

Itinerant movements (excluding purely local traffic) accounted for 40 p.c. of the total traffic and for the third consecutive year Montreal International Airport ranked first in this category. The five leaders were: Montreal International 125,756; Toronto International 119,493; Vancouver International 106,930; Winnipeg International 96,619; and Cartierville 92,540. In the five-year period 1962-66, inclusive, itinerant movements increased 46.9 p.c. from 898,556 to 1,320,417, most of the increase occurring in the past three years.

Toronto reported the greatest number of scheduled flights in 1966 with 72,446 movements. Montreal was second with 68,630, followed by Vancouver with 29,148, Winnipeg with 21,594 and Calgary with 17,966. Over the five-year period local movements showed an increase of 46.9 p.c. from 1,288,706 in 1962 to 1,892,615 in 1966.

For the fifth consecutive year, Cartierville was the busiest airport in total traffic with 329,890 movements including local traffic and simulated approaches (practice instrument runs without touching the runway). Winnipeg was second with 269,555 movements followed by Montreal with 237,947, Toronto Island with 228,252 and Calgary with 206,088.

Section 3.—Civil Aviation Operation Statistics

Table 3 provides a picture of commercial civil aviation in Canada for the years 1963-66. 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, 1963-66

Item	1963	1964	1965	1966 ^a
Canadian Carriers—				
Unit Toll Transportation (revenue traffic only)—				
Departures..... No.	254,762	245,594	270,488	300,164
Hours flown..... "	298,655	300,798	335,379	376,783
Miles flown..... "	75,746,629	76,404,782	86,331,027	100,158,072
Passengers carried..... "	4,864,855	5,197,679	5,939,267	6,737,425
Cargo and excess baggage..... lb.	99,063,385	117,497,668	147,004,678	181,254,830
Mail carried..... "	41,892,927	46,804,224	50,440,235	49,010,825
Passenger-miles..... No.	3,623,020,400	3,939,075,129	4,731,304,865	5,606,619,064
Cargo and excess baggage ton-miles..... "	53,618,163	69,038,182	88,228,205	111,563,285
Mail ton-miles..... "	17,530,240	18,952,877	21,772,396	24,844,304
Bulk Transportation (revenue traffic only)—				
Departures..... No.	234,685	252,834	281,088	320,771
Hours flown..... "	250,988	263,541	319,926	376,017
Miles flown..... "	26,818,278	27,046,832	30,903,936	34,899,847
Passengers carried..... "	562,489	584,509	631,182	724,262
Freight carried..... lb.	110,102,115	106,124,248	108,947,834	126,826,164
Passenger-miles..... No.	..	469,807,322	464,825,765	393,593,536
Goods ton-miles..... "	..	17,839,881	13,507,018	12,758,560
Other Flying Services (revenue traffic only)—				
Hours flown..... No.	80,930	97,169	126,469	187,634