for 3.9% of Yellowknife's arrivals and departures while Fort Simpson flights account for 3.7%, and Cambridge Bay 3.3%. A substantial share of Yellowknife Airport data, 20.1%, has unreported or missing origin/destination information.

Further details can be found in the table on the right.

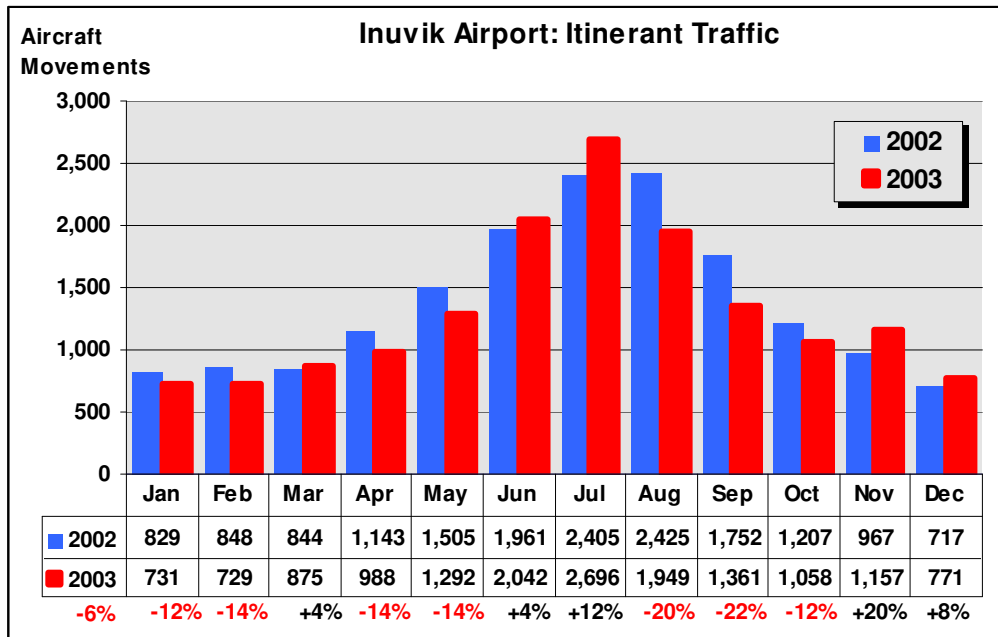
2003 Route Analysis for Yellowknife Airport



To/From	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	Share
Edmonton International	369	349	377	372	377	368	388	377	364	385	370	374	4,470	11.0%
Hay River	213	241	252	281	303	279	251	251	274	288	230	249	3,112	7.7%
Yellowknife	153	195	232	290	405	318	277	226	161	292	168	177	2,894	7.1%
Ekati	155	82	92	145	127	126	157	143	183	229	141	143	1,723	4.2%
Fort Smith	124	114	128	138	167	161	170	153	140	138	128	122	1,683	4.2%
Lutselk'e	121	108	113	118	150	140	122	139	132	142	127	152	1,564	3.9%
Fort Simpson	99	105	130	127	130	120	152	147	137	131	117	114	1,509	3.7%
Cambridge Bay	88	109	118	134	125	140	123	121	107	99	93	90	1,347	3.3%
Diavik	79	60	59	85	102	116	116	84	127	148	156	141	1,273	3.1%
Non-design. aerodromes	46	85	130	180	128	142	112	139	85	78	72	53	1,250	3.1%
Wha Ti	82	64	64	78	111	99	114	93	104	119	114	98	1,140	2.8%
Kuglugtuk	64	64	83	96	85	105	105	96	113	92	80	76	1,059	2.6%
Norman Wells	67	57	63	66	88	107	135	96	73	94	103	74	1,023	2.5%
Missing info	432	499	700	741	1,109	851	966	825	659	628	356	380	8,146	20.1%
Other	560	554	566	650	711	816	911	883	681	713	685	625	8,355	20.6%
	2,652	2,686	3,107	3,501	4,118	3,888	4,099	3,773	3,340	3,576	2,940	2,868	40,548	100.0%

Inuvik (Mike Zubko) Airport

Inuvik (Mike Zubko) Airport is a regional hub airport. It has an asphalt runway (6000' x 150') and a Flight Service Station.



2003 Itinerant Traffic

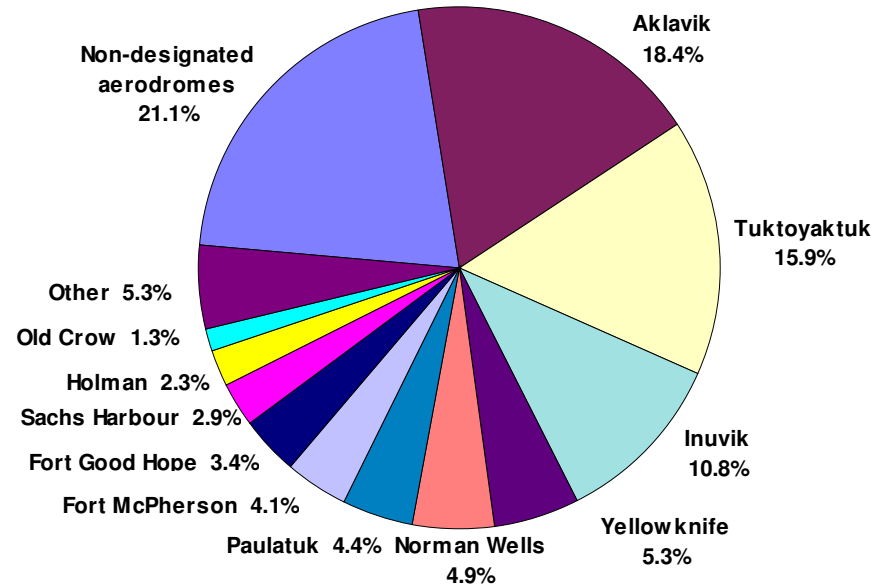
Arrivals and departures at Inuvik Airport decreased by 6% in 2003, compared with 2002.

2003 Route Analysis

Inuvik Airport is a regional hub. The two busiest routes at Inuvik Airport are to Aklavik and Tuktoyaktuk, two smaller community airports in the region. The Aklavik route accounted for 18.4% of departures and arrivals in 2003 and the Tuktoyaktuk route for 15.9%. Flights to other community airports in the region accounted for a good share as well: Paulatuk Airport for 4.4%, Fort McPherson Airport for 4.1%, Fort Good Hope Airport for 3.4%, Sachs Harbour Airport for 2.9% and Holman Airport for 2.3%. Flights to Yellowknife account for 5.3% of itinerant flights at Inuvik Airport and another 4.9% are flights to Norman Wells Airport. Flights to non-designated aerodromes, i.e. to lakes without a waterdrome or into off-airport strips, account for 21.1% of arrivals and departures.

The table on the right provides further details.

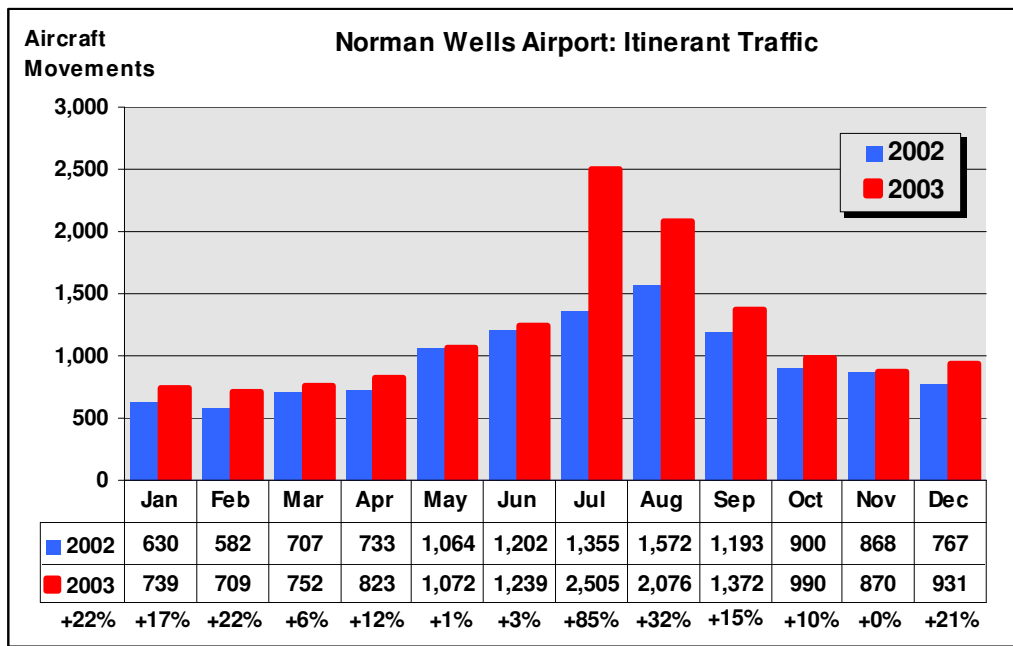
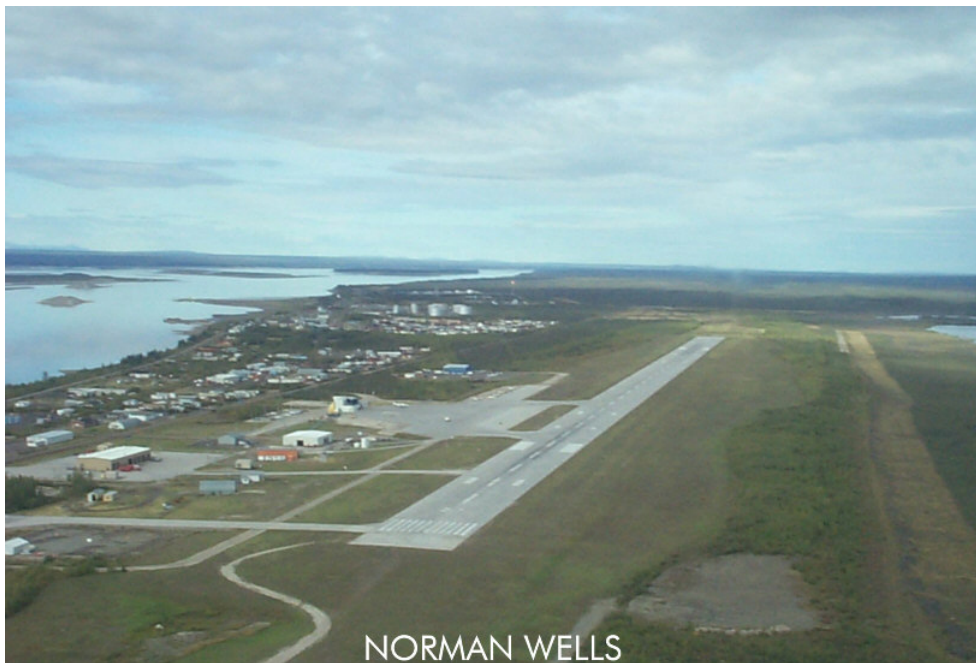
2003 Route Analysis for Inuvik Airport



To/From	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	Share
Non-design. aerodromes	75	123	173	298	208	489	848	518	253	119	134	62	3,300	21.1%
Aklavik	108	45	68	108	299	389	429	316	376	267	261	211	2,877	18.4%
Tuktoyaktuk	76	74	83	112	174	353	427	408	240	219	189	137	2,492	15.9%
Inuvik	145	135	110	62	111	236	446	212	105	62	43	19	1,686	10.8%
Yellowknife	56	63	61	76	71	101	87	60	55	63	79	60	832	5.3%
Norman Wells	63	59	65	41	46	63	82	74	76	69	73	62	773	4.9%
Paulatuk	48	44	56	69	56	55	68	69	63	50	53	50	681	4.4%
Fort McPherson	20	27	26	37	145	72	53	51	14	29	153	10	637	4.1%
Fort Good Hope	24	22	41	45	47	68	55	51	35	46	48	52	534	3.4%
Sachs Harbour	24	31	46	31	34	39	50	34	43	44	34	42	452	2.9%
Holman	24	26	36	31	33	23	27	44	31	30	28	21	354	2.3%
Old Crow	12	17	17	15	13	21	31	18	18	16	15	12	205	1.3%
Other	56	63	93	63	55	133	93	94	52	44	47	33	826	5.3%
	731	729	875	988	1,292	2,042	2,696	1,949	1,361	1,058	1,157	771	15,649	100.0%

Norman Wells Airport

Norman Wells Airport is a regional hub airport. It has an asphalt runway (6000' x 150') and a Flight Service Station.



2003 Itinerant Traffic

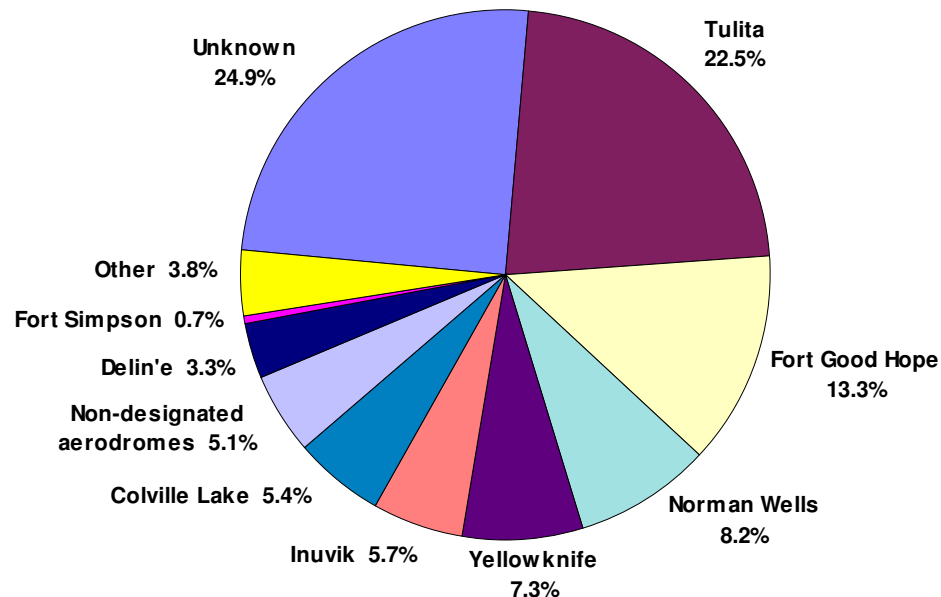
There was a 22% increase in itinerant aircraft movements at Norman Wells Airport in 2003. The jump from the previous year was particularly significant in the summer and the fall. The main contributing factor was aircraft fire fighting activity in the area (July and August). In addition, there was an increase in the number of outfitter flights in the fall as well as exploration and increased activity related to the Mackenzie Gas Project. The higher traffic levels at Norman Wells Airport are expected to continue in 2004.

2003 Route Analysis

Flights between Norman Wells and Tulita account for 22.5% of itinerant traffic at Norman Wells Airport; flights to and from Fort Good Hope for 13.3%, Colville Lake for 5.4%, and Delin'e for 3.2%. The Yellowknife route accounts for 7.2% of itinerant traffic at Norman Wells Airport. Another 5.7% are flights to Inuvik. Return flights to non-designated aerodromes, i.e. to lakes without a waterdrome or off-airport strips, account for 4.6% of arrivals and departures. A substantial share of Norman Wells Airport data, 24.5%, has unreported or missing origin/destination information.

The table on the right provides further details on Norman Wells Airport routes.

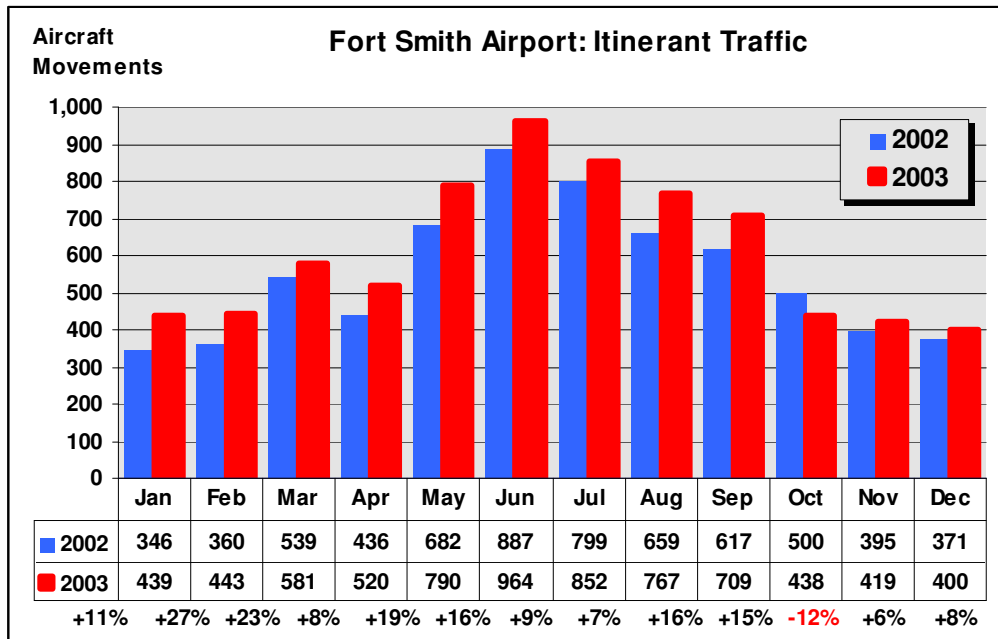
2003 Route Analysis for Norman Wells Airport



To/From	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	Share
Tulita	159	167	188	237	296	254	303	400	326	333	267	239	3,169	22.5%
Fort Good	108	113	110	140	165	175	203	253	158	172	133	137	1,867	13.3%
Norman	78	34	33	72	106	160	185	172	81	83	50	101	1,155	8.2%
Yellowknife	70	55	70	66	79	96	141	100	71	94	101	78	1,021	7.3%
Inuvik	74	68	50	44	47	65	96	78	78	70	72	60	802	5.7%
Colville Lake	53	56	46	58	49	65	70	99	83	59	52	72	762	5.4%
Delin'e	15	23	28	33	37	53	65	59	31	37	33	44	458	3.3%
Fort Simp-	1	6	3	4	9	7	18	19	21	5	1	3	97	0.7%
Non-design. aerodromes	113	6	15	35	133	111	77	39	29	15	65	81	719	5.1%
Missing info	36	142	177	105	128	195	1,252	781	441	89	69	85	3,500	24.9%
Other	32	39	32	29	23	58	95	76	53	33	27	32	528	3.8%
	739	709	752	823	1,072	1,239	2,505	2,076	1,372	990	870	931	14,078	100.0%

Fort Smith Airport

Fort Smith Airport has one asphalt (6000' x 200') and one gravel/asphalt (1800' x 150', 1200' gravel and 600' asphalt) runway. It also has a Community Aerodrome Radio Station.



2003 Itinerant Traffic

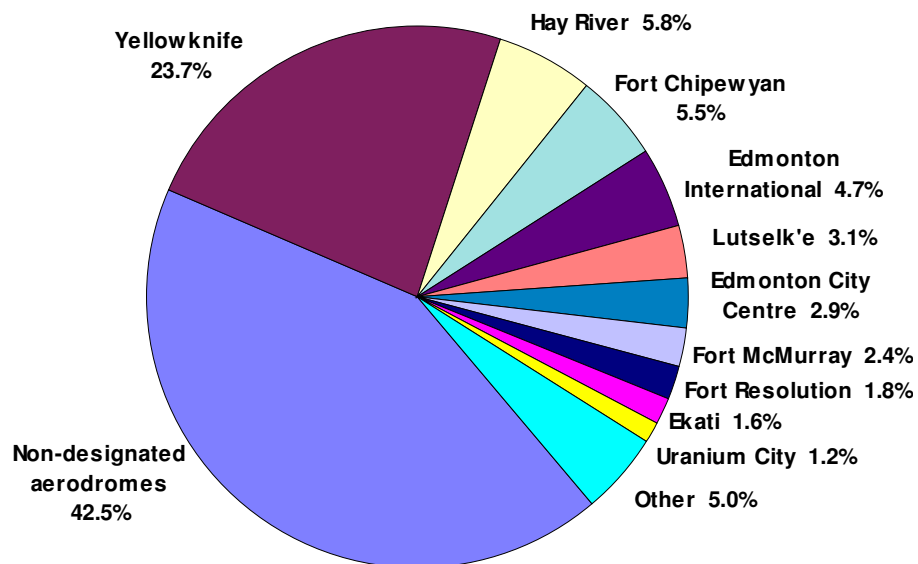
In 2003, there was an 11% overall increase in total aircraft arrivals and departures at Fort Smith Airport, compared with the previous year.

2003 Route Analysis

A large proportion of Fort Smith flights, 23.7%, were from Yellowknife Airport. The Hay River route accounts for 5.8% of itinerant aircraft movements. Another 5.5% are due to flights to Fort Chipewyan, Alberta. Flights to and from Edmonton are split between Edmonton International Airport, with 4.7%, and Edmonton City Centre Airport, with 2.9%. Ekati diamond mine flights account for 1.6% of arrivals and departures at the Fort Smith Airport. Flights to and from non-designated aerodromes, i.e. to lakes without a waterdrome or off-airport strips, account for 42.5% of arrivals and departures.

The table on the right provides further details on Fort Smith Airport routes.

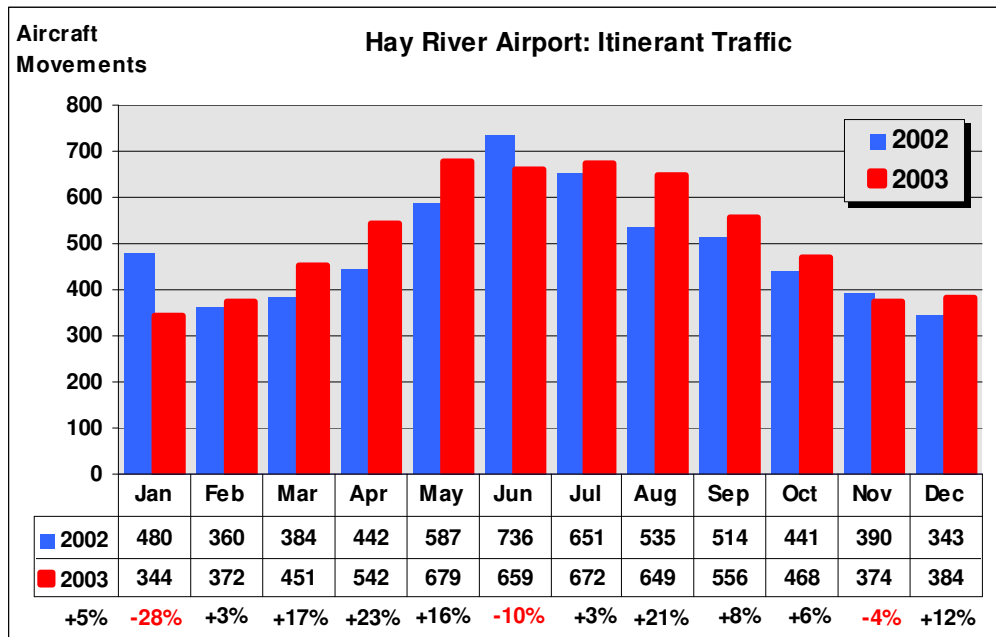
2003 Route Analysis for Fort Smith Airport



To/From	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	Share
Non-design. aerodromes	157	165	266	200	389	474	347	364	363	114	129	135	3,103	42.4%
Yellowknife	127	121	141	137	168	171	179	153	141	144	132	120	1,734	23.7%
Hay River	46	35	46	43	45	49	57	42	24	15	4	16	422	5.8%
Fort	6	10	23	41	30	64	62	55	37	22	40	11	401	5.5%
Edmonton International	24	18	19	19	19	21	18	19	34	51	51	51	344	4.7%
Lutselk'e	26	24	20	16	14	27	22	14	14	28	12	10	227	3.1%
Edmonton City Centre	3	8	1	2	34	46	44	40	24		6	1	209	2.9%
Fort McMurray	16	15	21	14	18	25	28	15	9	6	6	5	178	2.4%
Fort Resolution	6	10	6	6	10	20	15	8	19	12	6	13	131	1.8%
Ekati	11	10	9	10	9	7	12	6	8	11	8	17	118	1.6%
Uranium City	6	10	6	6	10	10	14	3	5	11	2	7	90	1.2%
Other	11	17	23	26	44	50	54	48	31	24	23	14	365	5.0%
	439	443	581	520	790	964	852	767	709	438	419	400	7,322	100.0%

Hay River Airport

Hay River Airport has one asphalt (6000' x 150') and one asphalt/gravel (4000' x 150', 3000' gravel and 1000' asphalt) runway. It also has a Community Aerodrome Radio Station.



2003 Itinerant Traffic

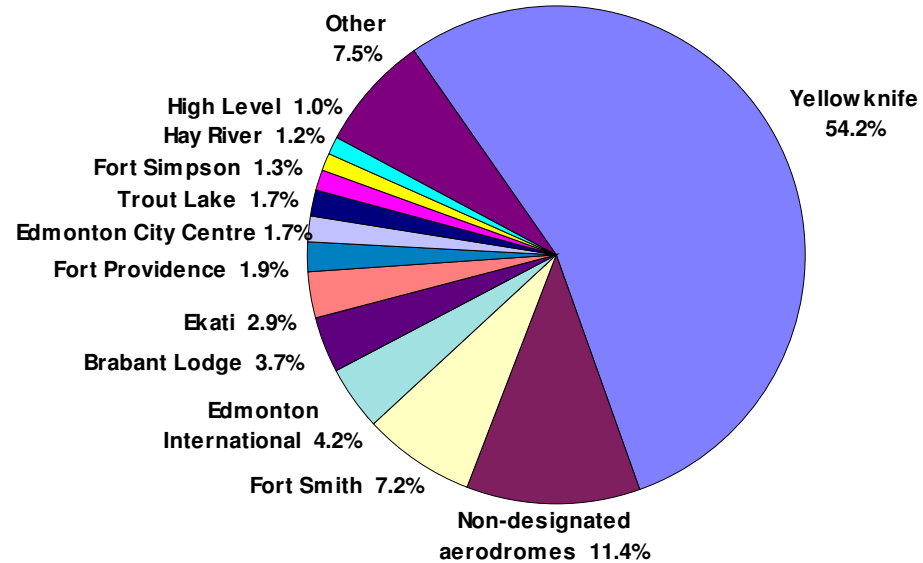
In 2003, total aircraft arrivals and departures at Hay River Airport increased overall by 6% when compared with the previous year.

2003 Route Analysis

The majority, or 54.2%, of Hay River Airport arrivals and departures in 2003 were Yellowknife flights. Flights to larger community airports follow, with Fort Smith Airport accounting for 7.2% and Fort Simpson Airport accounting for 1.3% of arrivals and departures. Flights to and from Edmonton are split between Edmonton International Airport, with 4.2%, and Edmonton City Centre Airport, with 1.7%. Ekati diamond mine flights account for 2.9% of arrivals and departures at the Hay River Airport. Of particular note is the Brabant Lodge flight route, which makes up 3.7% of arrival and departures at the airport. Flights to non-designated aerodromes, i.e. to lakes without a waterdrome or into off-airport strips, account for 11.4% of arrivals and departures.

The table on the right provides further details on Hay River Airport routes.

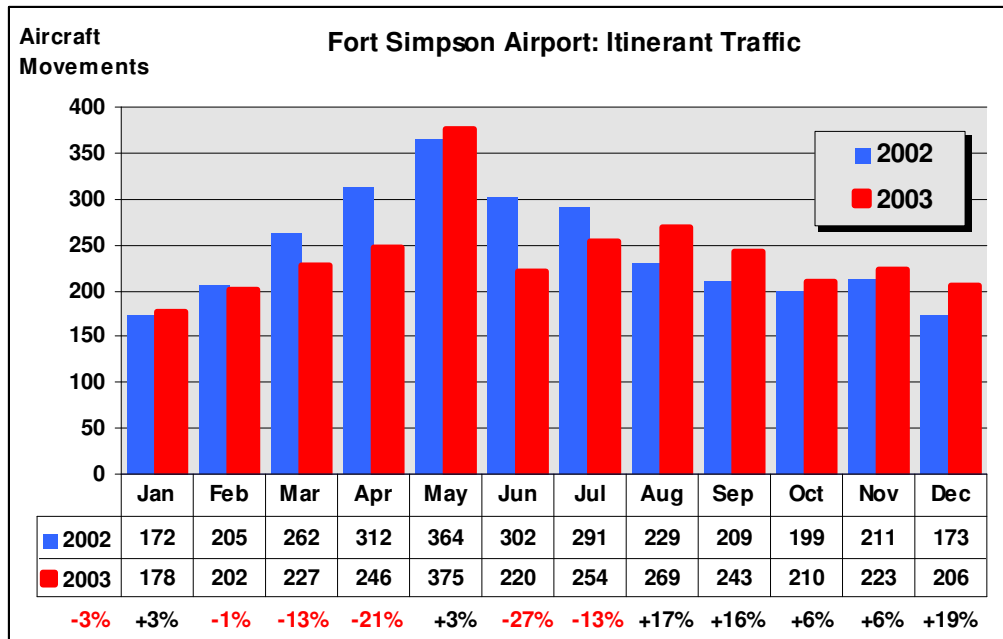
2003 Route Analysis for Hay River Airport



To/From	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	Part
Yellowknife	217	260	273	300	351	312	263	269	289	314	233	255	3,336	54.2%
Non-design. aerodromes	16	14	38	68	91	109	109	124	73	23	17	20	702	11.4%
Fort Smith	47	24	41	41	48	57	55	45	33	19	10	22	442	7.2%
Edmonton International	17	18	19	20	18	24	21	20	23	29	23	25	257	4.2%
Brabant Lodge					17	54	58	60	36				225	3.7%
Ekati	18	10	17	34	38	8	11	8	7	10	10	10	181	2.9%
Fort Providence	3	5		26	41	6	8	10	7	2	6	1	115	1.9%
Edmonton City Centre	8	9	12	12	10	9	8	11	4	12	4	7	106	1.7%
Trout Lake	1		2		6	10	31	10	24	9	10	1	104	1.7%
Fort Simpson			4	6	18	10	7	10	3	8	9	7	82	1.3%
Hay River		2	1	6	2	2	4	3	6	7	27	16	76	1.2%
High Level	1		7	5	3	6	8	9	11	4	2	4	60	1.0%
Other	16	30	37	24	36	52	89	70	40	31	23	16	464	7.5%
	344	372	451	542	679	659	672	649	556	468	374	384	6,150	100.0%

Fort Simpson Airport

Fort Simpson Airport has an asphalt runway (6000') and a Community Aerodrome Radio Station. The community of Fort Simpson is also served by a smaller, private airport, Fort Simpson Island Airstrip, which is operated on land leased from the Village of Fort Simpson. The statistics presented here are only for the larger GNWT owned and operated airport.



2003 Itinerant Traffic

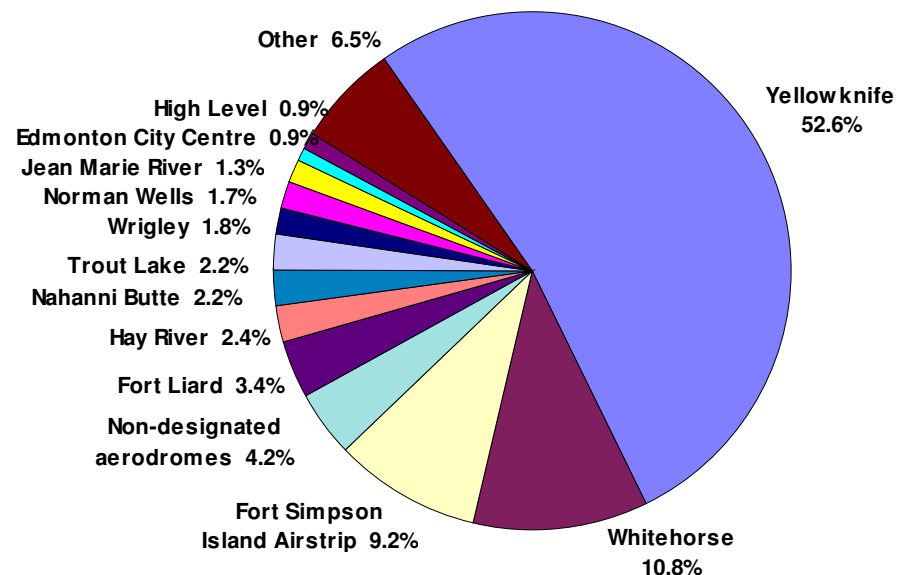
In 2003, total aircraft arrivals and departures at Fort Simpson Airport decreased overall by 3% when compared with the same period the previous year.

2003 Route Analysis

Yellowknife flights comprised the majority, or 52.6%, of Fort Simpson Airport arrivals and departures in 2003. Whitehorse, Yukon, flights account for 10.8%. Flights to and from the Fort Simpson Island Airport account for 9.2% of the total traffic. The Hay River route accounts for 2.4% of arrivals and departures and the regional hub route to Norman Wells accounts for 1.7%. Flights to the surrounding smaller community airports account for a considerable number of movements: Fort Liard for 3.4%, Nahanni Butte and Trout Lake airports for 2.2% each, Wrigley Airport for 1.8% and Jean Marie River Airport for 1.3%. Edmonton flights are almost exclusively to Edmonton City Centre Airport, which accounts for 0.9% of itinerant movements. Flights to non-designated aerodromes, i.e. to lakes without a waterdrome or into off-airport strips, account for 4.2% of arrivals and departures.

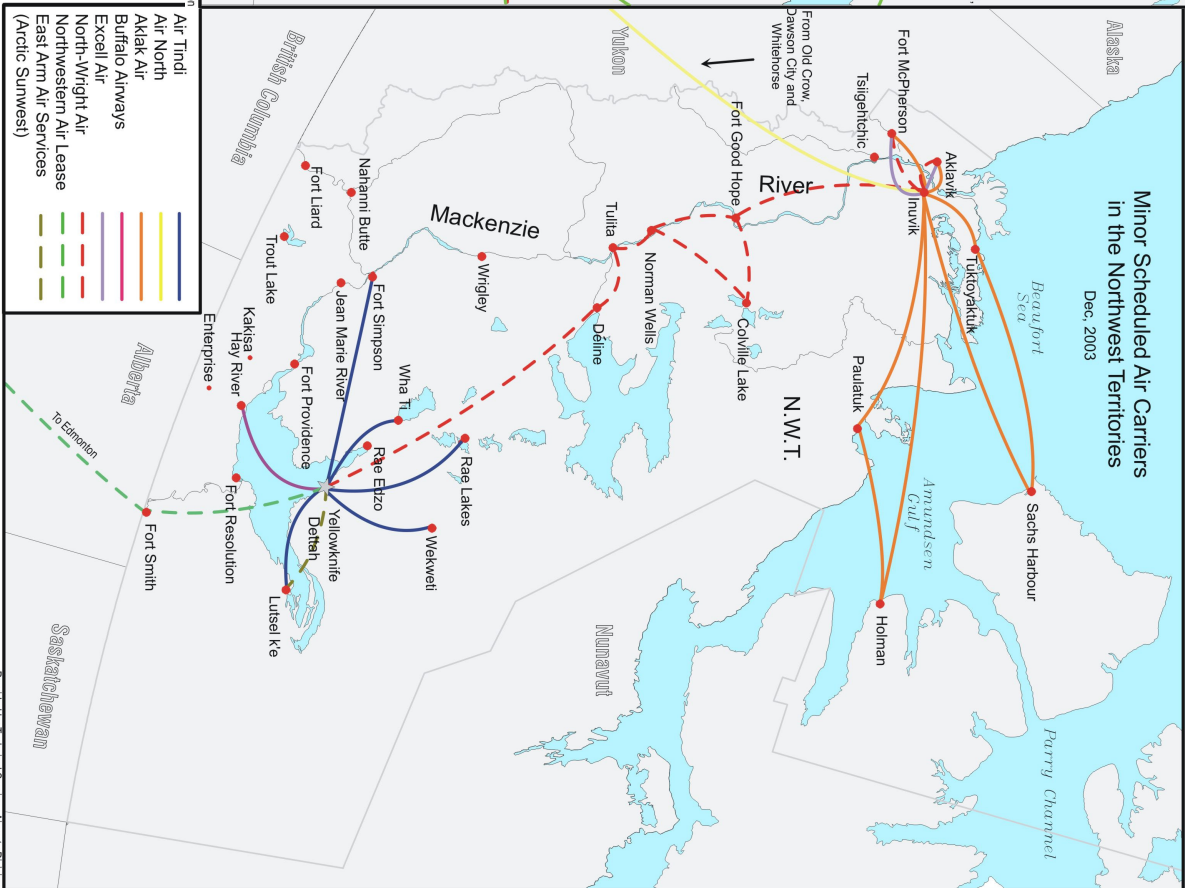
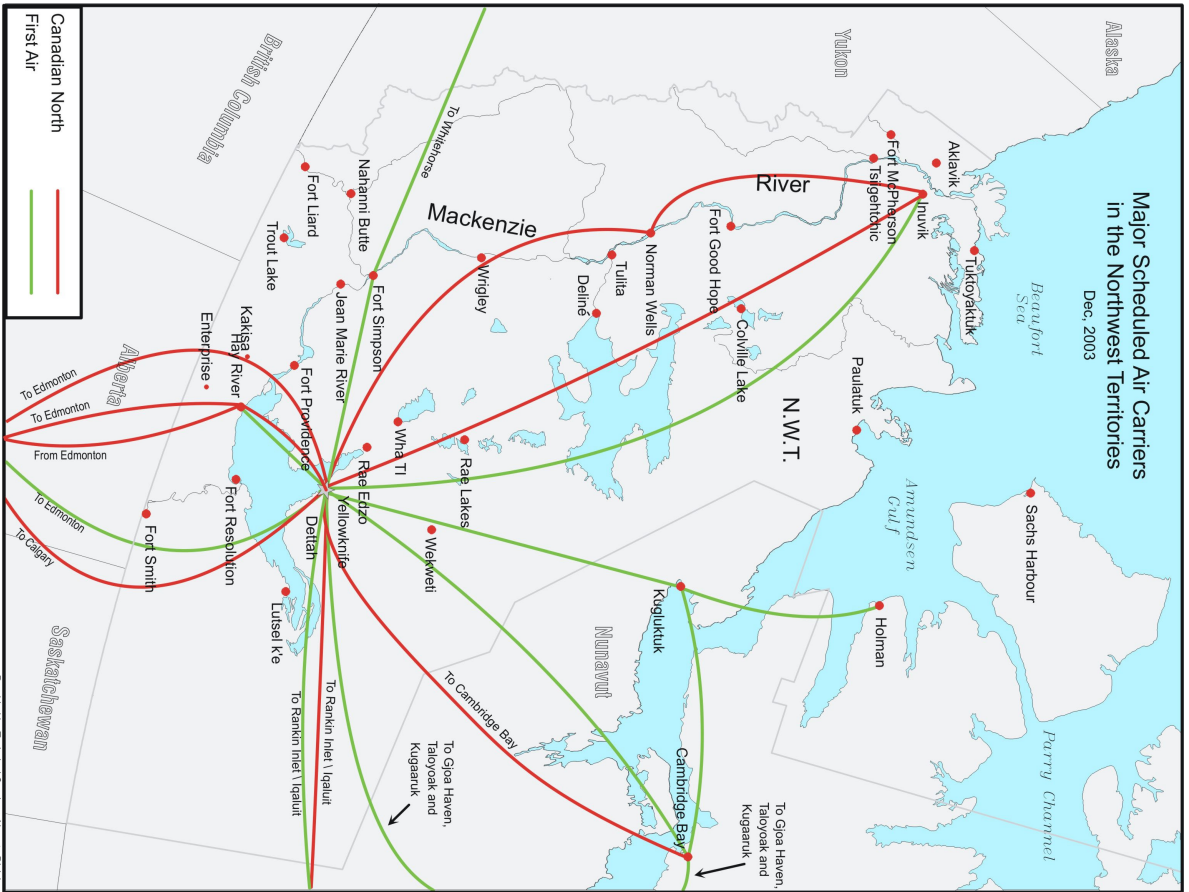
The table on the right provides further details on Fort Simpson Airport routes.

2003 Route Analysis for Fort Simpson Airport



To/From	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	Share
Yellowknife	102	112	134	124	141	115	143	140	136	128	112	114	1,501	52.6%
Whitehorse	24	25	28	27	27	25	26	27	24	29	23	23	308	10.8%
Fort Simpson Island Airstrip	13	20	12	30	38	18	32	29	16	11	21	22	262	9.2%
Fort Liard	6	7	10	8	27	7	3	5	4	6	6	8	97	3.4%
Hay River		1	2	2	19	11	6	6	3	9	4	5	68	2.4%
Nahanni Butte	6	5	6	4	9	3	6	4	8	2	3	6	62	2.2%
Trout Lake	3	5	5	1	11	4	6	9	5	2	5	6	62	2.2%
Wrigley	3	4		2	16	3	2	5	3	1	7	4	50	1.8%
Norman Wells	2	1	2	3	5	5	11	6	10	3		1	49	1.7%
Jean Marie River			3	2	23	1	2		2	2	2		37	1.3%
Edmonton City Centre	5	4	6	3	2	1	2	1	2			1	27	0.9%
High Level		1	1	1	4	1	2	5	7	2	2		26	0.9%
Non-design. aerodromes	1			15	31	17	3	8	10	6	20	8	119	4.2%
Other	13	17	18	24	22	9	10	24	13	9	18	8	185	6.5%
	178	202	227	246	375	220	254	269	243	210	223	206	2,853	100.0%

At a Glance: Scheduled Air Routes



2003 Itinerant Airport Traffic at the Six Largest GNWT Airports

Airport	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	Change from 2002
Yellowknife	2,652	2,686	3,107	3,501	4,118	3,888	4,099	3,773	3,340	3,576	2,940	2,868	40,548	8%
Inuvik	731	729	875	988	1,292	2,042	2,696	1,949	1,361	1,058	1,157	771	15,649	-6%
Norman	739	709	752	823	1,072	1,239	2,505	2,076	1,372	990	870	931	14,078	22%
Fort Smith	439	443	581	520	790	964	852	767	709	438	419	400	7,322	11%
Hay River	344	372	451	542	679	659	672	649	556	468	374	384	6,150	5%
Fort Simpson	178	202	227	246	375	220	254	269	243	210	223	206	2,853	-3%
	5,083	5,141	5,993	6,620	8,326	9,012	11,07	9,483	7,581	6,740	5,983	5,560	86,600	7%

2002 Itinerant Airport Traffic at the Six Largest GNWT Airports

Airport	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Yellowknife	2,779	2,577	3,063	2,966	3,198	3,780	4,213	3,553	3,275	2,997	2,688	2,548	37,637
Inuvik	829	848	844	1,143	1,505	1,961	2,405	2,425	1,752	1,207	967	717	16,603
Norman Wells	630	582	707	733	1,064	1,202	1,355	1,572	1,193	900	868	767	11,573
Fort Smith	346	360	539	436	682	887	799	659	617	500	395	371	6,591
Hay River	480	360	384	442	587	736	651	535	514	441	390	343	5,863
Fort Simpson	172	205	262	312	364	302	291	229	209	199	211	173	2,929
	5,236	4,932	5,799	6,032	7,400	8,868	9,714	8,973	7,560	6,244	5,519	4,919	81,196

