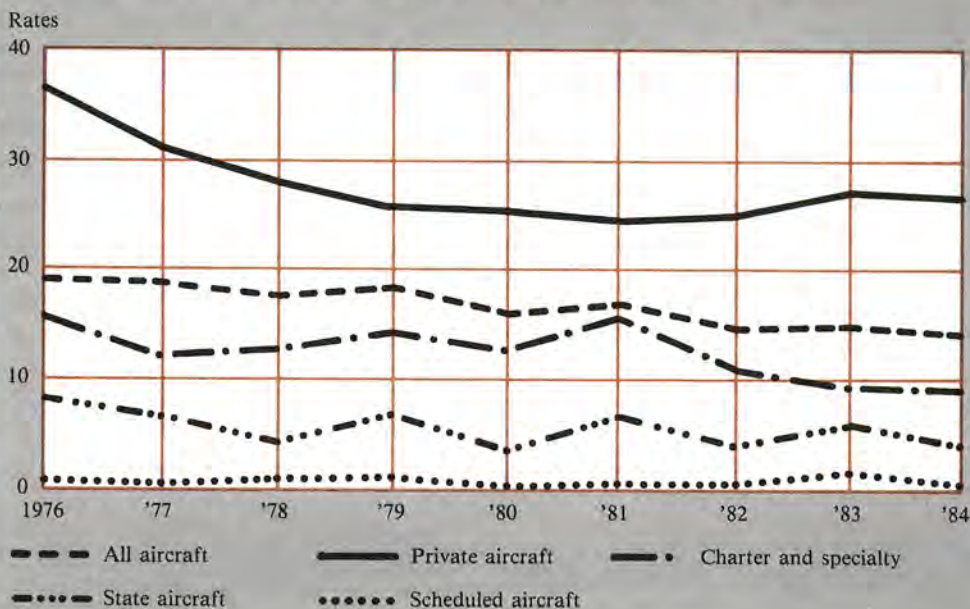


Chart 13.2

**Accident rates per 100,000 flying hours, by type of operation, 1976-84**

Lester B. Pearson International, formerly Toronto International, reported increased activity (13.2%) in 1985 compared to 1980. The airports at Vancouver and Montreal (Dorval) both experienced a decrease of about 12%. Calgary International declined 15%, while movements at Edmonton Municipal declined by 33%. In 1984, itinerant movements began to rise (nearly 2% over 1983), and growth continued in 1985, due to a greater availability of attractive fares and to increased frequency of service.

#### 13.2.4 Air transport statistics

Collection and processing of data filed by air carriers with the CTC air transport committee, and administrative data on aircraft movements at Transport Canada and other selected airports, is the responsibility of the aviation statistics centre, a section of the transportation division of Statistics Canada. The centre is located within the Canadian Transport Commission to meet the internal information needs of both Transport Canada and the CTC. In addition the centre conducts Statistics Canada's air statistics publication program, including the following data.

**Air carrier statistics.** Since 1955, the overall trend in the number of passengers has been one

of upward growth. In 1955, Canadian carriers provided transportation for approximately 3 million passengers, a figure which had increased to over 29 million by 1985. Notable growth periods span the 1960s and the 1970s. The one major exception came in the 1981 to 1983 period when the economy suffered a slowdown.

In 1955, total operating revenues generated by the carriers amounted to approximately \$153 million. In 1985, this came to about \$5.5 billion, a 36-fold increase over the 31 years. Of the \$5.5 billion, fixed-wing operators handled approximately 96% of the revenues with the helicopter operators generating approximately 4%. From 1975 to 1985, the operating revenues of helicopter operators increased from \$83 million to \$233 million.

The total operating expenses from 1955 to 1985 have followed approximately the same growth curve as the operating revenues, although almost consistently they have been lower than the operating revenues. The growth in operating expenses for the helicopter industry parallels the growth in the operating revenues with a three-fold increase between 1975 and 1985.

From 1961 to 1985, both the operating revenues and operating expenses, adjusted for