

and Cartierville, 73,170. From 1961 to 1965 itinerant movements increased more than 23 p.c. from 899,265 to 1,113,507, most of the increase occurring in 1964 and 1965.

Montreal reported the greatest number of scheduled flights in 1965 with 62,540 movements. Toronto was a close second with 62,263, followed by Vancouver with 26,110, Winnipeg with 19,234 and Calgary with 16,222. Toronto led in international flights with 33,888 movements, of which 30,856 were to and from the United States. However, Montreal, which had 30,978 international movements, maintained a commanding lead in traffic between Canada and countries other than the United States with 7,840 movements. Gander and Toronto followed with 3,178 and 3,032 movements, respectively. Local movements, which had been declining each year, showed an impressive increase in 1965 to 1,482,740, largely due to increased flying training.

For the fourth consecutive year, Cartierville was the busiest airport in total traffic, having recorded 295,404 movements including local traffic and simulated approaches (instrument practice runs without touching the ground). Montreal International was second with 211,115 movements, followed by Toronto Island with 210,662, Winnipeg with 198,317 and Ottawa with 167,784.

### Section 3.—Civil Aviation Operation Statistics

Table 3 provides a picture of commercial civil aviation in Canada for the years 1962-65. It shows data on miles and hours flown, traffic carried, fuel and oil consumed, employees, salaries and operating revenues and expenses, by type of service, for Canadian air carriers followed by summary statistics for all Canadian carriers and those foreign companies operating scheduled services in Canada. Figures for Canadian carriers include domestic and international operations, and figures for foreign companies cover miles and hours flown over Canadian territory only, and exclude passengers and goods in transit through Canada. Unit toll service refers to the transportation of passengers or goods at a toll per unit, whereas bulk service is the transportation of passengers or goods at a toll per mile or per hour for the entire aircraft. Other flying services comprise non-transportation services such as flying training, aerial photography and aerial patrol and inspection.

#### 3.—Summary Statistics of Civil Aviation, 1962-65

Item	1962	1963	1964	1965 <sup>a</sup>
<b>Canadian Carriers—</b>				
Unit Toll Transportation (revenue traffic only)—				
Departures..... No.	250,900	254,762	245,594	270,488
Hours flown..... "	312,395	298,655	300,798	335,379
Miles flown..... "	76,040,318	75,746,629	76,404,782	86,334,027
Passengers carried..... "	4,792,409	4,864,855	5,197,579	5,939,267
Cargo and excess baggage..... lb.	93,064,818	99,063,385	117,497,668	147,004,678
Mail carried..... "	38,430,775	41,892,927	46,804,224	50,440,235
Passenger-miles..... No.	3,463,727,291	3,623,020,400	3,939,075,129	4,731,304,865
Cargo and excess baggage ton-miles..... "	45,427,320	53,618,163	69,038,182	88,228,205
Mail ton-miles..... "	15,289,672	17,530,240	18,952,877	21,772,396
Bulk Transportation (revenue traffic only)—				
Departures..... No.	220,594	234,685	252,834	281,088
Hours flown..... "	230,525	250,988	263,541	319,926
Miles flown..... "	23,277,049	26,818,278	27,046,832	30,903,936
Passengers carried..... "	476,390	562,489	584,509	631,182
Freight carried..... lb.	105,082,430	110,102,115	106,124,248	108,947,834
Passenger-miles..... No.	..	..	469,807,322	464,825,765
Goods ton-miles..... "	..	..	17,839,881	13,507,018
Other Flying Services (revenue traffic only)—				
Hours flown..... No.	83,382	80,930	97,169	126,469