

NWT Airport Statistics Report

2004



NWT Airport Statistics Report

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

2004

July 2005



Acknowledgements

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Photos on pages 14, 16, 18, 20 and 22 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 which are the responsibility of Nav Canada.

CATSA: Canadian Air Transport Security Authority.

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

FSS: Flight Service Station which are the responsibility of Nav Canada.

GDP: Gross Domestic Product.

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 2004, the six largest Government of the Northwest Territories' airports—Yellowknife, Inuvik, Norman Wells, Fort Smith, Hay River and Fort Simpson, saw an overall 7% increase in itinerant traffic (i.e. landings and takeoffs). This growth followed equivalent growth of 7% in 2003, for a 14% increase over the two year period. In 2004 there was a total of 93,003 aircraft arrivals and departures at these airports, up from 86,600 in 2003 and 81,196 in 2002. The volume of passengers processed through these six airports is estimated at 509,990 in 2004, an increase of 8% overall from 2003.

Each of the largest NWT airports experienced increased traffic levels in 2004. Norman Wells airport experienced the largest overall increase at 12%. The large growth at Norman Wells airport in recent years has pushed aircraft movement levels to those at Inuvik airport, the second busiest airport in the Northwest Territories. Yellowknife Airport, the busiest airport in the Northwest Territories, experienced an increase of 9%, followed by Fort Simpson with 7%, Fort Smith with 6%, Hay River with 3% and lastly Inuvik with 2%. Economic growth and development, oil and gas exploration, tourism and summer forest fire activity are some of the reasons for these increased volumes.



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 change is crucial to good management of airports.

In the past, the GNWT's DOT relied on aviation statistics published by Statistics Canada. The available information was neither sufficiently comprehensive nor available on a timely basis, particularly for the smaller airports. In addition, there have been inconsistencies for 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 is the second annual Airport Statistics Report produced by DOT. 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 Stations (FSS) at Inuvik and Norman Wells, and the Community Aerodrome Radio Stations (CARS) in Fort Smith, Hay River and Fort Simpson.

The report is currently limited to itinerant traffic movements at the GNWT's six largest airports. Itinerant traffic movements are flights that are either entering or leaving the airport's circuit. 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 may be included in future reports. Implementation of electronic collection of Northwest Territories (NWT) aircraft movements statistics using NCAMS at GNWT airports with CARS was completed in March 2005 and all seventeen CARS are now reporting data electronically. The table on the following page provides an example of the increased extent of NCAMS implementation that occurred in 2004, with a greater number of airports reporting data as the year progressed. Future reports will include data from all airports using the NCAMS system and not just the six airports analyzed in the 2003 and 2004 Airport Statistics Reports.

Aircraft Arrivals and Departures —Implementation of NCAMS at CARS Airports in NWT

SITE	2004											
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Aklavik												
Deline												
Fort Good Hope												
Fort Liard												
Fort McPherson												
Fort Resolution												
Holman												
Lutselk'e												
Paulatuk												
Rae Lakes												
Sachs Harbour												
Tuktoyaktuk												
Tulita												
Wrigley												

 = electronic data collection
  = implementation pending, completed by 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 available soon enough to be of value for planning or operational considerations. Many airport operators in other jurisdictions collect passenger statistics directly and the GNWT is considering doing the same as it expands its own collection of airport statistics. In this report, passenger volumes at the airports covered are estimated based on the number of aircraft movements, historic trends in aircraft movements and passenger volumes established from Transport Canada publications, traffic projections from current airport development plans and projections derived from aircraft movement trends.

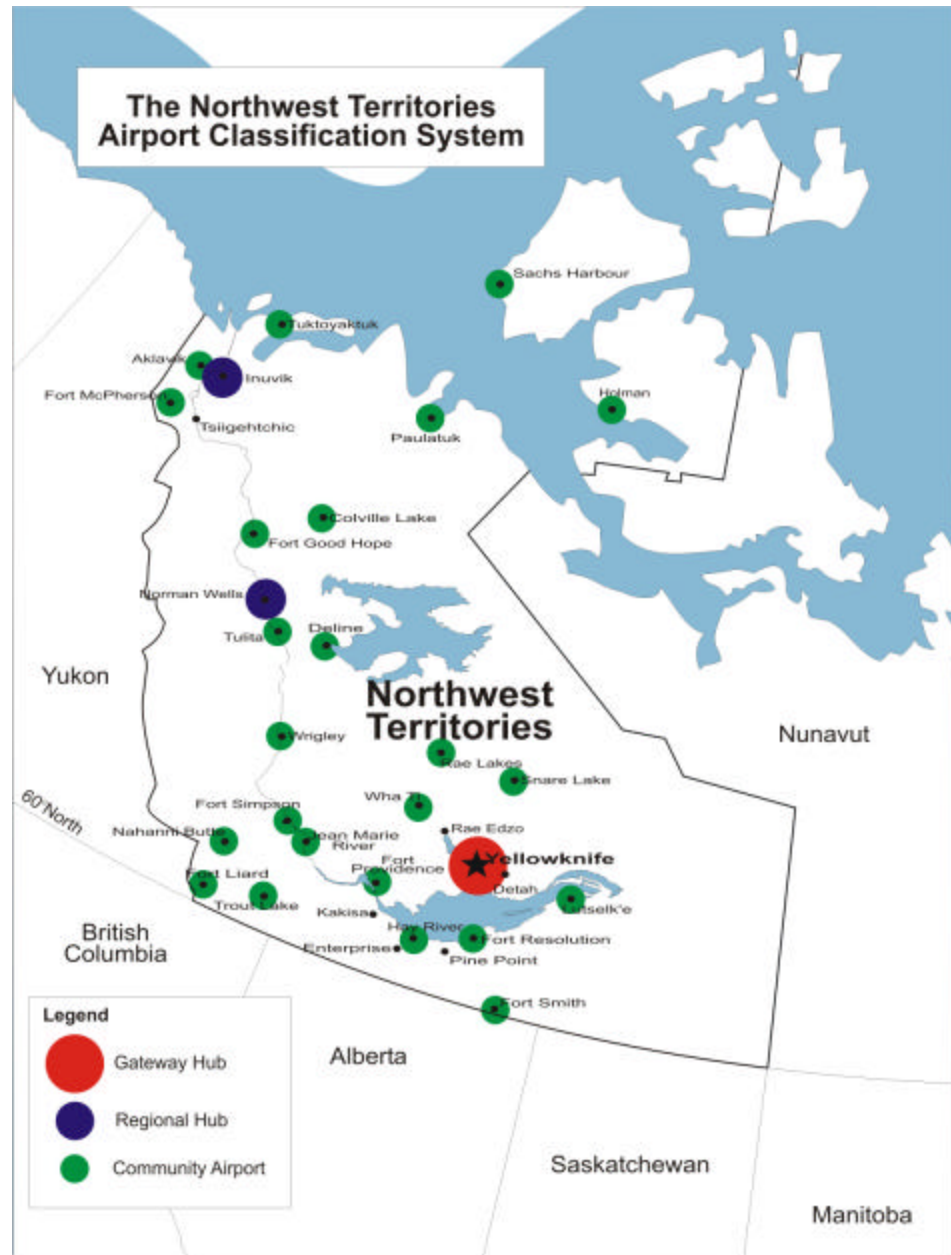
The GNWT Airports System

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. 23 airports are certified, the remaining four are registered aerodromes.

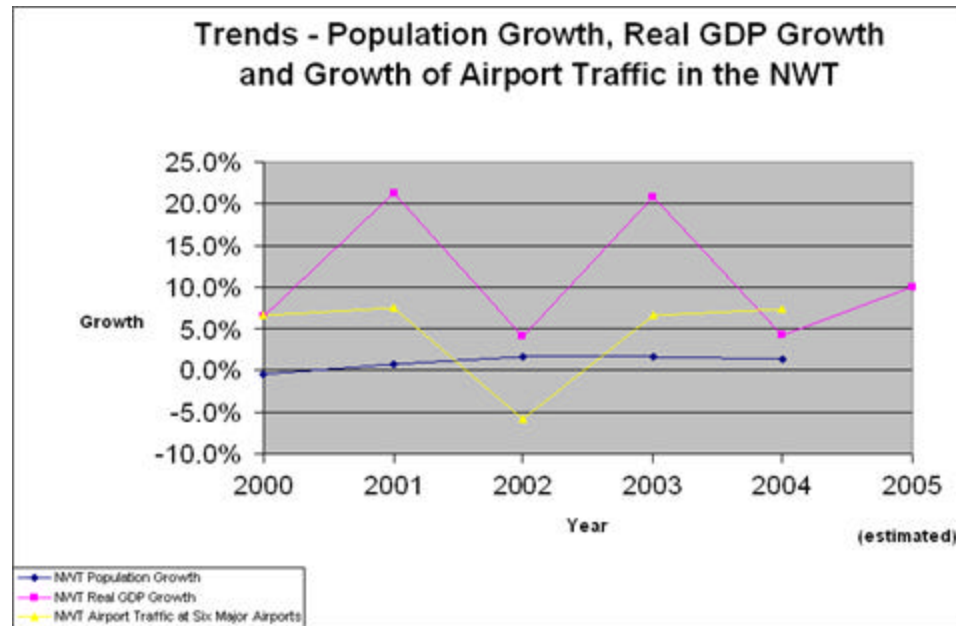
One of DOT's core business activities is to provide airport and aviation facilities and services to encourage the development of safe, reliable, and accessible commercial air services to NWT communities. DOT's Airports Division is responsible for the operation, maintenance, rehabilitation and upgrading 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, a control tower at Yellowknife Airport and 17 CARS at community airports.

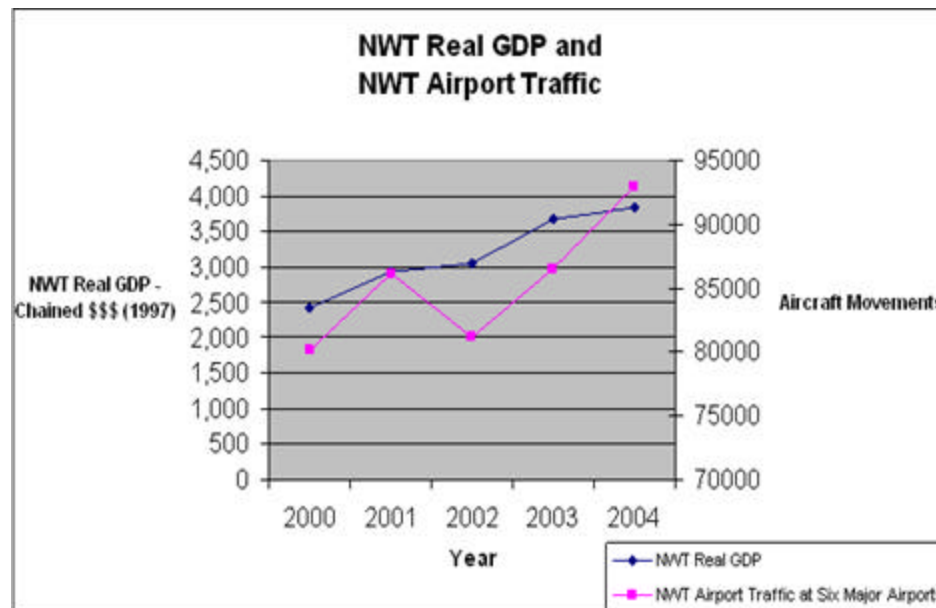


Airport Traffic and Economic Growth in the NWT

The aviation industry is dynamic and fluctuates with economic, social and political trends and changes. The graphs to the right and below both provide examples of this. The graph to the right shows the trends for population growth, real GDP growth and airport traffic growth in the NWT from 2000 to 2004 (with an estimate for real GDP in 2005). Airport traffic growth and real GDP growth both follow similar patterns. The NWT GDP has been fuelled by non-renewable resource development, increased employment opportunities and greater disposable income.



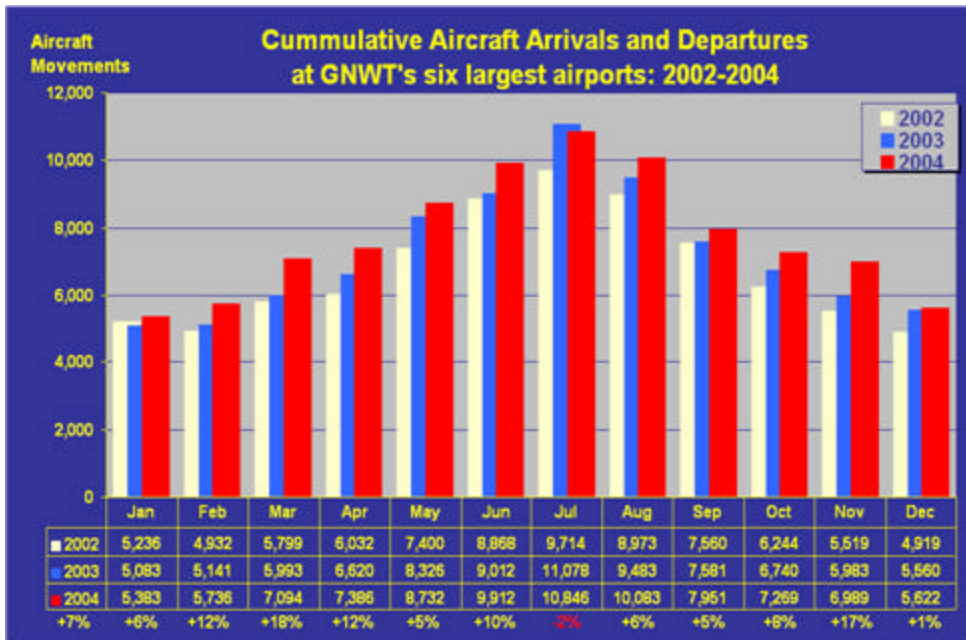
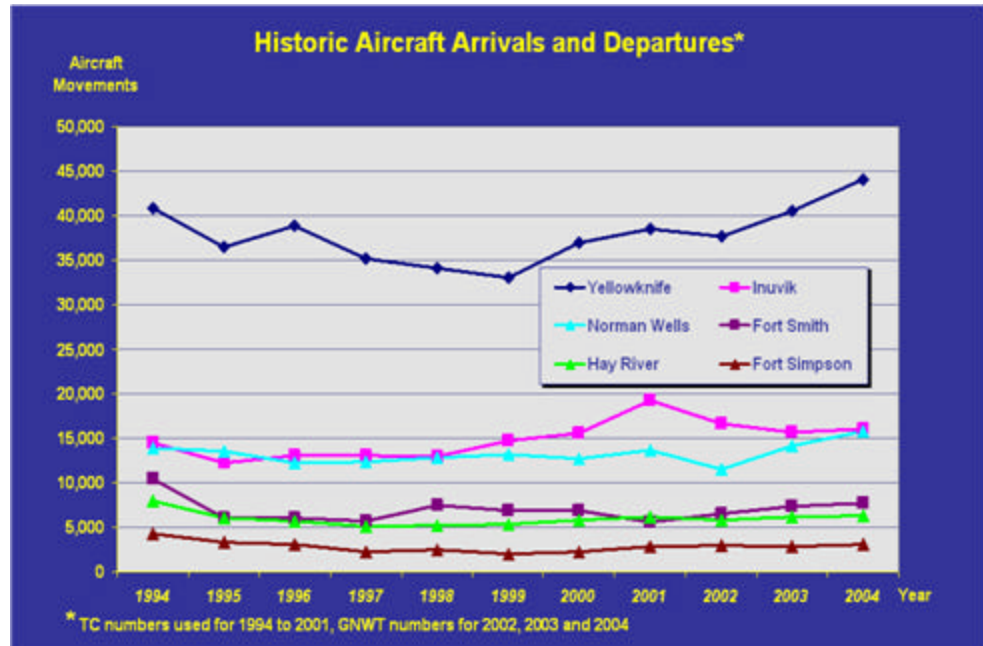
It is expected that the GDP will continue to increase in the future and correspondingly airport traffic in the NWT will continue to climb. As the NWT population continues to increase it may also be expected that air traffic will increase.



Using some of the same data as above but plotted differently, the graph to the left illustrates the changes in real GDP and airport traffic in raw numbers, rather than percent change as above. Once again, there are some similarities among the changes in real GDP and airport traffic.

Historic Aircraft Arrivals and Departures

The chart on the right shows the trend in itinerant movements at the six largest GNWT airports over the last 10 years. GNWT itinerant numbers were used for 2002-2004 and published Transport Canada statistics reports were used for 1994-2001. The trend line is rising at all airports, to varying degrees, from 2003-2004.

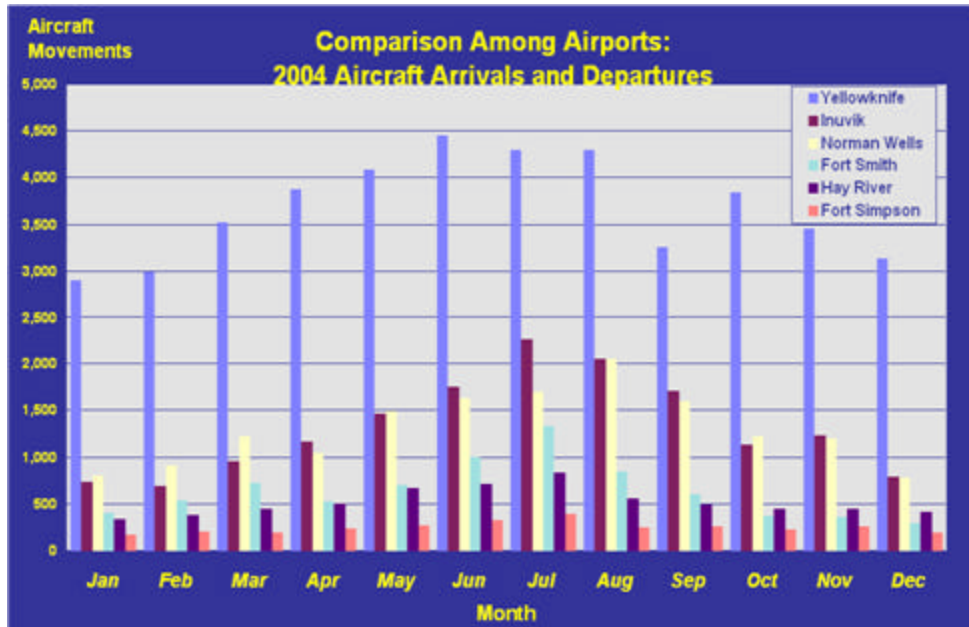
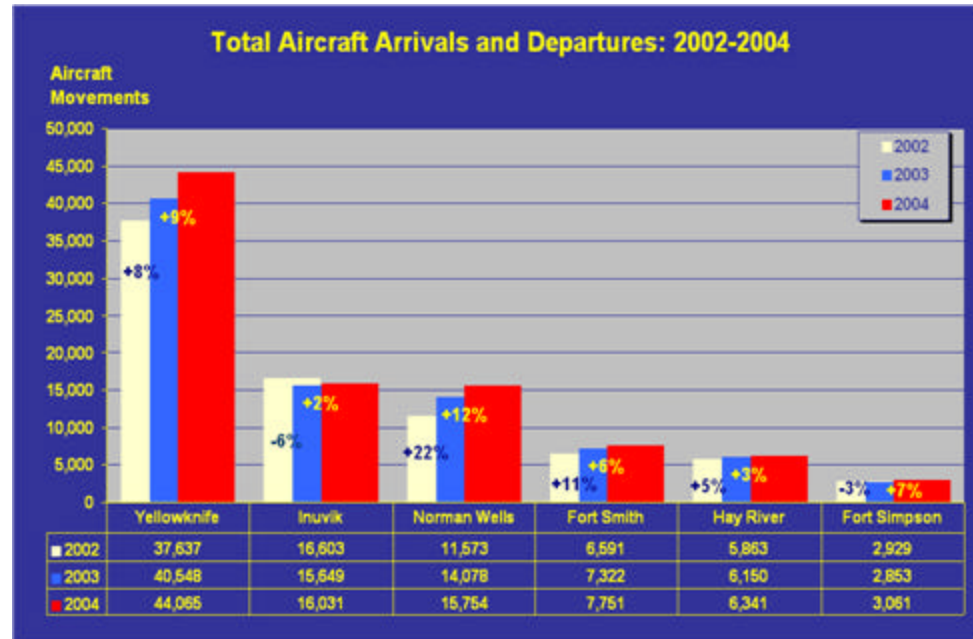


2004 Cumulative Aircraft Arrivals and Departures

In 2004, the total number of aircraft arrivals and departures at the GNWT's six largest airports was 93,003, up by 7% from the 2003 total of 86,600. The chart on the left provides further details on the cumulative arrivals and departures at the six airports according to month. 2002-2004 data is shown on the graph and data table, with the percent increases at the bottom of the diagram reflecting the change from 2003-2004.

Comparison with Previous Year

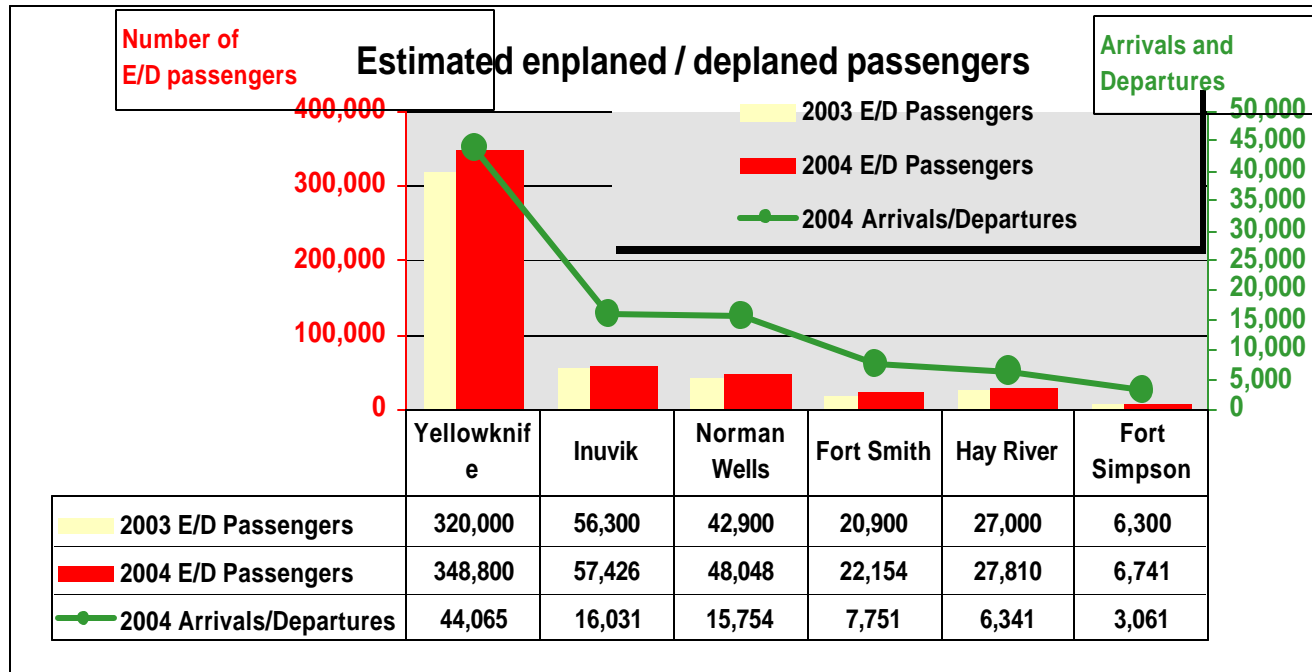
Overall, itinerant aircraft movements at the six largest airports increased by 7% to 93,003 in 2004. In 2003 the total number of itinerant aircraft movements was 86,600 and in 2002 it was 81,196. Unlike in 2003 when Inuvik and Fort Simpson Airports experienced decreases of 6% and 3% respectively, in 2004 all six airports experienced increases. The largest overall increase occurred in Norman Wells at 12%, with Yellowknife following at 9%, then Fort Simpson (7%), Fort Smith (6%), Hay River (3%), and lastly, Inuvik (2%).



The bar graph above shows these trends for 2002-2004, the percentages on the bars reflect changes from 2002 to 2003 and from 2003 to 2004, and the data table contains the figures for the total aircraft arrivals and departures.

Comparison Among Airports

Traffic levels vary substantially at the six largest GNWT airports. The chart on the left illustrates these varying traffic levels on a monthly basis for 2004, by airport.



2004 Passenger Estimate

The number of enplaned and deplaned passengers at the six largest airports in 2004 is estimated at 509,990. This is an increase of 8% overall from the 2003 figure of 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, projections from current airport development plans, and projections derived from aircraft movement trends.



Inuvik Airport
Pages 18-19



Norman Wells Airport
Pages 20-21



Fort Simpson Airport
Pages 26-27



Yellowknife Airport
Pages 16-17



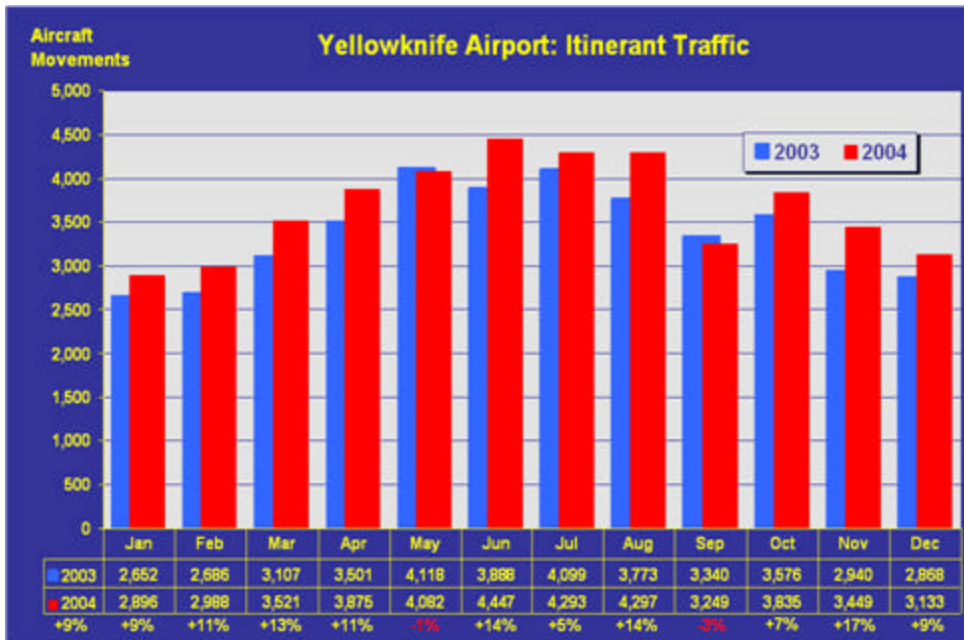
Fort Smith Airport
Pages 22-23



Hay River Airport
Pages 24-25

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. Built in 1946/47, sixty scheduled flights depart daily from this full-service airport to destinations across Canada.



2004 Itinerant Traffic

Aircraft arrivals and departures at Yellowknife Airport increased by 9% overall in 2004 (44,065) compared to 2003 (40,548). Yellowknife Airport had the largest increase among Canadian airports with NAV CANADA Towers from 2003-2004. The monthly data for 2003-2004 are shown on the graph to the left, with percent increases or decreases found below the data table.

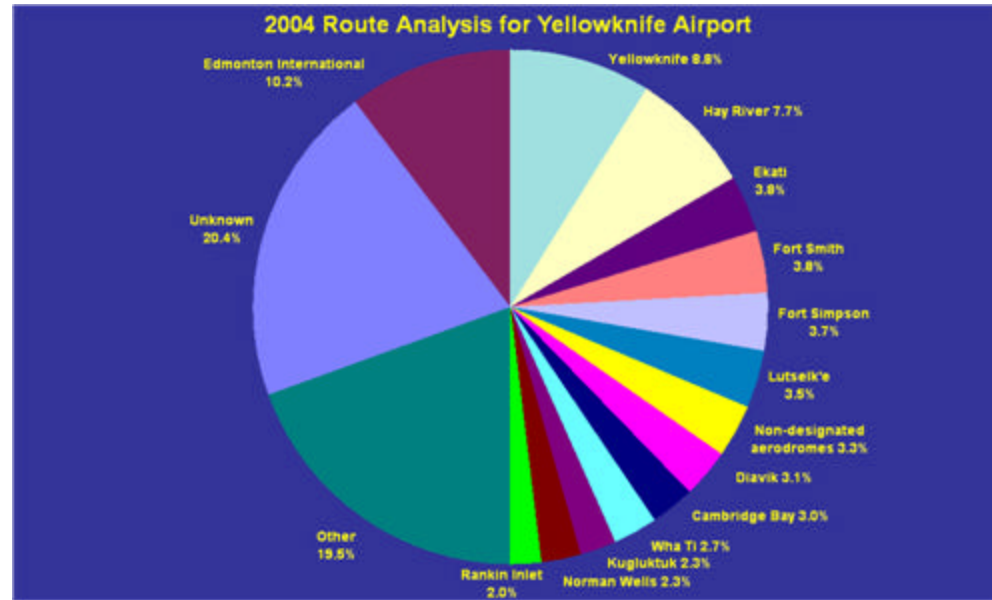
2004 Route Analysis

Yellowknife is the gateway hub to the NWT Airport System and 10.2% (down from 11.0% in 2003) of aircraft arrivals and departures were flights to and from Edmonton International Airport. Hay River flights accounted for 7.7% of the air traffic at Yellowknife Airport, which was also the 2003 percentage. Fort Smith and Ekati diamond mine flights each accounted for 3.8%, in 2003 they each accounted for 4.2%. Diavik diamond mine flights accounted for 3.1% (as they did in 2003), Ekati and Diavik combined accounted for 6.9% of Yellowknife Airport arrivals and departures in 2004.

Flights to non-designated aerodromes, i.e. to lakes without a waterdrome or remote landing strips, accounted for 3.3%, compared to 3.1% in 2003. Flights between Yellowknife and Fort Simpson accounted for 3.7% of arrivals and departures at Yellowknife Airport (the same percentage as in 2003); Lutselk'e accounted for 3.5% (compared to 3.9% in 2003); Cambridge Bay for 3.0% (compared to 3.3% in 2003); Wha Ti for 2.7% (compared to 2.8% in 2003); Kugluktuk for 2.3 % (compared to 2.6% in 2003); Norman Wells for 2.3% (compared to 2.5% in 2003); and Rankin Inlet for 2.0%.

As in 2003, in 2004 a large proportion of Yellowknife Airport data, 20.4%, had unreported or missing origin/destination information.

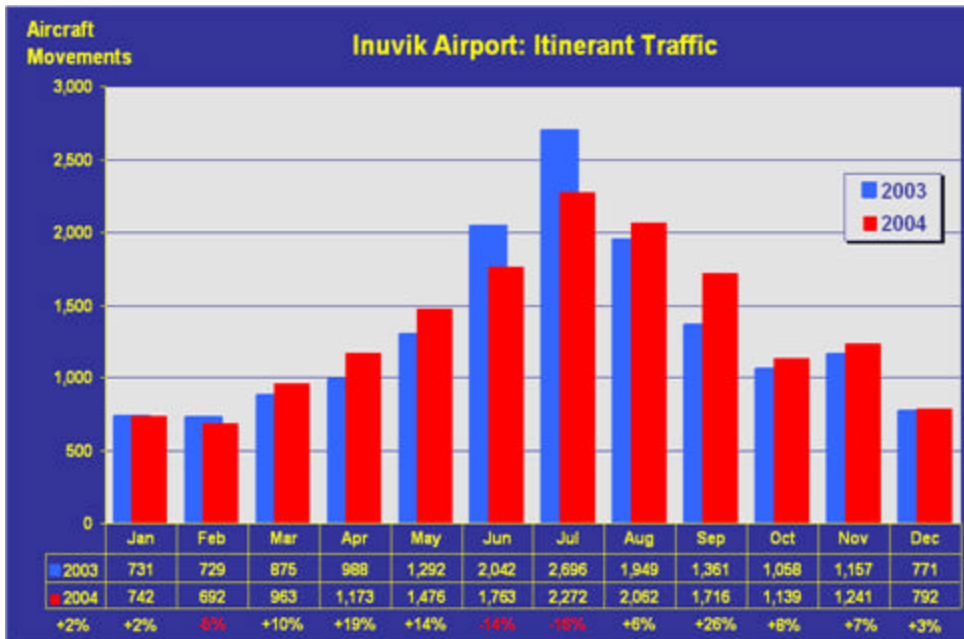
Further details can be found in the table on the right.



To/From	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	Share
Unknown	411	414	664	645	861	1119	1151	1147	674	695	630	568	8,979	20.4%
Edmonton International	373	342	390	375	383	374	385	383	341	425	370	374	4,515	10.2%
Yellowknife	212	356	391	509	439	433	350	219	202	249	296	230	3,886	8.8%
Hay River	230	249	270	310	331	300	274	271	244	312	303	277	3,371	7.7%
Ekati	121	85	98	113	111	152	137	154	153	199	187	178	1,688	3.8%
Fort Smith	139	134	152	146	135	146	157	151	130	139	126	99	1,654	3.8%
Fort Simpson	139	127	145	134	134	130	134	139	125	157	123	127	1,614	3.7%
Lutselk'e	143	129	143	159	118	150	121	122	102	136	111	126	1,560	3.5%
Non-design. aerodromes	80	117	126	218	211	184	103	112	77	95	87	31	1,441	3.3%
Diavik	123	69	75	95	120	123	96	106	114	125	144	162	1,352	3.1%
Cambridge Bay	89	99	115	124	113	130	111	129	107	103	111	89	1,320	3.0%
Wha Ti	90	94	74	101	117	108	124	132	92	113	91	55	1,191	2.7%
Kugluktuk	70	67	76	90	92	89	94	96	68	104	81	96	1,023	2.3%
Norman Wells	76	75	82	79	73	89	85	90	77	103	90	81	1,000	2.3%
Rankin Inlet	68	60	70	79	72	73	82	84	67	76	70	63	864	2.0%
Other	532	571	650	698	772	847	889	962	676	804	629	577	8,607	19.5%
	2,896	2,988	3,521	3,875	4,082	4,447	4,293	4,297	3,249	3,835	3,449	3,133	44,065	100.0%

Inuvik (Mike Zubko) Airport

Built in 1956/58, Inuvik (Mike Zubko) Airport is a regional hub airport. It has an asphalt runway (6000' x 150') and a Flight Service Station. Both charter and scheduled flights operate from this full-service airport daily.



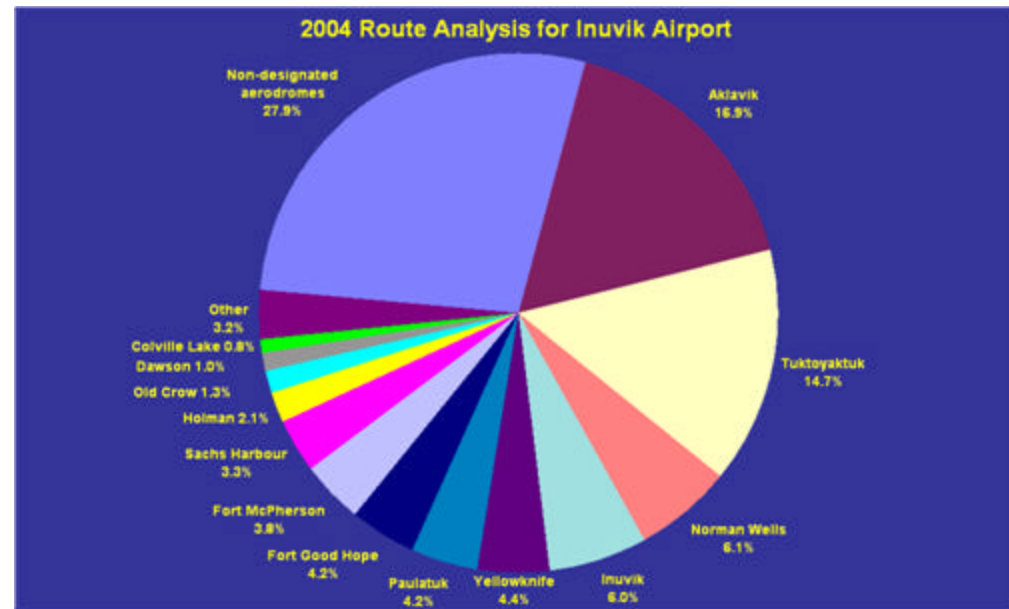
2004 Itinerant Traffic

Aircraft arrivals and departures at Inuvik Airport increased by 2% overall in 2004 (16,031) compared to 2003 (15,649). The pattern of increased traffic during the summer when ice roads to surrounding communities are closed can be observed in 2003 and 2004. The monthly data for 2003-2004 are shown on the graph to the left, with percent increases or decreases found below the data table.

2004 Route Analysis

Inuvik Airport is a regional hub. The two busiest routes at Inuvik Airport were to Aklavik (16.9%) and Tuktoyaktuk (14.7%). These percentages dropped slightly since 2003, when they were 18.4% and 15.9% respectively. As in 2003, in 2004 flights to other community airports in the NWT accounted for a substantial share of arrivals and departures to and from Inuvik Airport: Norman Wells for 6.1% (up from 4.9% in 2003); Yellowknife for 4.4% (down from 5.3 % in 2003); Paulatuk for 4.2% (down from 4.4% in 2003); Fort Good Hope for 4.2% (up from 3.4% in 2003); Fort McPherson for 3.8% (down from 4.1% in 2003); Sachs Harbour for 3.3% (up from 2.9% in 2003); Holman for 2.1% (down from 2.3% in 2003); and Colville Lake for 0.8%. Outside of the NWT, flights to and from Old Crow constituted 1.3% of flights, which is the same percentage as in 2003, and Dawson accounted for 1.0%. Flights to non-designated aerodromes, i.e. to lakes without a waterdrome or into remote landing strips, accounted for 27.9% in 2004, compared to 21.1% in 2003.

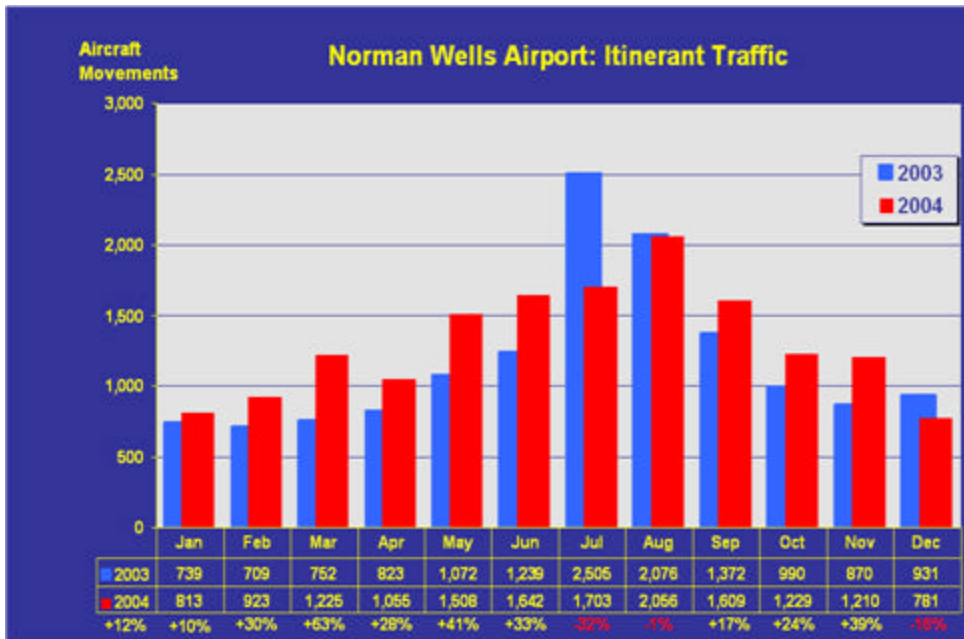
Further details can be found in the table on the right.



To/From	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	Share
Non-design. aerodromes	137	124	399	402	302	476	753	749	575	223	208	120	4,468	27.9%
Aklavik	78	48	48	129	319	330	357	352	334	303	271	141	2,710	16.9%
Tuktoyaktuk	92	99	65	129	166	328	368	333	296	161	178	143	2,358	14.7%
Norman Wells	68	73	83	84	83	112	109	80	80	61	79	71	983	6.1%
Inuvik	67	50	43	92	105	56	178	135	92	40	77	31	966	6.0%
Yellowknife	62	48	57	55	63	77	63	56	61	56	52	56	706	4.4%
Paulatuk	43	53	62	64	46	65	64	69	61	45	61	46	679	4.2%
Fort Good Hope	33	43	36	52	39	78	83	61	66	49	66	65	671	4.2%
Fort McPherson	31	18	11	10	193	53	45	22	13	87	111	16	610	3.8%
Sachs Harbour	29	39	47	37	40	51	74	62	46	33	40	32	530	3.3%
Holman	40	24	30	34	36	22	37	28	19	20	29	20	339	2.1%
Old Crow	13	14	16	20	20	18	17	22	15	15	21	17	208	1.3%
Dawson	12	12	14	13	14	16	13	14	14	10	13	14	159	1.0%
Colville Lake	11	13	11	2	26	11	23	21	6	3	6	2	135	0.8%
Other	26	34	41	50	24	70	88	58	38	33	29	18	509	3.2%
	742	692	963	1,173	1,476	1,763	2,272	2,062	1,716	1,139	1,241	792	16,031	100.00%

Norman Wells Airport

Norman Wells Airport is a regional hub airport. Built in 1942, it has an asphalt runway (6000' x 150') and a Flight Service Station. Scheduled flights to various NWT locations operate daily.



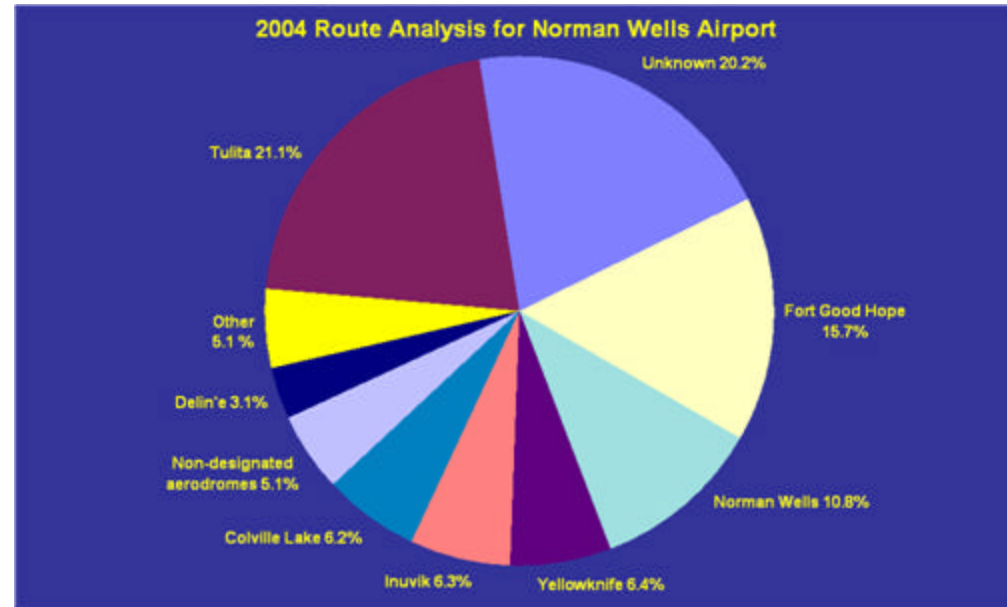
2004 Itinerant Traffic

There was a 12% increase overall in itinerant aircraft movements at Norman Wells Airport in 2004 (15,754) compared to 2003 (14,078). In 2004 and 2003 air traffic particularly increased in the summer and fall periods. Firefighting activity was high in the summer of 2003, and out-fitter flights, increased exploration related to oil and gas development and Mackenzie Gas Pipeline preparations are also drivers of increased air traffic volumes in 2003 and 2004. The monthly data for 2003-2004 are shown on the graph to the left, with percent increases or decreases found below the data table.

2004 Route Analysis

Tulita flights accounted for 21.1% of itinerant traffic at Norman Wells Airport (compared to 22.5% in 2003); flights to and from Fort Good Hope for 15.7% (compared to 13.3%); Colville Lake for 6.2% (compared to 5.4% in 2003); and Delin'e for 3.1% (compared to 3.3% in 2003). The Yellowknife route accounted for 6.4 % of arrivals and departures at Norman Wells Airport. In 2003 this percentage was 7.3%. Non-designated aerodrome flights, i.e to lakes without a waterdrome or remote landing strips, constituted 5.1% of the flights arriving and departing from Norman Wells Airport. This is the same percentage obtained in 2003. Inuvik flights increased their share of arrivals and departure to and from Norman Wells Airport to 6.3% in 2004 from 5.7% in 2003. As in 2003, in 2004 flights with unreported or missing origin/destination information made up a substantial proportion of flights, 20.2% in 2004 (24.9% in 2003).

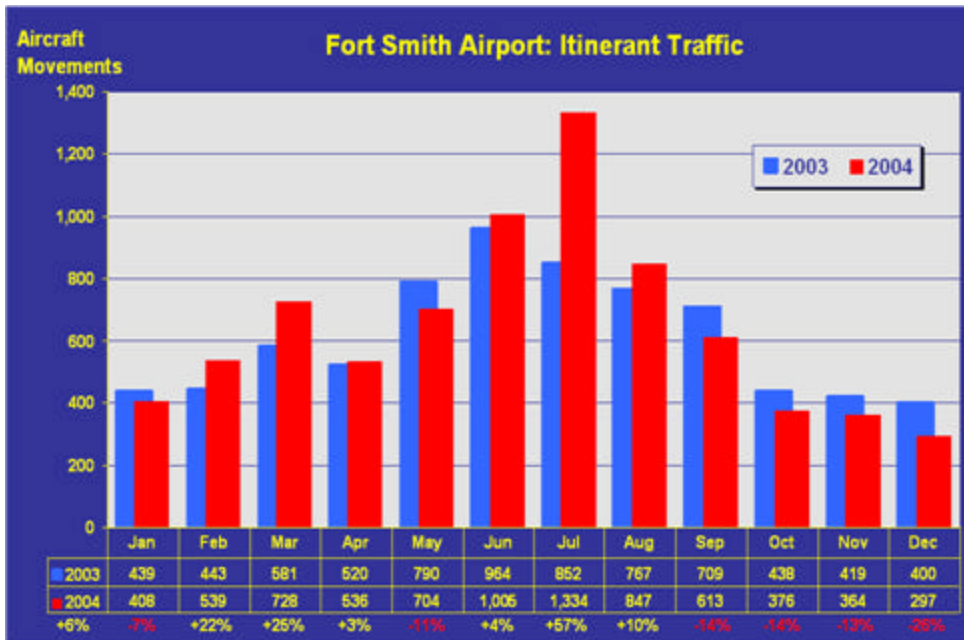
Further details can be found in the table on the right.



To/From	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	Share
Tulita	145	158	163	270	364	320	308	397	403	329	278	191	3,326	21.1%
Unknown	61	164	151	145	316	408	411	654	441	223	159	51	3,184	20.2%
Fort Good Hope	90	172	424	181	162	193	235	274	232	179	188	136	2,466	15.7%
Norman Wells	179	100	104	88	245	173	219	131	109	127	191	29	1,695	10.8%
Yellowknife	75	77	78	82	80	94	95	92	93	80	88	81	1,015	6.4%
Inuvik	68	75	85	75	74	119	109	88	82	70	79	71	995	6.3%
Colville Lake	78	78	78	80	87	74	99	109	89	89	48	66	975	6.2%
Non-design. aerodromes	16	9	48	32	108	114	46	152	59	42	112	66	804	5.1%
Delin'e	54	21	28	47	17	60	47	52	26	52	38	47	489	3.1%
Other	47	69	66	55	55	87	134	107	75	38	29	43	805	5.1%
	813	923	1,225	1,055	1,508	1,642	1,703	2,056	1,609	1,229	1,210	781	15,754	100.00%

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. Built in 1938/39, scheduled air services operate daily at Fort Smith Airport.



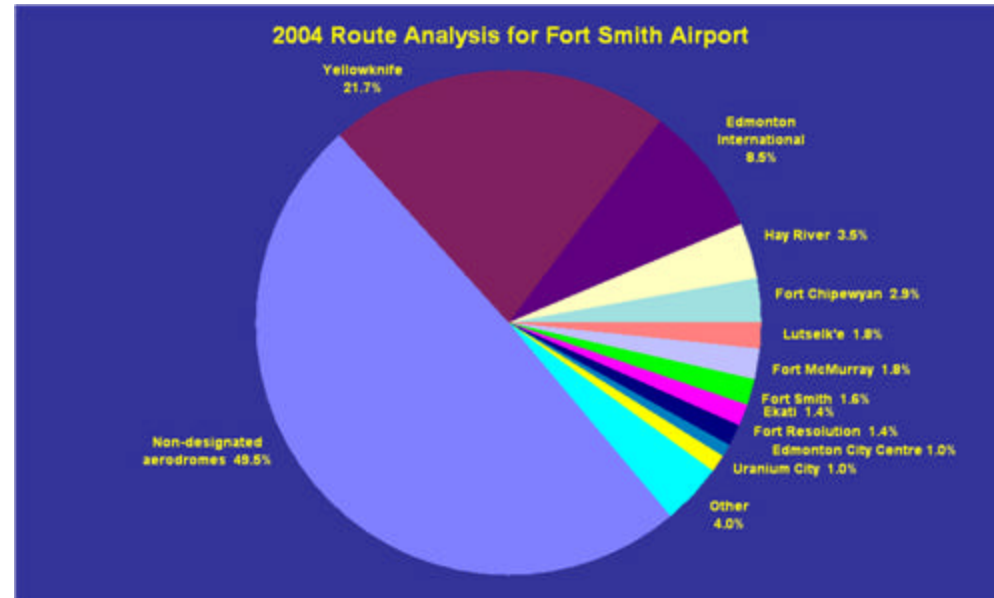
2004 Itinerant Traffic

In 2004 there was a 6% overall increase in total aircraft arrivals and departures at Fort Smith Airport. In 2004 the figure was 7,751 and in 2003 it was 7,322. The peak in July 2004 can be explained by major forest fire activity in the area. The monthly data for 2003-2004 are shown on the graph to the left, with percent increases or decreases found below the data table.

2004 Route Analysis

As in 2003, in 2004 most flights arriving and departing at Fort Smith Airport were Yellowknife flights, down slightly from the 2003 value of 23.7% to 21.7% in 2004. Edmonton International flights accounted for double their 2003 share of flights, at 8.5% in 2004 versus 4.7% in 2003. The Hay River route accounted for slightly fewer flights in 2004 (3.5%) compared to 2003 (5.8%). Fort Chipewyan flights accounted for less in 2004 than 2003 (2.9% versus 5.5%) as did flights from Lutselk'e (1.8% versus 3.1%), Fort McMurray (1.8% versus 2.4%), Fort Resolution (1.6% versus 1.8%), Edmonton City Centre (1.0% versus 2.9%), Ekati (1.4% versus 1.6%), and Uranium City (1.0% versus 1.2%). Non-designated aerodrome flights, i.e. to lakes without a waterdrome or remote landing strips, accounted for 49.5% of arrivals and departures at Fort Smith Airport in 2004, up from 42.5% in 2003.

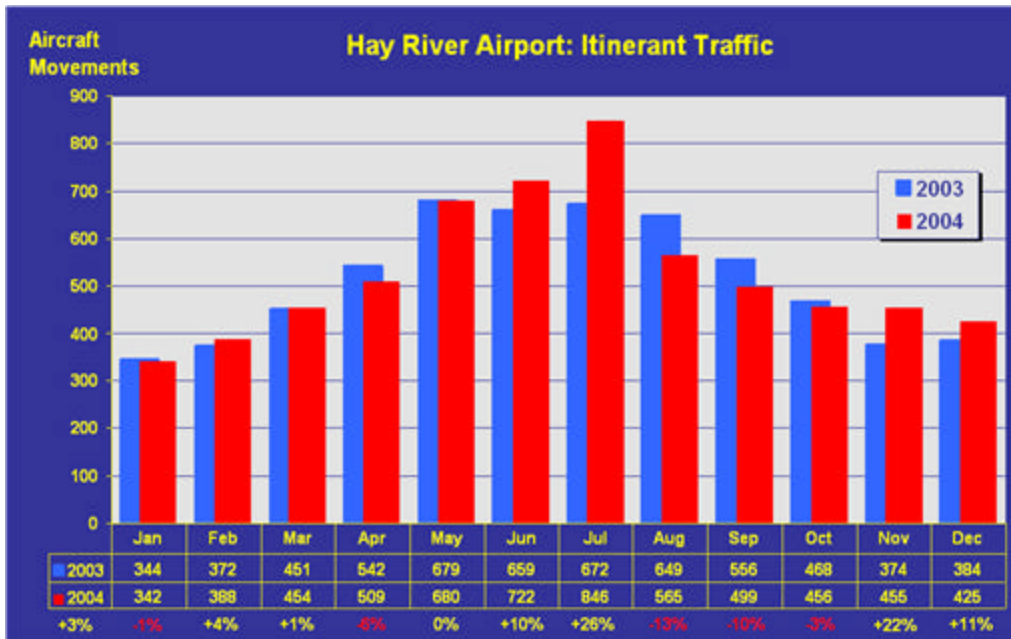
Further details can be found in the table on the right.



To/From	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	Share
Non-design. aerodromes	127	260	432	249	345	508	838	500	291	114	88	87	3,839	49.5%
Yellowknife	143	138	159	144	143	144	175	148	141	118	134	98	1,685	21.7%
Edmonton International	52	53	54	54	53	66	64	58	51	52	51	48	656	8.5%
Hay River	13	6	10	10	36	47	80	29	19	5	12	4	271	3.5%
Fort Chipewyan	3	11	0	5	15	36	40	27	16	23	34	11	221	2.9%
Lutselk'e	10	12	5	14	5	13	14	10	16	12	9	19	139	1.8%
Fort McMurray	1	6	21	11	6	41	17	10	14	7	1	2	137	1.8%
Fort Smith	2	2	3	7	25	72	0	5	5	3	2	0	126	1.6%
Ekati	10	9	7	12	8	10	9	11	9	8	7	10	110	1.4%
Fort Resolution	6	11	10	6	9	6	12	11	10	10	10	6	107	1.4%
Edmonton City Centre	6	2	6	1	7	14	12	11	8	6	3	0	76	1.0%
Uranium City	2	6	0	3	18	5	3	4	16	7	5	6	75	1.0%
Other	33	23	21	20	34	43	70	23	17	11	8	6	309	4.0%
	408	539	728	536	704	1,005	1,334	847	613	376	364	297	7,751	100.00%

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. Built in 1942/43, at this full-service airport scheduled flights are available daily.



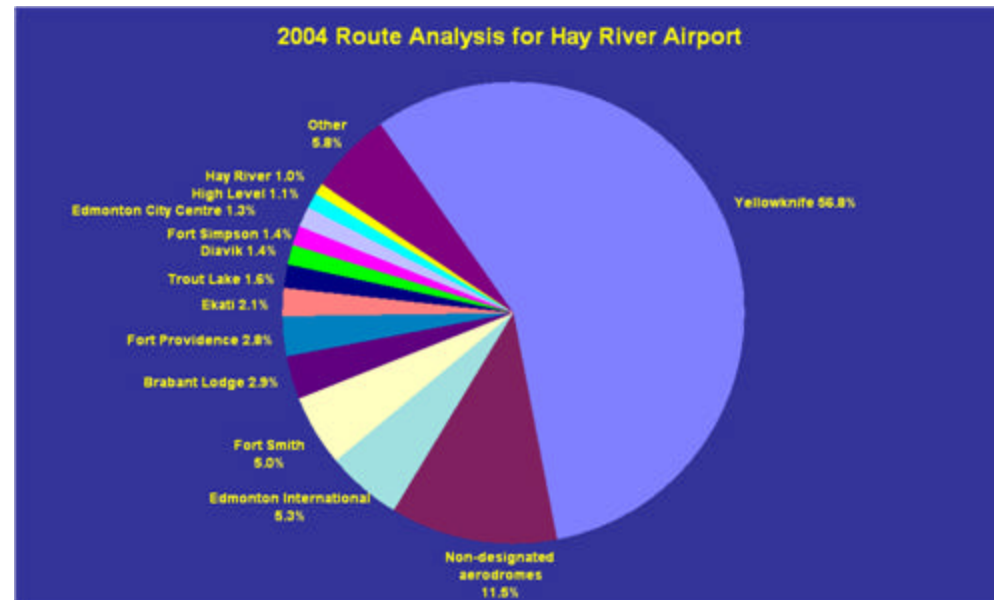
2004 Itinerant Traffic

In 2004 total aircraft arrivals and departures at Hay River Airport increased overall by 3%. The figure was 6,341 in 2004 and 6,150 in 2003. A large increase occurred in July 2004 due to a greater proportion of flights related to fire-fighting. The monthly data for 2003-2004 are shown on the graph to the left, with percent increases or decreases found below the data table.

2004 Route Analysis

As in 2003, the majority of arrivals and departures at Hay River Airport in 2004 were Yellowknife flights. The percentage was 56.8% in 2004 and 54.2% in 2003. Flights to some NWT community airports dropped marginally in frequency compared to 2003: Fort Smith accounted for 5.0% (compared to 7.2%); Trout Lake for 1.6% (compared to 1.7%); and Hay River for 1.0% (compared to 1.2%). Compared to 2003, in 2004 slight increases occurred in flights to and from Hay River Airport and the following locations: Fort Providence (2.8% versus 1.9%); Fort Simpson (1.4% versus 1.3%); and High Level (1.1% versus 1.0%). Edmonton International increased its share of flights to and from Hay River Airport from 4.2% in 2003 to 5.3% in 2004 and Edmonton City Centre Airport flights decreased from 1.7% in 2003 to 1.3% in 2004. Ekati diamond mine flights accounted for slightly less in 2004 than 2003 (2.1% versus 2.9%) and Diavik accounted for 1.4% of flights. Brabant Lodge accounted for 3.7% of arrivals and departures at Hay River Airport in 2003 however this number dropped in 2004 to 2.9%. Flights to and from non-designated aerodromes accounted for 11.4% of aircraft arrivals and departures to and from Hay River Airport in 2003 and remained steady at 11.5% in 2004.

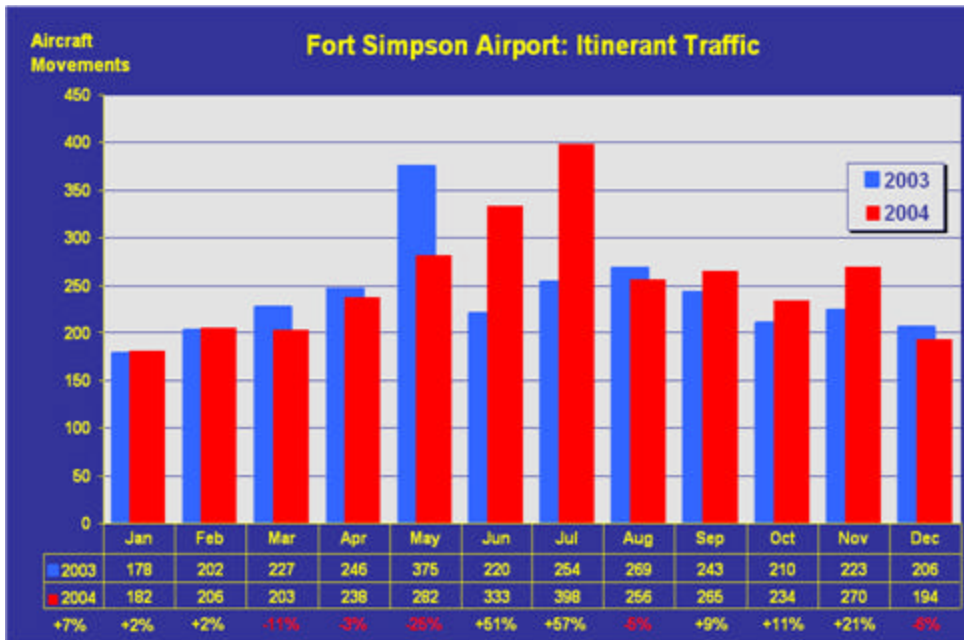
Further details can be found in the table on the right.



To/From	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	Share
Yellowknife	239	256	295	342	356	329	291	278	286	297	325	306	3,600	56.8%
Non-design. aerodromes	7	16	46	29	100	105	198	97	48	49	19	17	731	11.5%
Edmonton International	31	23	28	31	26	34	28	28	27	28	28	27	339	5.3%
Fort Smith	15	12	9	9	37	65	82	37	25	5	13	10	319	5.0%
Brabant Lodge	0	0	0	1	30	57	48	30	16	0	0	0	182	2.9%
Fort Providence	9	15	16	27	37	10	18	7	16	6	10	8	179	2.8%
Ekati	8	8	12	18	21	10	8	11	11	6	9	11	133	2.1%
Trout Lake	4	4	5	7	9	9	9	6	13	16	11	7	100	1.6%
Diavik	6	4	9	8	10	11	7	10	6	3	7	9	90	1.4%
Fort Simpson	1	5	0	6	6	18	30	7	8	6	2	0	89	1.4%
Edmonton City Centre	3	11	9	2	8	7	11	6	5	3	7	9	81	1.3%
High Level	0	1	2	11	6	10	9	7	7	6	3	6	68	1.1%
Hay River	2	6	5	3	3	2	18	0	2	3	7	10	61	1.0%
Other	17	27	18	15	31	55	89	41	29	28	14	5	369	5.8%
	342	388	454	509	680	722	846	565	499	456	455	425	6,341	100.00%

Fort Simpson Airport

Fort Simpson Airport has an asphalt runway (6000' x 150') and a Community Aerodrome Radio Station. The community of Fort Simpson is also served by a smaller, privately operated airport, Fort Simpson Island Airstrip. This facility is located adjacent to the village on land leased from the Village of Fort Simpson. The statistics presented here are only for the larger GNWT owned and operated airport, built in 1944 and from which scheduled flights operate daily.



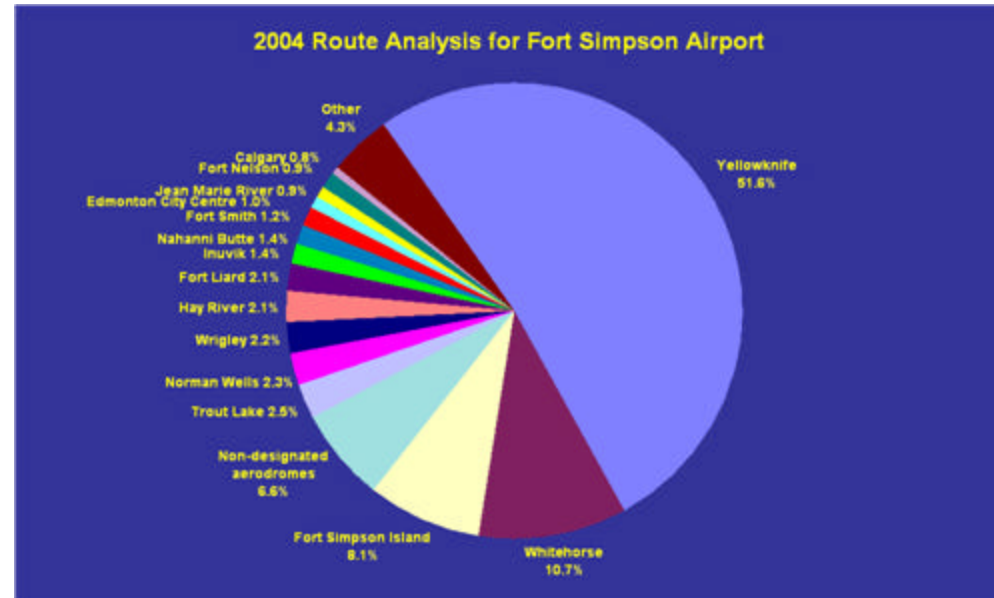
2004 Itinerant Traffic

In 2004 total aircraft arrivals and departures at Fort Simpson Airport increased by 7% overall. The figure was 3,061 in 2004 and 2,853 in 2003. There is an increase in both June and July in 2004, likely due to tourism, oil and gas exploration activities and previously unavailable aircraft refueling opportunities at Fort Simpson airport. The monthly data for 2003-2004 are shown on the graph to the left, with percent increases or decreases found below the data table.

2004 Route Analysis

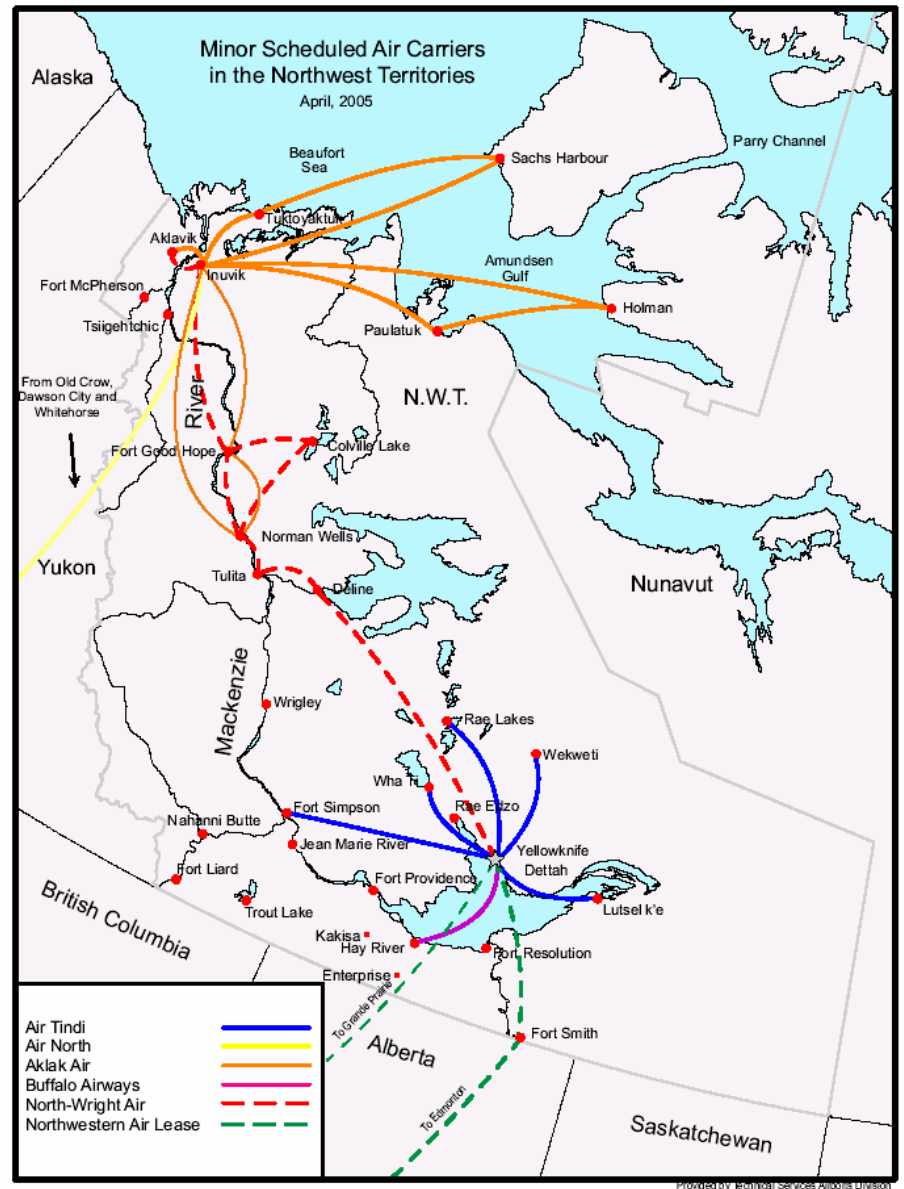
As in 2003, in 2004 Yellowknife flights comprised the majority (51.6%) of flights to and from Fort Simpson Airport. This percentage has decreased slightly from 2003, when it was 52.6%. Flights to and from Whitehorse accounted for 10.7% of flights, similar to the 2003 value of 10.8%. Fort Simpson Island made up a smaller proportion of flights in 2004 (8.1%) than 2003 (9.2%). The Hay River route accounted for 2.1% of arrivals and departures (down from 2.4% in 2003) and the regional hub route to Norman Wells accounted for 2.3% (up from 1.7% in 2003). As in 2003, flights to the surrounding smaller community airports accounted for a considerable number of movements: Trout Lake for 2.5% (2.2% in 2003); Wrigley for 2.2% (1.8% in 2003); Fort Liard for 2.1% (3.4% in 2003); Inuvik for 1.4%; Nahanni Butte for 1.4% (2.2% in 2003); Fort Smith for 1.2%; and Jean Marie River for 0.9% (1.3% in 2003). Edmonton flights were primarily to the Edmonton City Centre Airport, representing 1.0% of flights in 2004, and 0.9% of flights in 2003. Fort Nelson and Calgary also made up a small proportion of arrivals and departures at Fort Simpson Airport: 0.9% for Fort Nelson and 0.8% for Calgary. A greater number of non-designated aerodrome flights, i.e. to lakes without a waterdrome or into remote landing strips, occurred in 2004 compared to 2003 (6.6% versus 4.2%).

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



To/From	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	Share
Yellowknife	132	129	138	128	122	127	141	136	137	135	124	129	1,578	51.6%
Whitehorse	22	27	31	27	27	28	28	27	29	27	26	28	327	10.7%
Fort Simpson Island	4	9	7	19	38	40	26	23	19	21	34	8	248	8.1%
Non-design. aerodromes	0	8	6	13	13	53	60	5	8	3	32	0	201	6.6%
Trout Lake	3	3	4	0	11	5	17	10	3	7	9	3	75	2.5%
Norman Wells	6	1	1	6	3	10	23	5	8	5	3	0	71	2.3%
Wrigley	0	2	0	5	11	5	8	8	4	4	12	9	68	2.2%
Hay River	2	3	1	3	5	10	29	3	6	1	2	0	65	2.1%
Fort Liard	3	7	3	9	5	9	4	6	4	6	2	6	64	2.1%
Inuvik	1	3	3	5	5	3	12	4	5	2	1	0	44	1.4%
Nahanni Butte	0	0	1	4	8	7	2	3	6	5	5	1	42	1.4%
Fort Smith	0	3	0	2	6	2	16	3	0	0	2	2	36	1.2%
Edmonton City Centre	1	2	2	4	6	4	1	4	2	1	1	2	30	1.0%
Jean Marie River	0	0	1	3	4	9	1	2	1	3	4	0	28	0.9%
Fort Nelson	0	0	1	2	3	3	3	1	3	7	3	1	27	0.9%
Calgary	1	3	0	2	4	2	6	1	4	0	0	2	25	0.8%
Other	7	6	4	6	11	16	21	15	26	7	10	3	132	4.3%
	182	206	203	238	282	333	398	256	265	234	270	194	3,061	100.00%

At a Glance: Scheduled Air Routes



2004 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 2003
Yellowknife	2,896	2,988	3,521	3,875	4,082	4,447	4,293	4,297	3,249	3,835	3,449	3,133	44,065	9%
Inuvik	742	692	963	1,173	1,476	1,763	2,272	2,062	1,716	1,139	1,241	792	16,031	2%
Norman Wells	813	923	1,225	1,055	1,508	1,642	1,703	2,056	1,609	1,229	1,210	781	15,754	12%
Fort Smith	408	539	728	536	704	1,005	1,334	847	613	376	364	297	7,751	6%
Hay River	342	388	454	509	680	722	846	565	499	456	455	425	6,341	3%
Fort Simpson	182	206	203	238	282	333	398	256	265	234	270	194	3,061	7%
	5,383	5,736	7,094	7,386	8,732	9,912	10,846	10,083	7,951	7,269	6,989	5,622	93,003	7%

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 Wells	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	11,078	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