



Aircraft movement statistics

Transport Canada

TP 1496

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ASC-SB-327

Aircraft Movement Statistics April 2006 (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.

The 42 Canadian airports with NAV CANADA air traffic control towers reported 379,573 aircraft take-offs and landings in April, up 0.9% compared with April 2005 (376,230 movements). Year-over-year increases in aircraft movements were reported by 24 of the airports in April 2006. The variations ranged from 111.0% at Winnipeg/St. Andrews to -35.0% at Sault Ste Marie.

Itinerant movements (flights from one airport to another) decreased by 1.1% (-2,880 movements) in April 2006 compared with the same month a year earlier. Local movements (flights that remain in the vicinity of the airport) increased by 5.4% (+6,223 movements) in April 2006 compared with April 2005.

In terms of itinerant movements, Toronto/Lester B. Pearson International airport was the busiest in April, representing 13% of the total itinerant movements. The year-over-year variations for April ranged from a 65.1% increase (+1,233 movements) at Winnipeg/St. Andrews to a decline of 20.6% (-867 movements) at Pitt Meadows, British Columbia. Eighteen airports recorded increases in itinerant movements compared with 25 airports in March 2006.

In terms of local movements, Boundary Bay, British Columbia was the busiest airport in April, representing 9% of the total local movements. The year-over-year variations for April ranged from a 147.1% increase (+3,539 movements) at Winnipeg/St. Andrews to a -65.7% decrease (-287 movements) at Calgary International. Twenty airports recorded increases in local movements compared with 22 airports in March 2006.

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

May 2006

Note of appreciation

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Aircraft Movements by Class of Operation - April - Preliminary, Airports with NAV CANADA Towers

Airports	2005	2006	% change	2006	2006
	Total	Total	2006 / 2005	Itinerant	Local
Abbotsford	15,879	14,859	-6.4	6,065	8,794
Boundary Bay	16,295	16,861	3.5	6,145	10,716
Calgary International	18,877	18,493	-2.0	18,343	150
Calgary/Springbank	13,918	13,891	-0.2	5,343	8,548
Chicoutimi/St-Honoré	6,348	7,051	11.1	2,582	4,469
Edmonton City Centre	7,075	7,455	5.4	5,539	1,916
Edmonton International	9,290	9,882	6.4	8,896	986
Edmonton/Villeneuve	7,515	5,777	-23.1	1,925	3,852
Gander International	2,692	2,303	-14.5	1,671	632
Halifax International	7,120	6,875	-3.4	6,217	658
Hamilton	6,498	6,531	0.5	3,750	2,781
Kelowna	6,085	6,211	2.1	4,331	1,880
Kitchener/Waterloo	8,445	8,708	3.1	4,011	4,697
Langley	7,521	6,347	-15.6	2,523	3,824
London	7,784	8,878	14.1	5,006	3,872
Moncton/Greater Moncton International	5,532	5,185	-6.3	3,393	1,792
Montréal/Mirabel International	2,780	2,799	0.7	2,000	799
Montréal/Pierre Elliott Trudeau International	16,205	16,966	4.7	16,966	0
Montréal/St-Hubert	11,504	11,557	0.5	5,367	6,190
Oshawa	5,870	5,437	-7.4	2,369	3,068
Ottawa/Macdonald-Cartier International	12,556	11,906	-5.2	9,175	2,731
Pitt Meadows	10,123	8,006	-20.9	3,346	4,660
Prince George	3,602	3,755	4.2	2,240	1,515
Québec/Jean Lesage International	9,470	10,061	6.2	6,851	3,210
Regina International	4,571	5,198	13.7	3,576	1,622
Saskatoon/John G Diefenbaker International	6,573	7,689	17.0	5,000	2,689
Sault Ste. Marie	8,072	5,243	-35.0	2,167	3,076
St. John's International	3,625	3,217	-11.3	2,909	308
St-Jean	1,443	2,332	61.6	1,678	654
Sudbury	4,418	3,529	-20.1	2,455	1,074
Thunder Bay	8,301	10,510	26.6	5,585	4,925
Toronto/Buttonville Municipal	12,388	13,169	6.3	6,897	6,272
Toronto/City Centre	5,675	7,011	23.5	3,045	3,966
Toronto/Lester B Pearson International	32,802	33,230	1.3	33,230	0
Vancouver Harbour	5,112	4,975	-2.7	4,975	0
Vancouver International	25,822	24,192	-6.3	24,192	0
Victoria International	12,807	11,900	-7.1	7,265	4,635
Whitehorse International	2,226	3,323	49.3	1,345	1,978
Windsor	2,765	2,275	-17.7	1,556	719
Winnipeg International	11,290	11,831	4.8	10,397	1,434
Winnipeg/St. Andrews	4,300	9,072	111.0	3,127	5,945
Yellowknife	5,056	5,083	0.5	4,107	976
Total (42)	376,230	379,573	0.9	257,560	122,013

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
- 0 true zero or a value rounded to zero
- 0^s value rounded to 0 (zero) where there is a meaningful distinction between true zero and the value that was rounded
- 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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