Executive Summary: The Landscape of Canada's Civil Aviation Industry

The dashboard reveals significant insights into Canadian air travel patterns and infrastructure performance. Total passenger volume stands at 684,607, with a healthy average load factor of 76.98% and revenue per passenger of $38,374.92. The passenger distribution shows a nearly equal split between domestic (48.12%) and international (51.88%) travelers, indicating strong international connectivity.

A notable disruption occurred in 2020-2021 due to the COVID-19 pandemic. While passenger numbers have shown strong recovery towards pre-pandemic levels, revenue per passenger has remained notably elevated compared to 2019 levels, suggesting a structural shift in pricing or service mix.

A significant shift is observed in international travel patterns: US-bound air returns surpassed non-US international returns in 2022-2023, reversing the pre-pandemic trend where non-US international travel dominated. This marks a fundamental change in international travel dynamics.

Methodology:
The analysis utilized:
• Pie chart segmentation for domestic vs. international passenger distribution
• Time series analysis (2014-2024) tracking revenue per passenger against passenger volumes
• Comparative bar chart analysis showing the shift in US vs. non-US international travel patterns
• Geographic visualization highlighting regional travel contributions
• Key performance indicators (KPIs) for top-level metrics

Data Source:

• Operating and financial statistics for major Canadian airlines, monthly (2014-2024)

• International travellers entering or returning to Canada, by type of transportation and traveller type

• Domestic and international itinerant movements, by geography, airports with NAV CANADA services and other selected airports, monthly

• Surveys and statistical programs - Screened traffic at Canadian airports
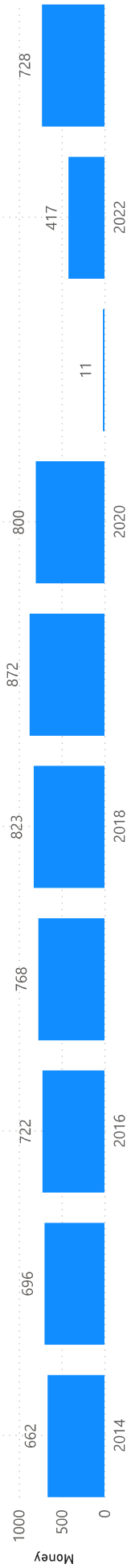
The Landscape of Canada's Civil Aviation Industry

684,607
Total Passengers
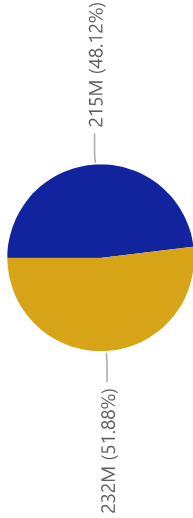
76.98
Average Load factor (%)

38,375
Revenue Per Passenger

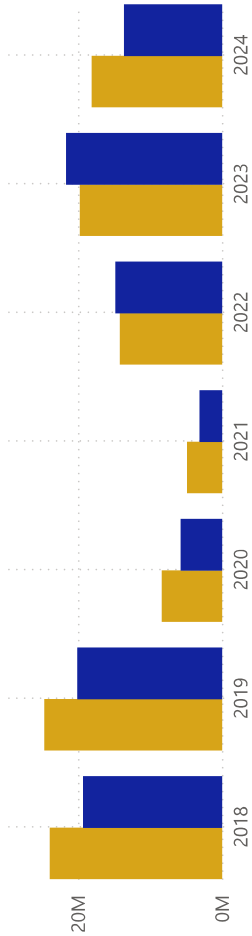## Contribution of Air Transportation Tax to Canada's GDP

Money

Year	Value
2014	662
2016	696
2016	722
2018	768
2018	823
2020	872
2020	800
2022	417
2022	11
	728

1000 · 500 · 0

Passenger Traffic: Domestic vs. International

● Domestic Passengers ● International Passengers

215M (48.12%)
232M (51.88%)

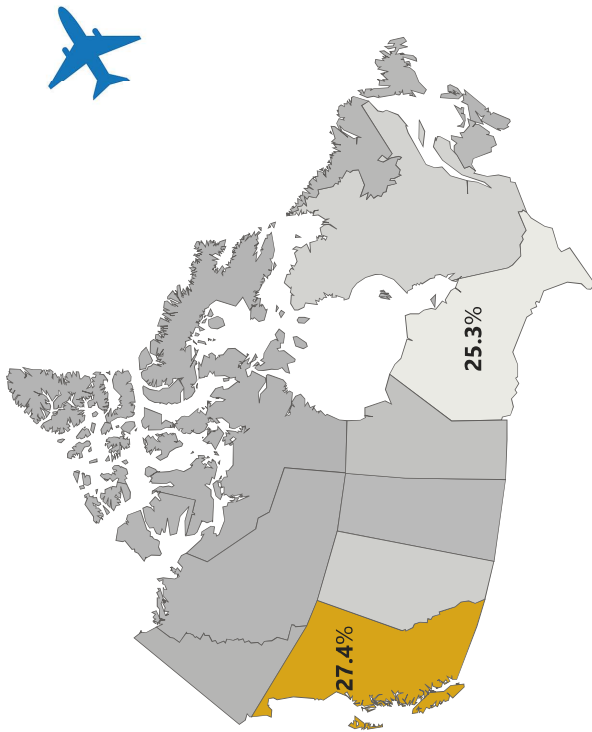## Traveler Breakdown: Canada–USA and Canada–International Arrivals

● Canadian Non-US Air Returns ● Canadian US Air Return

20M · 0M

2018 · 2019 · 2020 · 2021 · 2022 · 2023 · 2024

British Columbia and Ontario: Key Drivers of Itinerant Air Travel in Canada

25.3%

27.4%

Airline Performance Metrics (2014–2024)

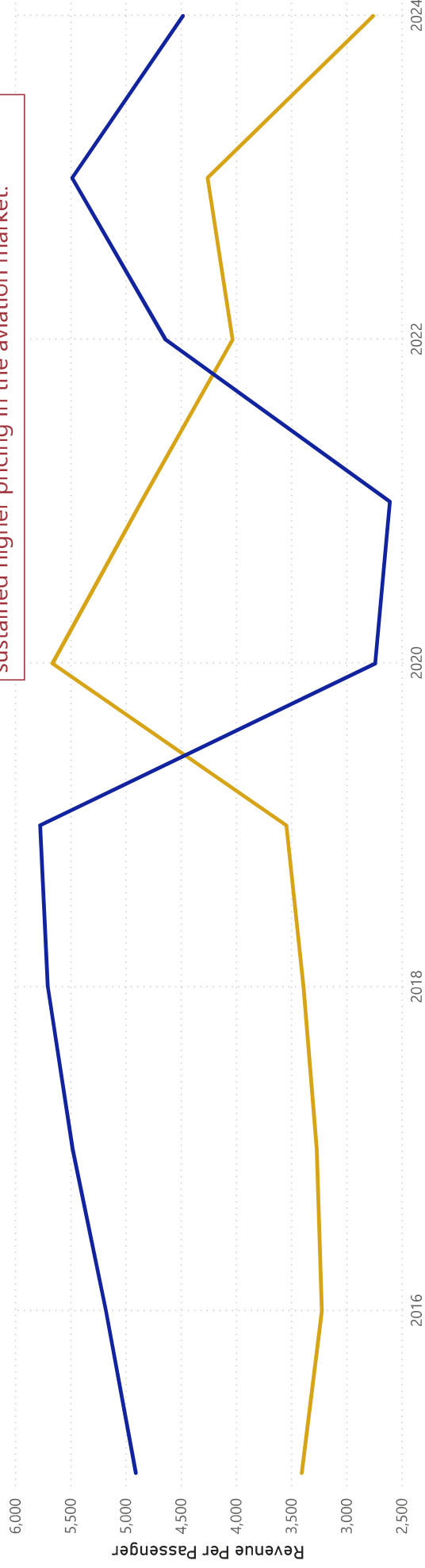● Revenue Per Passenger   ● Number of Passengers (x 1,000)

While passenger volumes recovered to **near pre-pandemic levels**, revenue per passenger remains significantly elevated compared to 2019, indicating sustained higher pricing in the aviation market.

Revenue Per Passenger

6,000
5,500
5,000
4,500
4,000
3,500
3,000
2,500

2016   2018   2020   2022   2024

Source: Statistics Canada

Total Airport Activity in Province Compared To the Number of Serious Incident

Quebec has less airport activity than both Ontario and British Columbia but has more serious incidents taking place there.

Number of Major Incidents

150

100

50

0

Activity

6M

5M

4M

3M

2M

1M

0M

Province

Ontario

British Columbia

Quebec

Alberta

Manitoba

Saskatchewan

Newfoundland and Labrador

New Brunswick

Northwest Territories

Nova Scotia

Nunavut

Yukon

Prince Edward Island