

Albert, replacing Transair's turbo-prop service; and Transair introduced turbo-prop service from Kenora, Red Lake and Dryden into Winnipeg.

In 1972 the company flew 5.4 million miles and carried 327,707 passengers 159.0 million passenger-miles, compared with 337,116 passengers for 145.0 million passenger-miles in 1971. Operating revenues equalled \$16.8 million in 1972 and \$15.9 million in 1971.

15.5.2.3 Commonwealth and foreign scheduled commercial air services

At the end of 1972 there were 32 foreign air carriers holding valid Canadian operating certificates and licences issued for international scheduled commercial air services into Canada: Aeroflot (USSR), Aeronaves de Mexico, S.A., Air France, Air Jamaica (1968) Ltd., Alaska Airlines, Inc., Alitalia-Linee Aeree Italiane, Allegheny Airlines Inc., American Airlines Inc., British Overseas Airways Corporation, British West Indian Airways, Czechoslovak Airlines, Delta Airlines Inc., Eastern Air Lines, El Al Israel Airlines Ltd., Hughes Air West, a division of Hughes Air Corporation, Iberia Air Lines of Spain, Irish International Airlines, Japan Air Lines Company Ltd., KLM Royal Dutch Airlines, Lufthansa German Airlines, North Central Airlines Inc., Olympic Airways S.A., Qantas Airways Limited, Sabena Belgian World Airlines, Scandinavian Airlines System, Seaboard World Airlines Inc., Swissair, Transporter Aeroes Portugueses, S.A.R.L., United Air Lines Inc., Western Air Lines Inc. and Wien Consolidated Airlines Inc.

15.5.3 Civil aviation statistics

Ground facilities. Canadian aerodromes are listed in Table 15.26, classified by regions as licensed or unlicensed land facilities or seaplane bases, or military aerodromes. Licensed aerodromes are those that are inspected by Ministry of Transport inspectors at regular intervals and meet specific standards. In addition to aerodromes, a network of radio aids to navigation is maintained to facilitate en route navigation and safe landings under instrument conditions.

Airport activity. In 1971, 6.3 million aircraft movements were recorded at 174 reporting airports, 1.2 million at airports without towers, and 5.1 million at 58 airports with air traffic control towers. Of the latter, the 53 airports with Ministry of Transport towers registered 4.9 million aircraft movements (Table 15.27), the five Department of National Defence airports, 161,183 movements.

In 1971, for the fourth consecutive year, Toronto International airport led in itinerant activity with 165,426 movements; Montreal International retained second place with 148,027; Vancouver International was third with 142,120 and Winnipeg and Ottawa International airports occupied fourth and fifth positions with 114,161 and 93,194 movements, respectively.

At airports with air traffic control towers, aircraft weighing less than 4,000 lb. accounted for 48% of the itinerant movements in 1971, those weighing over 39,000 lb. for 30%. Movements by aircraft of more than 314,000 lb., including the Boeing 747, the DC-8 30-to-60 series, the Ilyushin 62 and the Super VC-10, increased to 53,657 movements or 20% more than in 1970.

There were 205,179 international movements in 1971 (89 fewer than in 1970). Toronto and Montreal International airports reported 57.2% of this total. Toronto handled 65,481, of which 56,506 were "transborder" (to and from the United States) and 8,975 were "other international" (to and from points outside Canada and the United States); Montreal International reported 51,899 international movements of which 35,673 were transborder, 16,226 other international.

According to the 1971 survey, 116 airports without towers handled 1.2 million movements, 13.5% fewer than the 1.4 million total reported by the 113 airports in the 1970 survey. Itinerant movements totalled 421,068, up 0.7% over the 418,236 in 1970; local movements, primarily training flights, numbered 786,375, 19.6% fewer than the 978,961 movements in the previous year.

Commercial air services. Table 15.28 provides statistics on commercial air services conducted in Canada by Canadian, American and other foreign airlines with gross annual flying revenues exceeding \$100,000 in 1967-68 and \$150,000 in 1969-71. Canadian airline figures refer to domestic and international operations; foreign airline figures, to the miles and hours flown over Canadian territory only, excluding passengers and goods in transit through Canada. Table 15.29 gives comparative figures for domestic and international traffic in 1971.

Personnel licences. At March 31, 1972, the total number of personnel licences in force in