

Table A6: Top 10 Busiest Canadian Airports in Terms of Aircraft Movements, 2013-2022

(Thousands of aircraft movements)

		All Movements										2013-2022
Ranking	Airport/Province	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022 ^p	CGAR ^r
1	Toronto Pearson International, ON	434	437	446	459	467	476	455	175	174	339	(2.7)
2	Vancouver International, BC	302	312	319	326	334	339	332	157	167	261	(1.6)
3	Boundary Bay, BC	146	156	162	172	175	195	217	185	211	200	3.6
4	Calgary International, AB	246	252	250	235	234	244	239	120	125	191	(2.8)
5	Montréal-Pierre Elliott Trudeau International, QC	225	221	222	227	236	242	238	98	99	180	(2.5)
6	Abbotsford, BC	118	126	136	131	139	148	168	139	172	176	4.6
7	Québec City Jean Lesage International Airport, QC	120	114	112	118	123	139	146	118	131	135	1.4
8	Kitchener/Waterloo, ON	107	96	102	110	102	119	141	107	133	135	2.7
9	Calgary/Springbank, AB	135	147	151	158	143	137	154	129	139	129	(0.5)
10	Montréal/St-Hubert, QC	170	157	179	151	126	137	154	108	127	128	(3.1)
	Subtotal	2,001	2,016	2,078	2,088	2,078	2,177	2,246	1,335	1,478	1,874	(0.7)
	Share of total movements - Top 10 airports (%)	32.1	32.4	33.3	33.4	32.7	33.4	34.4	31.3	30.8	34.5	0.8
	Total for All Airports²- All movements	6,230	6,233	6,247	6,247	6,362	6,527	6,537	4,264	4,802	5,431	(1.5)
	Itinerant movements	4,645	4,596	4,629	4,586	4,679	4,730	4,643	2,825	3,185	3,848	(2.1)
	Local movements	1,585	1,637	1,618	1,662	1,683	1,797	1,894	1,438	1,617	1,583	(0.0)
	Share Itinerant movements (%)	74.6	73.7	74.1	73.4	73.5	72.5	71.0	66.3	66.3	70.9	(0.6)
	Share Local movements (%)	25.4	26.3	25.9	26.6	26.5	27.5	29.0	33.7	33.7	29.1	1.5
Itinerant Movements³												
1	Toronto Pearson International, ON	433	435	445	457	465	474	453	174	174	337	(2.7)
2	Vancouver International, BC	301	311	318	321	332	339	331	156	167	261	(1.6)
3	Calgary International, AB	244	250	249	234	233	244	239	119	123	190	(2.7)
4	Montréal-Pierre Elliott Trudeau International, QC	224	220	221	226	235	241	237	96	98	179	(2.5)
5	Edmonton Intl, AB	153	166	157	137	138	142	134	70	72	99	(4.8)
6	Winnipeg James Armstrong Richardson International, MB	116	116	113	110	114	112	109	69	75	95	(2.2)
7	Québec City Jean Lesage International Airport, QC	89	83	80	81	85	87	89	62	70	81	(1.0)
8	Montréal/St-Hubert, QC	79	75	85	79	72	75	90	68	79	79	0.0
9	Toronto City Centre, ON	88	90	91	97	100	100	99	39	39	77	(1.5)
10	Boundary Bay, BC	62	66	66	67	69	72	82	67	77	73	1.9
	Subtotal	1,789	1,812	1,825	1,811	1,843	1,885	1,864	922	975	1,472	(2.1)
	Share of total Itinerant movements - Top 10 airports (%)	38.5	39.4	39.4	39.5	39.4	39.9	40.1	32.6	30.6	38.2	(0.1)
	Total for All Airports² - All Itinerant movements	4,645	4,596	4,629	4,586	4,679	4,730	4,643	2,825	3,185	3,848	(2.1)
Local Movements⁴												
1	Boundary Bay, BC	84	90	95	106	107	124	135	117	133	127	4.7
2	Abbotsford, BC	74	80	86	82	83	89	101	86	102	108	4.2
3	Winnipeg/St Andrews, MB	63	62	53	62	65	75	84	59	69	76	2.1

4	Pitt Meadows, BC	49	52	61	63	62	69	86	62	76	75	4.8
5	Kitchener/Waterloo, ON	62	56	59	63	59	71	83	62	70	72	1.7
6	Calgary/Springbank, AB	79	88	92	98	86	80	92	72	79	71	(1.2)
7	Chicoutimi/St-Honore, QC	48	52	45	60	75	76	68	66	71	58	2.1
8	Québec City Jean Lesage International Airport, QC	31	31	32	36	38	51	58	56	60	54	6.4
9	Montréal/St-Hubert, QC	91	81	93	72	54	62	65	39	48	49	(6.8)
10	London, ON	30	29	22	24	32	29	32	29	38	41	3.5
	Subtotal	611	620	638	666	660	727	803	648	747	730	2.0
	<i>Share of total Local movements - Top 10 airports (%)</i>	38.6	37.9	39.4	40.1	39.2	40.5	42.4	45.1	46.2	46.1	2.0
	Total for All Airports² - All Local movements	1,585	1,637	1,618	1,662	1,683	1,797	1,894	1,438	1,617	1,583	(0.0)

Notes: R= Revised data. P= Preliminary data.

1 CAGR= Compound Annual Growth Rate.

2 Including airports with control towers and/or flight service stations (91 as of December 2017) and airports without control towers or flight service stations reporting aircraft movements on a voluntary basis (126 as of December 2017).

3 Itinerant movements are those in which aircraft arrive from or depart to a point other than the reporting airport; or where aircraft leave the circuit (i.e. a pattern or a standard path for coordinating air traffic usually at close proximity of the airport) but return without landing at another airport.

4 Local movements are those in which aircraft remain in the circuit (i.e. a pattern or a standard path for coordinating air traffic usually at close proximity of the airport). Local movements are often carried out during training flights (touch-and-go), equipment tests, etc.

Sources: Statistics Canada, "Aircraft Movement Statistics", TP 577, Cat. 51-209 and 51-210. Transport Canada, Aircraft movement database, for 2021 data