

**Airport activity.** In 1973, 6.8 million aircraft landings and take-offs were recorded at 181 reporting airports, 1.5 million at airports without towers and 5.3 million at 60 airports with air traffic control towers. Of the latter, the 56 airports with Ministry of Transport towers handled 5.3 million aircraft movements (Table 15.23), the four Department of National Defence airports, 87,687 movements.

In 1973 Toronto International airport continued to lead in itinerant activity with 208,775 movements, Montreal International retained second place with 180,029, Vancouver International was third with 167,837 while Edmonton Industrial and Winnipeg International occupied fourth and fifth positions with 111,614 and 104,472 movements each, respectively.

At airports with air traffic control towers, aircraft with a maximum take-off weight of less than 4,000 lb. accounted for virtually half of all itinerant movements in 1973 and those weighing over 39,000 lb. for 28.0%. Movements by heavier aircraft of more than 314,000 lb. including the Boeing 747, the DC-80 (30-60 series), the Ilyushin 62, the Super VC-10, the DC-10 and the Lockheed Tristar increased to 94,386 movements or 19.6% more than in 1972.

There were 243,688 international movements in 1973 — 27,954 more than in 1972. Toronto and Montreal International airports were responsible for 55.3% of this total. Toronto handled 79,655 of which 67,939 were "transborder" (to and from the United States) and 11,716 were "other international" (to and from points outside Canada and the United States); Montreal International reported 55,007 international movements of which 38,746 were transborder and 16,261, other international.

According to the 1973 survey, 121 airports without towers handled 1.5 million movements, an increase of 3.9% over the total reported by the 118 airports in the 1972 survey. Itinerant movements totalled 535,874 in the period, up 2.9% over the 520,860 recorded in 1972. Local movements, primarily training flights, numbered 981,963 or 4.5% more than the 939,806 movements for the previous year.

**Commercial air services.** Table 15.24 provides statistics on commercial air services conducted in Canada by Canadian, United States and other airlines with gross annual flying revenues exceeding \$100,000 in 1968 and \$150,000 in 1969-72. 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 15.25 gives comparative figures for domestic and international traffic in 1972.

**Personnel licences.** At December 31, 1973 the total number of personnel licences in force in Canada was 46,206 compared with 44,831 on the same date in 1972. The 1973 licences were constituted as follows with comparable 1972 figures in parentheses: glider pilots 1,438 (1,095), private pilots 29,075 (28,622), commercial pilots 5,691 (5,636), senior commercial pilots 785 (826), airline transport pilots 3,450 (3,172), flight navigators 198 (198), air traffic controllers 1,674 (1,577), flight engineers 127 (121), aircraft maintenance engineers 3,762 (3,579) and gyrocopter pilots 6 (5).

## 15.6 Urban transportation

Almost 60% of all transportation activity in Canada takes place in urban areas, where approximately 75% of the population lives. Of 8 million cars registered in 1973, 5 million are found in cities and account for 80% of all urban travel. Municipal transit companies operate buses, trains, subways and streetcars, but in spite of a substantial capital investment in facilities and vehicles, have had limited success in competing with the flexibility, comfort and privacy afforded by the automobile. However, a growing adverse public reaction to further road building and increasing concern over the air pollution and congestion generated by private cars has led to a new emphasis on public transit.

Although provincial and municipal governments have greater responsibility for urban transportation, the federal government is reviewing its transportation policies with particular regard to their effect on urban areas. Airports, ports and rail services are the most important federal concerns but there have been direct initiatives in the urban transit field. The government has granted Ontario \$10 million for the purchase of rolling stock for a commuter rail service between Toronto's Union Station and Richmond Hill. The planned Urban Transportation Development Corporation is intended to develop and market new transit vehicles and systems for Canada and for export. The Corporation will also test new ideas in traffic management and operational methods.