

15.5.2.3 Commonwealth and foreign scheduled commercial air services

At the end of 1975 there were 33 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., Alitalia-Linee Aeree Italiane, Allegheny Airlines Inc., American Airlines Inc., British Airways, British West Indian Airways, Czechoslovak Airlines, Delta Airlines Inc., Eastern Air Lines, El Al Israel Airlines Ltd., Frontier Airlines Inc., 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., Northwest Airlines Inc., Olympic Airways S.A., Qantas Airways Limited, Royal Air Maroc, Sabena Belgian World Airlines, Scandinavian Airlines System, Seaboard World Airlines Inc., Swissair, Transportes Aereos Portugueses S.A.R.L., United Air Lines Inc., Western Air Lines Inc. and Wien Air Alaska, Inc.

15.5.3 Civil aviation statistics

Airport activity. In 1975, the 60 major airports with air traffic control towers operated by the Department of Transport handled 6,398,181 aircraft landings and take-offs. At the three Department of National Defence airports where civilian passenger traffic is allowed, 77,502 aircraft movements were recorded. The 126 smaller airports without control tower facilities, which report daily traffic counts, registered 1,683,042 movements.

In the Canadian air traffic control system, continued growth was experienced in 1975. Airport activity increased some 28.1% since 1971 when 5,056,559 aircraft landings and take-offs were registered. The upward trend which prevailed in 1975 was fairly general; nearly four fifths of all major stations experienced gains in total traffic.

Toronto International airport continued to be the leader in itinerant activity with 228,688 movements, followed by Vancouver International with 198,416 and Montreal International (Dorval) with 187,860.

Light aircraft weighing under 4,000 lb. (1 814 kg) accounted for slightly more than half of all itinerant traffic. Heavy airline aircraft such as the B707, B747, DC8, DC10 and the Tristar accounted for 152,086 movements. Piston engine aircraft contributed the major share (61.1%) of overall itinerant traffic. Jet aircraft accounted for 26.1% and other aircraft such as turbo-props, helicopters and gliders for the remainder.

There were 262,479 international movements recorded in 1975, an increase of 11,356 or a 4.5% gain over 1974. The international airports at Toronto, Montreal and Vancouver, in that order, were responsible for nearly 60% of the international total.

In 1975 Canada's busiest airport in terms of overall traffic was Saint-Hubert, Que. with a total of 292,929 movements, followed closely by Pitt Meadows, BC with 275,691. Both these satellite airports reported high "local" counts, characterized by light aircraft traffic largely of a training or recreational nature.

Commercial air services. Tables 15.29 and 15.30 provide statistics on commercial air services performed by Canadian airlines with gross annual flying revenues exceeding \$150,000 and by scheduled foreign airlines. The data for Canadian airlines refer to both domestic and international operations. Figures for the scheduled foreign airlines pertain only to the hours and distance flown over Canadian territory, excluding passengers and goods in transit through Canada. Table 15.30 contains comparative data for domestic and international traffic in 1974 and 1975.

Personnel licences. At December 31, 1975 the total number of personnel licences in force in Canada was 52,496 compared with 51,034 on the same date in