Commercial Pax
Canada Air Passenger Traffic
1988 – 2014E

Canada Air Passenger Traffic
Enplaned/Deplaned

Source: Air Carrier Traffic at Canadian Airports. Statistics Canada
Canada Air Passenger Traffic

1988 - 2013

Share of Transborder and Other International Passengers

Source: Air Carrier Traffic at Canadian Airports. Statistics Canada
Note: Most recent data available is 2013
Canada Air Passenger Traffic
1988 - 2013

Share of Transborder and Other International Passengers

% of Total

Transborder
International

Source: Air Carrier Traffic at Canadian Airports. Statistics Canada
Note: Most recent data available is 2013

Canadian Aviation by the Numbers March 2015
US Air Passenger Traffic
1962 – 2014

Source: 1960-2006 ATA, 2007-2014 BTS

Canadian Aviation by the Numbers March 2015
US vs. Canada Passenger Traffic
1990 - 2014E

Passenger Growth in United States and Canada

Source: InterVISTAS Calculations with data from:
Canada: Air Carrier Traffic at Canadian Airports,
Nominal Average Fares
Canada - not adjusted for inflation

Average Fare for Major Carriers

Source: Statistics Canada Average Fare data, Cat. 51-004-X
p = preliminary
Major Air Carriers include Air Canada (mainline & AC Jazz),
WestJet, Air Transat and Canada 3000
Note: Most recent data available is 2013
Real Average Fares
Canada – indexed to 2013

Average Fare for Major Carriers

Source: Statistics Canada Average Fare data, Cat. 51-004-X
p = preliminary
Major Air Carriers include Air Canada (mainline & AC Jazz), WestJet, Air Transat and Canada 3000
Note: Most recent data available is 2013
Commercial Aircraft Movements
Canada: 1980 - 2013

Total Commercial Aircraft Movements

Source: Aviation in Canada (1980-1990) and Table 401-0009, Statistics Canada.
Note: Most recent data available is 2013
Passenger Traffic vs. Aircraft Movements
Canada: 1999 - 2013

Source: Air Carrier Traffic at Canadian Airports. Statistics Canada
Note: Most recent data available is 2013

Canadian Aviation by the Numbers March 2015
Passenger Traffic vs. Aircraft Movements
YVR: 1999 - 2013

YVR Passenger Traffic vs. Aircraft Movements

Source: YVR Site Statistics
Passengers per Aircraft
Canada: 1980-2013

Average Passengers per Aircraft

Source: InterVISTAS Calculations with data from:
Aviation in Canada (1980-1990) and Table 401-0009,
Statistics Canada and Air Carrier Traffic at Canadian Airports, Statistics Canada.
Note: Most recent data available is 2013
Average Aircraft Size

Source: FAA Aerospace Forecast FY 2015-2035

Canadian Aviation by the Numbers March 2015
Average Aircraft Size

Historical
Forecast

a/c size expected to grow in domestic market

Source: FAA Aerospace Forecast FY 2015-2035
Canadian Aviation by the Numbers March 2015
Scheduled Flight Frequency
Domestic Canada

Domestic Canada Scheduled Non-Stop Frequency

Annual Turboprop + Regional Jet Percentages
79% 67% 70% 70% 72%

Scheduled Seat Capacity
Domestic Canada

Domestic Canada Scheduled Non-Stop Seats

Annual Turboprop + Regional Jet Percentages
49% 30% 37% 41% 45%

Canadian Aviation by the Numbers March 2015
Scheduled Seat Capacity
Domestic Canada

Domestic Canada Scheduled Non-Stop Seats

Annual Turboprop + Regional Jet Percentages
49% 30% 37% 41% 45%


Increasing TP seats

Canadian Aviation by the Numbers March 2015
Load Factors
Canada: 1980 - 2013

Source: Aviation in Canada, Statistics Canada. Transport Canada
Note: Most recent data available is 2013
Mainline Carrier Load Factors

Source: FAA Aerospace Forecast FY 2015-2035
Mainline Carrier Load Factors

Load Factor (%)

Historical

Forecast

Domestic

International

Likely nearing limit of LF growth

Source: FAA Aerospace Forecast FY 2015-2035

Canadian Aviation by the Numbers March 2015
Total GA Movements
Canada: 1997 - 2013

Total GA and Non-Commercial Aircraft Movements

Sources: Statistics Canada Tables 401-0029, 401-0036, and 401-0037.
Note: Most recent data available is 2013
GA and Air Taxi Aircraft Hours Flown

Historical Forecast

Annual Hours Flown (Millions)

Piston Aircraft
Turbine Aircraft

Source: FAA Aerospace Forecast FY 2015-2035
Canadian Aviation by the Numbers March 2015
Air Cargo
Canadian Air Cargo

• No accurate data
Other Stats
Number of Employees
Canadian Commercial Air Carriers: 1980 - 2013

Average Number of Employees

Source: 1980-1990- Statistics Canada, Aviation in Canada
Note: Most recent data available is 2013
Global Aircraft Deliveries

Boeing & Airbus

Total Annual Aircraft Deliveries

Source: Boeing and Airbus Delivery Reports
Global Aircraft Deliveries
Bombardier & Embraer

Source: Bombardier and Embraer Delivery Reports and Press Releases
Global Aircraft on Order, by Delivery Date
Airbus, Boeing, Embraer

Total Aircrafts on Order

New orders will increase future deliveries

Source: Diio Mi Fleet Current Summary
Note: Estimates of orders as of January 6, 2015
Regional Aircraft Developments
Phase out of small aircraft

- 33-55 seat turboprops are **ageing**
  - Bombardier Dash-8/100 (35 seats): 26 year average age
  - Dash-8/300 (55 seats): 18 years
  - ATR-42: 20 years

- Regional jets also **ageing**
  - CRJ-200: 15 years
  - ERJ-135: 14 years
  - ERJ-145: 14 years

- Economics of 55 seat RJ problematic with high fuel price
Regional Aircraft Developments
Phase out of small aircraft

- Within 3 – 10 years:
  - Turboprop Aircraft will reach maximum cycles
  - Cost of rebuild has marginal economic benefit
- Bombardier has no 35-55 seat aircraft in production
  - CRJ 55 seat not in production
- ATR has ATR-42/500/600 in production
  - But orders are small
- Carrier “solutions”:
  - Phase out 33-55 seat aircraft
  - Buy low cycle used aircraft
  - Rebuild to extend life
Regional Aircraft Developments
Phase out of small aircraft

Air Canada

- Addition of further (23) Q400 aircraft
- AC plans to refurbish 19 Dash 8-300 aircraft, but Dash 8-100 aircraft not part of this program
Developments in Airline Strategy

Re-banking

- Airlines un-banked many hubs in the early 2000s to cut costs

- But many airlines have started to re-bank
  - American Airlines began re-banking its hubs at Dallas/Ft. Worth, Miami and Chicago O’Hare last year
  - United Airlines has re-banked its Denver and Houston hubs and will begin re-banking its Chicago O’Hare hub this month

- Though more expensive, banked schedules allow for shortened connection times as well as improved directional flows
Financial
Canadian Air Carrier
Revenue and Expenses: 2005 - 2013

Source: Statistics Canada, 51-004-X
Note: Most recent data available is 2013
Canadian Air Carriers
Return on Assets: 1980 - 2013

Return on Assets

Source: Statistics Canada,
Note: Most recent data available is 2013.
Developments in Airline Strategy
Re-gauging

Example: United Airlines

- United plans to reduce departures and increase gauge as to increase revenue and optimize use of existing slots at O’Hare
Total Capital Investments
Canadian Airports

Capital Investments by Canadian Airports
From Transfer date to Airport Authority to 2013

$16b
$11b since 2004

Source: Airport Annual Reports.
Note: Most recent data available is 2013
Note: Montreal includes both Trudeau and Mirabel Airports

Canadian Aviation by the Numbers March 2015
Rents Paid to Transport Canada

Canadian Airports

Rent Paid to Transport Canada

Source: Transport Canada Annual Reports and Financial Statements.
Aviation Security Since 2003

- ATSC Revenues: $5.6b
- CATSA Op. Expenses: $5.3b
- CATSA Investment: $1.0b

- First 2 years:
  - Revenue $830mn
  - Expenses $410mn ($616mn)

- Is aviation security merely a benefit to passengers?

  Or is it national security, with benefits to Canada?
Safety
Accidents

Accidents per 100,000 hours flown

Source: 1970-1990 Statistics Canada, Aviation in Canada
2001-2013 Statistics Canada, 51-004-X;
Transportation Safety Board of Canada
Note: Most recent data available is 2013

Canadian Aviation by the Numbers March 2015
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Thank you!