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CANADIAN AIRPORTS COUNCIL

ACI NORTH AMERICA
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The Economic Impact of Canadian Airports in 2024

April 2025

Image Source: North Peace Regional Airport (YXJ).

Image Source: Aéroport international Jean-Lesage de Québec (YQB).

Executive Summary

Airports serve a critical function in Canada, providing access to rapid and efficient transportation for people, linking remote areas to the rest of the country, and allowing people and goods to move within Canada and around the world.

Canada's airports also generate significant levels of economic impacts. There are good jobs tied to airport activities, and these jobs and related businesses stimulate additional economic activity in the local, provincial, and national economies.

This economic impact study quantifies the economic benefits from Canadian airports[1] in 2024. These impacts are measured in terms of employment, wages, gross domestic product (GDP), and economic output associated with day-to-day on-airport activities. The study relies on inputs from airport economic studies for use in an economic model using Statistics Canada data to estimate economic impacts.

The research incorporates more than 30 studies to obtain the data used to show that the 61 airports in Canada:

- Support 435,800 jobs.
- Provide $32.9 billion in annual wages.
- Generate $49.6 billion in GDP.
- Produce $123.5 billion of annual economic output.

These impacts are tied to on-airport activity, such as airport operations, ground handling operations, ticket agents, security screening, terminal concessionaire services, and rental car operations, which occur at Canada's airports. All of this airport activity generates an estimated $8.8 billion in taxes.

These findings stress the economic importance of airports and how they contribute to the economy. This report looks at the economic environment in which the airports operate, details impacts at the Province and Territory level, and explains how the study obtained these results.

1 The 61 airports, listed in Appendix A, are predominately members of the Canadian Airports Council.

Image Source: London International Airport (YXU).

Canadian Airports Economic Impact

This report quantifies the economic impact of 61 Canadian airports in terms of employment, wages, gross domestic product (GDP) and economic output.

The methods used in this study mirror those used in the previous study undertaken by the Canadian Airports Council (CAC), a division of Airports Council International – North America.

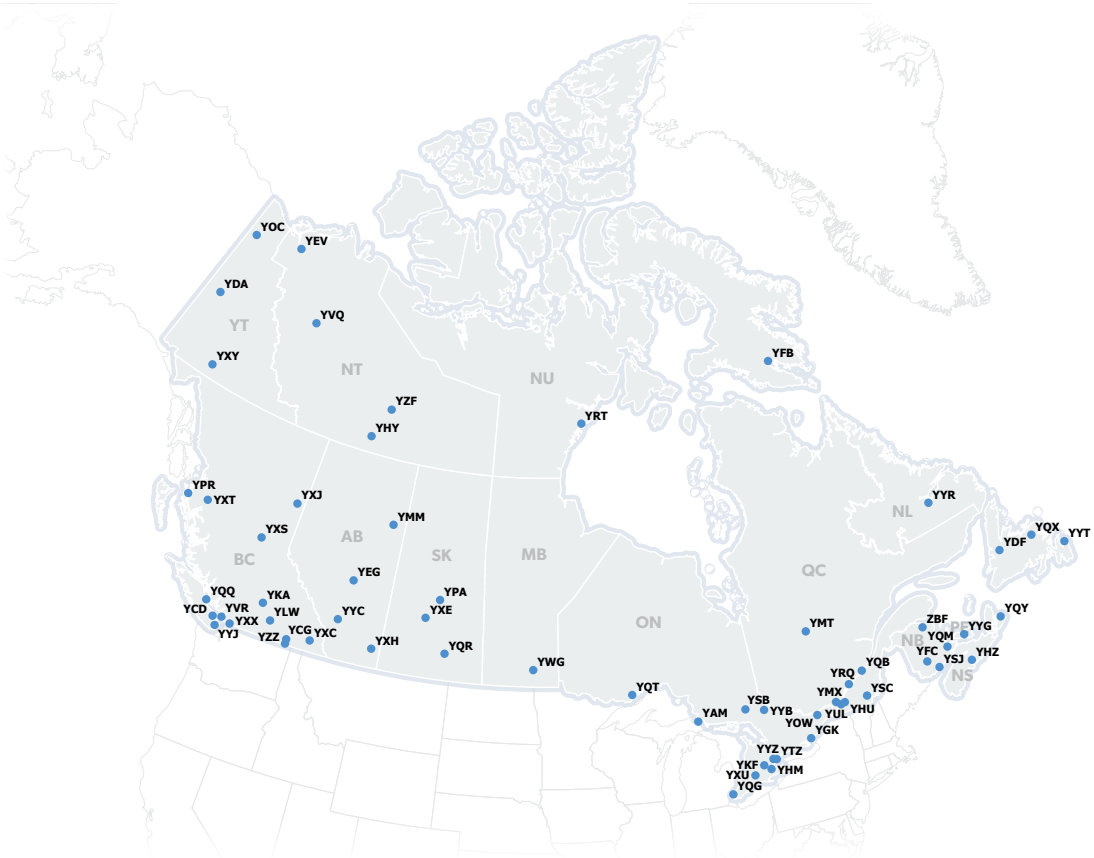
The CAC advocates for Canadian and U.S. policies beneficial to their airport members and their communities. The CAC was formed in 1992 as Canada was in the final stages of formulating its National Airports Policy.

The National Airports Policy, published in 1994, resulted in Transport Canada divesting itself of a significant number of its airports, selling most of its small, local, and regional airports to their respective communities. Remote and arctic airports either were transferred to provincial or territorial governments or were held onto by Transport Canada.

It retained ownership of most of the airports designated as the National Airport System (NAS). Larger airports, and the airports of provincial capitals, form the NAS and handle the bulk of Canada's air traffic. The NAS consists of 26 airports, with most owned by Transport Canada and operated under long-term leases by private, non-share, not-for-profit airport authorities. Three NAS airports are owned and operated by their respective territorial governments.

The previous study used a base year of 2016 and analyzed 61 airports that handled approximately 97 percent of Canada's commercial passenger traffic. In order to make reasonable comparisons, this study also assessed 61 airports (shown in **Figure 1**) responsible for approximately 97 percent of Canadian commercial passenger traffic. All but two of the 61 airports (listed in Appendix A by Province/Territory, and by ID), are members of CAC, including all of the NAS airports.

Figure 1
Airports in Study



Source: Mead & Hunt.

Before providing the detailed economic impact results and comparing them to the previous study, it is useful to examine the financial performance of the aviation industry in Canada to better understand what influences airport economic performance.

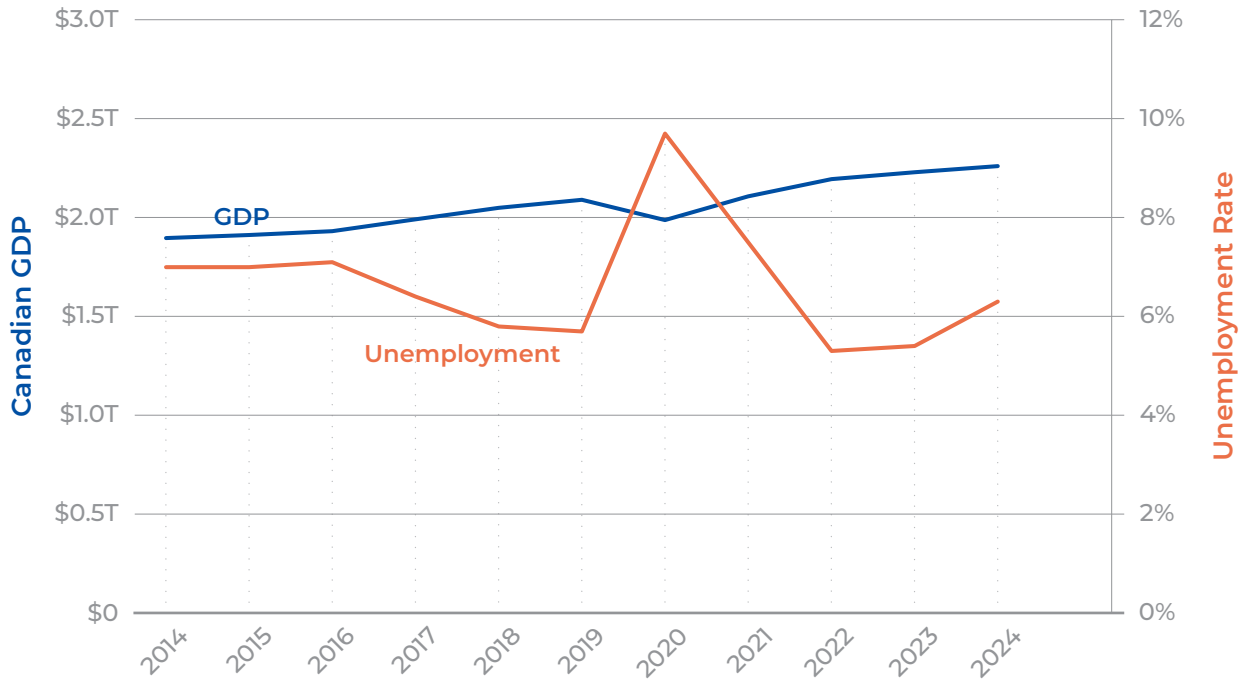
The Canadian aviation industry follows the business cycle, responding to growth and slowdowns in the economy. This is a determining factor for how much economic impact the aviation industry has on the overall economy. The business cycle plays an important role in the context for economic impacts presented later in this report. Looking at the Canadian economy's performance in the past 10 years helps to frame its performance in 2024.

Image Source: Aéroport International Jean-Lesage de Québec (YQB).

Economic Environment for Airports 2014-2024

Analysis of the past 10 years shows that, apart from the COVID-19 pandemic in 2020 and 2021, the Canadian economy has experienced fairly steady growth and development. **Figure 2** shows GDP from 2014 to 2024 increased by $370 billion or about 19 percent.

Figure 2
Canadian Economic Environment 2014-2024



Source: Labour Force Survey (3701), table 14-10-0287-01.

During that time, the unemployment rate fell from 7.0 percent to 6.3 percent, further demonstrating the slight improvement in the nation's economy.

The pandemic interrupted this improvement. In 2020, unemployment spiked to 9.7 percent and GDP declined by $102 billion. While the overall decline in GDP only amounted to a less than a 5 percent decrease in the nation's economy, the pandemic had a much larger impact on the aviation industry.

Image Source: Montréal-Pierre Elliott Trudeau International Airport (YUL).

Pandemic Impacts

The COVID-19 pandemic had an unprecedented impact on the Canadian aviation industry, gutted by air traveler fears of the disease combined with government actions. Airline passenger traffic in 2020, the first year of the pandemic, fell by 71 percent compared to 2019.

Airlines responded to the sharp decline in demand by canceling routes and slashing the workforce, which had a direct impact on airports. As seen in **Table 1**, 2020 airport activity dropped significantly compared to 2019. Passengers fell from 163 million in 2019 to 46 million in 2020.

Table 1
Pandemic Impacts on the Canadian Aviation Industry

Airport Metric	2019	2020	Percent Change
Total Passengers	162.9M	46.3M	**-71.5%**
Passenger Load Factor	84.2%	49.8%	**-40.9%**
Air Cargo (1,000s of kg)	780.9	646.3	**-17.2%**
Airport Revenues	$4.4B	$2.0B	**-55.0%**

Source: Statistics Canada. Table 23-10-0079-01 Operating and financial statistics for major Canadian airlines, monthly.
Statistics Canada. Table 23-10-0034-01 Civil aviation financial statistics, Canadian air carriers, Levels I to III, annual (x 1,000).

Every industry sector was negatively affected by the pandemic. Air Cargo had the smallest decline of about 17 percent. The reason it had the smallest decline is because home-confined consumers still relied on almost the same amount of e-commerce. Airport revenues tumbled from $4.4 billion in 2019 to $2.0 billion in 2020.

Image Sources: London International Airport (YXU).

Toronto Pearson International Airport (YYZ).

Deer Lake Regional Airport (YDF).

Aviation Industry Trends

Given the industry background, **Table 2** compares 2016 (the base year for the previous study) and 2023 (most current data available) to show how the aviation industry has performed.

Table 2
Aviation Industry Trends 2016 compared to 2023

Airport Metric	2016	2023	Percent Change
Total Passengers	140.9M	150.7M	**7.0%**
Passenger Load Factor	82.8%	86.0%	**3.9%**
Air Cargo (1,000s of kg)	650.0	938.5	**44.4%**

Source: Statistics Canada. Table 23-10-0079-01 Operating and financial statistics for major Canadian airlines, monthly.
Statistics Canada. Table 23-10-0034-01 Civil aviation financial statistics, Canadian air carriers, Levels I to III, annual.

Total passengers in 2023 stood at 150.7 million, a 7.0 percent increase from 2016. This is below the 2019 peak of nearly 163 million total passengers, indicating that lingering effects from the pandemic still impact the industry.

Despite the average load factor falling below 50 percent during the height of the pandemic, average load factor in 2023 is slightly above the 2016 average load factor. This indicates that the industry has adjusted to the post-pandemic environment and is positioned to continue its recovery to pre-pandemic activity levels.

The pandemic did not have the same lingering impacts on air cargo like it did passenger travel. As a result, air cargo experienced an increase of 44.4 percent from 2016 in 2023.

Image Source: Fredericton International Airport (YFC).

Overall Economic Impacts of Canadian Airports

The study led to several key findings. First, the 61 Canadian airports produced $123.5 billion in economic output in 2024. Additionally, these airports support nearly 436,000 jobs with total wages of $32.9 billion. The following sections detail these economic benefits by type of impact.

Direct, Multiplier and Total Impacts

The 61 Canadian airports produce the direct, multiplier, and total impacts shown in **Table 3**. In addition to these impacts, an estimated $8.8 billion in direct taxes are generated by airport activity.

Table 3
Economic Impacts of Canadian Airports

Impact Type	Employment	Wages	GDP	Output
Direct	224,500	$17.5B	$26.2B	$64.7B
Multiplier	211,300	$15.4B	$23.4B	$58.8B
Total	435,800	$32.9B	$49.6B	$123.5B

Source: Mead & Hunt and Statistics Canada.

Direct Impacts

The direct impacts depict the jobs, wages, GDP, and output associated with activity on the airport.

Multiplier Impacts

The multiplier impacts are the result of follow-on effects from the direct impacts recirculating in the Canadian economy. This includes impacts derived from businesses and government agencies spending locally and impacts from households spending their earnings in the local economy. These impacts continue recirculating in the Canadian economy until a transaction occurs beyond the borders of Canada or the dollars are removed from circulation through an action such as savings.

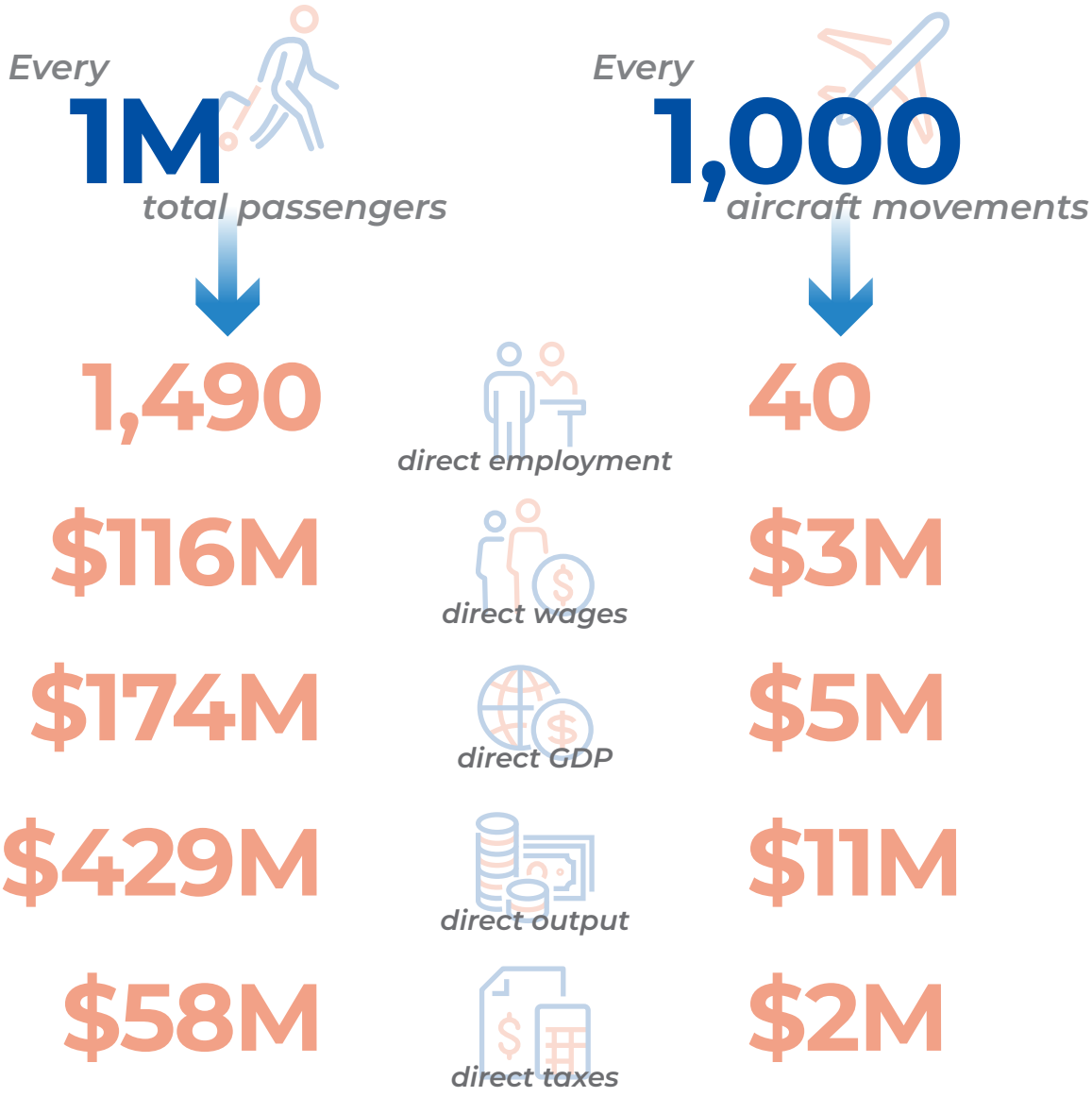
Total Impacts

The total impacts are the sum of the direct and multiplier impacts and represent all of the impacts from airport operations and related activities.

Incremental Aviation Activity

The Canadian airport system supports a significant amount of economic activity. To better understand these impacts, it can be useful to express them in terms related to the passengers using or aircraft movements occurring at these airports.

Based on the information gathered for this study, on average, 1 million total passengers produce $429 million of economic output and support 1,490 jobs. Those 1,490 jobs earn $116 million in wages and produce $174 million in GDP. Every 1 million total passengers also generate $58 million in direct taxes.



In terms of aircraft movements, every 1,000 aircraft movements support 40 jobs with associated wages of $3 million. That aircraft activity also generates $5 million in GDP and produces $11 million in output. For every 1,000 aircraft movements, an estimated $2 million in direct taxes result.

Detailed Tables

This section details the economic impacts of airports in each of the 10 Provinces and three Territories of Canada.

Tables 4 to 6 show the four measures of economic impacts (employment, wages, GDP and output) broken into three tables for each type (direct, multiplier, and total) of economic impact. Provinces and territories are presented in descending order of impacts.

A comparison to the 2016 study results and a detailed explanation of the methodology used to estimate these impacts follow these tables.

Table 4
Direct Economic Impacts of Airports in Canada

Province or Territory	Direct Impacts			
	Employment	Wages	GDP	Output
Provinces				
Ontario	71,300	$5,553,000,000	$8,310,000,000	$20,515,000,000
Quebec	50,100	$3,922,000,000	$5,868,000,000	$14,490,000,000
British Columbia	41,300	$3,232,000,000	$4,839,000,000	$11,941,000,000
Alberta	30,300	$2,352,000,000	$3,521,000,000	$8,690,000,000
Manitoba	9,000	$697,000,000	$1,043,000,000	$2,576,000,000
Nova Scotia	4,700	$369,000,000	$553,000,000	$1,364,000,000
Newfoundland and Labrador	4,600	$353,000,000	$528,000,000	$1,305,000,000
Saskatchewan	3,900	$302,000,000	$450,000,000	$1,110,000,000
New Brunswick	2,800	$218,000,000	$326,000,000	$806,000,000
Prince Edward Island	600	$47,000,000	$70,000,000	$174,000,000
Territories				
Northwest Territories	2,700	$209,000,000	$312,000,000	$771,000,000
Yukon	1,900	$149,000,000	$224,000,000	$551,000,000
Nunavut	1,300	$97,000,000	$145,000,000	$357,000,000
Total	**224,500**	**$17,500,000,000**	**$26,189,000,000**	**$64,650,000,000**

Source: Mead & Hunt and Statistics Canada.

Table 5
Multiplier Economic Impacts of Airports in Canada

Province or Territory	Multiplier Impacts			
	Employment	Wages	GDP	Output
Provinces				
Ontario	66,900	$4,881,000,000	$7,432,000,000	$18,689,000,000
Quebec	47,100	$3,447,000,000	$5,249,000,000	$13,200,000,000
British Columbia	39,000	$2,839,000,000	$4,328,000,000	$10,876,000,000
Alberta	28,500	$2,068,000,000	$3,148,000,000	$7,917,000,000
Manitoba	8,400	$613,000,000	$933,000,000	$2,347,000,000
Nova Scotia	4,400	$324,000,000	$495,000,000	$1,242,000,000
Newfoundland and Labrador	4,400	$310,000,000	$472,000,000	$1,189,000,000
Saskatchewan	3,700	$265,000,000	$403,000,000	$1,011,000,000
New Brunswick	2,600	$192,000,000	$291,000,000	$734,000,000
Prince Edward Island	600	$41,000,000	$63,000,000	$159,000,000
Territories				
Northwest Territories	2,600	$183,000,000	$280,000,000	$702,000,000
Yukon	1,800	$130,000,000	$201,000,000	$502,000,000
Nunavut	1,300	$86,000,000	$130,000,000	$325,000,000
Total	**211,300**	**$15,379,000,000**	**$23,425,000,000**	**$58,893,000,000**

Source: Mead & Hunt and Statistics Canada.

Table 6
Total Economic Impacts of Airports in Canada

Province or Territory	Total Impacts			
	Employment	Wages	GDP	Output
Provinces				
Ontario	138,200	$10,434,000,000	$15,742,000,000	$39,204,000,000
Quebec	97,200	$7,369,000,000	$11,117,000,000	$27,690,000,000
British Columbia	80,300	$6,071,000,000	$9,167,000,000	$22,817,000,000
Alberta	58,800	$4,420,000,000	$6,669,000,000	$16,607,000,000
Manitoba	17,400	$1,310,000,000	$1,976,000,000	$4,923,000,000
Nova Scotia	9,100	$693,000,000	$1,048,000,000	$2,606,000,000
Newfoundland and Labrador	9,000	$663,000,000	$1,000,000,000	$2,494,000,000
Saskatchewan	7,600	$567,000,000	$853,000,000	$2,121,000,000
New Brunswick	5,400	$410,000,000	$617,000,000	$1,540,000,000
Prince Edward Island	1,200	$88,000,000	$133,000,000	$333,000,000
Territories				
Northwest Territories	5,300	$392,000,000	$592,000,000	$1,473,000,000
Yukon	3,700	$279,000,000	$425,000,000	$1,053,000,000
Nunavut	2,600	$183,000,000	$275,000,000	$682,000,000
Total	**435,800**	**$32,879,000,000**	**$49,614,000,000**	**$123,543,000,000**

Source: Mead & Hunt and Statistics Canada.

Image Source: Prince George Airport (YXS).

Comparison Between 2016 and 2024 Studies

Overall, Canadian airports have increased their reported economic impacts since 2016. This comparison analysis only looks at the national level results, since the 2016 study only provided results for all of Canada.

This study employed the same methodology that was used in the 2016 assessment to the extent possible to allow for comparisons between the two. Normally, one would expect significant growth from the aviation industry over an eight-year period. However, the COVID-19 pandemic greatly impacted it, with some sectors recovering sooner than others.

It is useful to keep in mind that numerous factors can drive changes in results between the two studies. Among these factors are:

- Details of the 2016 economic impact model were not available to the authors of the current study, so there may be slight differences in the assumptions used for each model.
- More than half of study airports (33 out of 61) had updated economic impact studies available for this study. This provided a wealth of information but also introduced a greater variety in study methodologies. This presented challenges of evaluating how similar the measurements were in each study and what steps should be taken to make the results comparable.
- While the methodologies used in both studies are the same, changes in data caused changes in the regression model used to estimate impacts. Changes in data available from Statistics Canada also resulted in changes to the ratios and multipliers found in the economic model.
- Results are reported in current dollars for each study, so no inflation adjustment was made to either result. Based on consumer price index (CPI) data from Statistics Canada, the CPI increased 25 percent from 2016 to 2024.

Overall, direct impacts increased compared to 2016 despite the negative impacts from the pandemic.

The direct impacts generate multiplier impacts, which, when added to the direct impacts, produce the total impacts shown below. Total employment increased by 22.8 percent over the 2016 total employment to 435,800 jobs. Wages rose 49.5 percent from 2016 to a total of $32.9 billion.

	2016	2024	
Employment	355,000 →	435,800 →	**+22.8%**
Wages	$22.0B →	$32.9B →	**+49.5%**
GDP	$35.0B →	$49.6B →	**+41.7%**
Output	$79.0B →	$123.5B →	**+56.3%**

The 2024 total output of $123.5 billion was 56.3 percent more than the total output in 2016.

Image Source: Windsor International Airport (YQG).

Image Source: Aéroport International Jean-Lesage de Québec (YQB).

Study Approach and Methods Used

This study relied on information from airport economic impact studies produced over the past 20 years. These airport economic impact studies provided employment data used in an economic impact model to estimate wages, GDP, output, and associated multiplier impacts.

This study aims to mirror the previous 2016 CAC economic impact study of Canadian airports. To the extent possible, this study replicates the methods and assumptions used in the previous study so that reasonable comparisons of results can be made with the previous study.

As was done in the previous study, 61 airports (see Appendix A for a list) were identified as the study subjects. These 61 airports include all of the NAS airports and handled 97 percent Canadian passenger traffic.

The following sections explain in more detail the framework, methodology, and assumptions used in the development of these estimates of economic impact.

Measures of Economic Impact

While there are various metrics used in economic studies, this study focuses on four basic measures to avoid complicating the analysis of the economic impact of airports. Those four measures are **employment**, **wages**, **GDP**, and **economic output**.

Employment

This is a measure of the number of employees with jobs associated with activity at airports, either directly or indirectly. It is expressed in full-time equivalents (FTE), where 1,832 hours of work in a year equate to one FTE. The benchmark of 1,832 hours is based on an 8-hour day applied to 229 workdays (365 days per year less 104 weekend days, 11 holidays, 15 vacation days, and 6 sick days). FTEs are reported as number of employees or jobs.

Wages

This accounts for the annual wages, salaries, and benefits associated with the jobs that are tied to airports, measured in dollars.

Gross Domestic Product

GDP is a measure of the value added by an organization, whether public or private, to the final goods and services it produces. It is a useful measure when accounting for an economy that captures multiple industries since it avoids double counting upstream economic impacts.

Economic Output

This is the economic activity generated by the operation of airports and all their related activity, measured in dollars. Economic output is defined as the annual revenues generated by a company, or, in the case of organizations that do not generate revenues (e.g., airport fire and rescue), their annual operating expenses.

In general, economic impacts at airports are generated by airport management, and by businesses and organizations engaged in airport activities at airports. Economic output is a useful measure when looking at a single industry (such as airports) since it captures all upstream economic impacts.

This study estimates the impacts stemming from the economic activities described above for each of the 61 airports and then rolls those results up to the province or territory level.

Types of Economic Impact

The economic activity generated by the groups discussed above results in three types of economic impacts that are estimated with the use of an economic input-output model, as depicted in **Figure 3**. These three are common to most economic studies and are described below.

Direct Impacts

Direct impacts account for the initial point where airport-related money first starts circulating in the economy. This includes activity such as the purchase of aviation goods and services on the airport. On-airport impacts include the employment, wages, and spending of businesses such as airlines, ground handling services, retail and food vendors, airport management, operations staff, government organizations, and other on-airport organizations that provide aviation services.

Multiplier Impacts

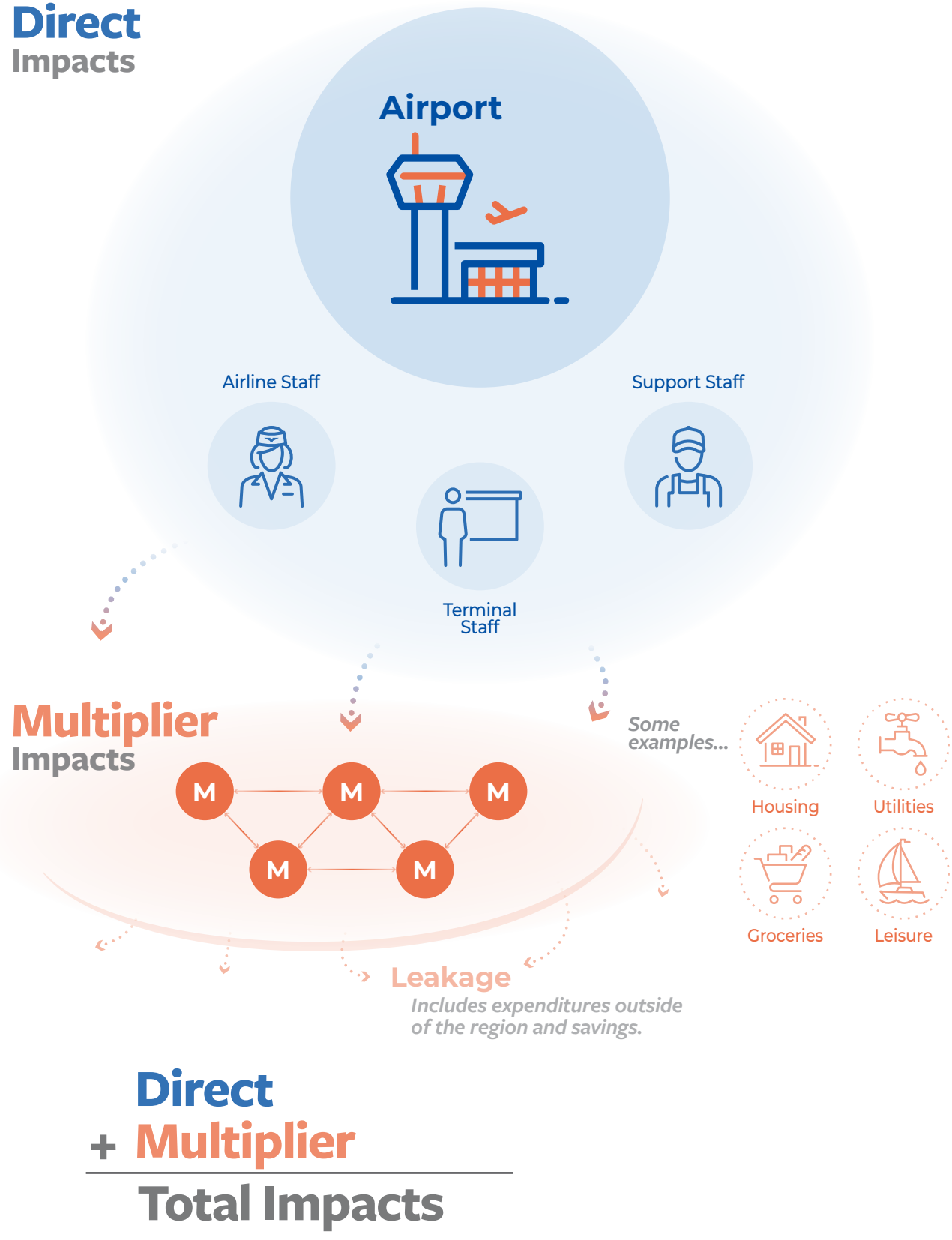
Multiplier impacts result from the re-circulation and re-spending of direct impacts within the economy. This re-spending of money can occur multiple times and takes two forms - indirect and induced. Indirect impacts occur when businesses spend their revenue on business expenses. Induced impacts occur when employees spend their earnings on goods and services. For example, as airport employees spend their salary for housing, food, and services, those expenditures circulate through the local economy resulting in increased spending, wages, and employment throughout the economy. Multiplier impacts re-circulate until they eventually leak beyond the geographic region being studied – in this case, Canada. For simplicity, indirect and induced impacts are reported collectively as multiplier impacts.

Total Impacts

Total impacts are the sum of all direct and multiplier economic impacts attributable to an airport or the system of airports.

Image Source: Windsor International Airport (YQG).

Figure 3
Airport Economic Impact Modeling



Direct Employment Estimates

The fundamental study input is the estimated number of jobs at each airport in 2024. This information came from the existing airport economic impact studies. Thirty-three airports had published economic impact studies, and these airports accounted for 94 percent of Canada's passenger traffic. One of the challenges was evaluating the various methods used in the economic impact studies since there is no standardized approach for airport economic impact studies.

Data was extracted from these studies to develop estimates of direct employment. Each study was reviewed to identify the direct employment associated with the airport and its on-airport activities. Where possible, employment associated with other aspects of the airport, such as employment related to general aviation activities, and employment supported by visitor spending, were removed so that employment estimates for each airport were as comparable as possible.

Where it was clear that employment was reported in terms of number of jobs, and not FTEs, the number of jobs was converted to FTEs. Otherwise, it was assumed that the number of jobs equaled the number of FTEs.

The employment estimates for each airport were adjusted from the base year of the study to 2024 using a correction factor that accounted for the change in total passengers since the study was completed. This followed the method used in the previous study.

For the other 28 airports, a regression model was developed to estimate their direct employment numbers.

Image Source: Edmonton International Airport (YEG).

Regression Analysis

Regression analysis is a method of estimating a dependent variable from an independent variable when there is a high degree of correlation between the two. The degree of correlation is expressed with a correlation coefficient, where a coefficient of zero indicates no relationship between the variables and a coefficient of one indicates a perfect relationship between the two variables. To be consistent with the previous study, a regression model was used to estimate airport direct employment (dependent variable) from the airport's total passengers (independent variable).

Using the data found in 33 reports, summaries, and fact sheets, the study compiled a database of direct employment impacts for more than half of the Canadian airports. These direct employment numbers were compared to each airport's total passenger numbers, and it was found that a 0.93 correlation existed between the two data sets. This strong correlation was used in a regression analysis model that estimated the direct employment for the 28 airports lacking an economic impact study.

Despite the large number of airports that relied on regression analysis for their direct employment estimate, they tended to be the smaller airports in Canada. Their combined direct employment estimate comprised approximately 8 percent of the overall direct employment of the 61 airports.

Once direct employment data was available for all airports, the data was entered into an economic model to estimate other direct impacts and multiplier impacts.

Image Source: Prince George Airport (YXS).

Economic Model

As was done in the previous study, this study developed a linear economic input-output model using direct employment as the input to produce estimates of direct wages, GDP, output, and multiplier impacts. Because many of these results were based on models and assumptions, the impacts were rounded to the nearest hundred for employment and nearest million for financial impacts to avoid implying an unwarranted level of precision.

This economic model was developed using economic data from Statistics Canada. A known issue going into the study was that the economic model would not mirror the model used in the 2016 study, which made use of Provincial Input-Output Data Tables for 2013. Statistics Canada discontinued these input-output tables in favor of the National Symmetric Input-Output Tables following the 2015 comprehensive revision, which altered the presentation of input-output tables. The differences, while minor, mean that the economic model used in this study is not identical to the one used in the 2016 study. However, the end results are still comparable to the results produced by the 2016 study.

Using data from the National Symmetric Input-Output Tables, a linear economic input-output model was developed. The data from the National Symmetric Input-Output Tables provided employment-based ratios of wages, GDP, and output. These ratios established estimates of direct wages, GDP, and output based on each airport's direct employment.

Since the most current data for economic modeling from Statistics Canada is from 2021, all financial results were adjusted to 2024 dollars using the change in Canada's CPI from 2021 to 2024.

Multiplier tables determine multiplier impacts based on the direct impacts, and those multiplier tables change every year due to changes in overall economic conditions and the reactions that businesses and consumers have to those conditions. In general, multipliers change when the expenditure patterns of businesses change – affecting indirect impacts – or when the expenditure patterns of households change – affecting induced impacts.

Image Source: Saint John Airport (YSJ).

Table 7 presents the overall multipliers resulting from the economic impact models used in 2016 and 2024. In other words, the ratio of total employment to direct employment in 2016 for all 61 airports was 1.83. In 2024, that ratio rose slightly to 1.94.

Table 7
Comparison of Overall Multipliers from 2016 to 2024

Multiplier Measure	2016	2024	Percent Change
Employment	1.83	1.94	6.0%
Wages	1.69	1.88	11.2%
GDP	1.84	1.89	2.7%
Output	1.65	1.91	15.8%

Source: Mead & Hunt and Statistics Canada.

The multipliers for 2024 increased slightly as compared to 2016. These increases reflect the many changes in the economy that occurred between 2016 and 2024. They may also be the result of switching from the use of Provincial Input-Output Data Tables in 2016 to the National Symmetric Input-Output Tables for this study.

The small degree of change indicates that the 2024 economy is very similar to the 2016 economy. Some of the factors that can inflate multipliers include:

- Government injections of currency into the economy, such as the Canada Emergency Response Benefit, can provide households and businesses with excess cash, encouraging them to spend more than normal.
- Businesses outsourcing less overseas, reducing leakage, leading to higher multipliers.
- Households saving less, resulting in more of their income cycling back into the economy.

Image Source: North Peace Regional Airport (YXJ).

Image Source: Aéroport International Jean-Lesage de Québec (YQB).

Summary

The 61 Canadian airports supported nearly 436,000 jobs that earned $32.9 billion in 2024. These activities produced $123.5 billion in economic output.

The reported total impacts of Canadian airports have increased since the 2016 study. Total employment experienced an increase of 22.8 percent, with future growth expected as the aviation industry moves beyond the pandemic.

Total wages rose 49.5 percent, driven in part by inflation, but also by the increase in the airport-supported workforce.

Total output exhibited the greatest growth, increasing 56.3 percent from 2016, demonstrating respectable growth and solid evidence of productivity gains since output per employee also increased.

The growth in all economic impact measures reflects the resilience of the aviation industry in Canada and its continued recovery from the pandemic.

Appendix A

Table A-1
Airports Assessed in Study by Province or Territory

Province or Territory	Airport
Province	
Alberta	Calgary International Airport Edmonton International Airport Fort McMurray International Airport Medicine Hat Airport
British Columbia	Abbotsford International Airport Canadian Rockies International Airport Comox Valley Airport Kamloops Airport Kelowna International Airport Nanaimo Airport North Peace Regional Airport (Fort St. John Airport) Northwest Regional Airport, Terrace-Kitimat Prince George Airport Prince Rupert Airport Trail Regional Airport Vancouver International Airport Victoria International Airport West Kootenay Regional Airport
Manitoba	Winnipeg James A. Richardson International Airport
New Brunswick	Bathurst Airport Greater Fredericton International Airport Greater Moncton International Airport Saint John Airport
Newfoundland and Labrador	Deer Lake Regional Airport Gander International Airport Goose Bay Airport St. John's International Airport
Nova Scotia	Halifax Stanfield International Airport McCurdy Sydney Airport
Ontario	Billy Bishop Toronto City Airport John C. Munro Hamilton International Airport Kingston/Norman Rogers Airport London International Airport North Bay Jack Garland Airport Ottawa Macdonald–Cartier International Airport Region of Waterloo International Airport Sault Ste. Marie Airport Sudbury Airport Thunder Bay International Airport Toronto Pearson International Airport Windsor International Airport
Prince Edward Island	Charlottetown Airport
Quebec	Aeroport de Chibougamau-Chapais Montreal Metropolitan Airport Montréal–Mirabel International Airport Montréal–Pierre Elliott Trudeau International Airport Québec City Jean Lesage International Airport Sherbrooke Airport Trois-Rivières Airport
Saskatchewan	Prince Albert (Glass Field) Airport Regina International Airport Saskatoon John G. Diefenbaker International Airport
Territory	
Northwest Territories	Hay River/Merlyn Carter Airport Inuvik (Mike Zubko) Airport Norman Wells Airport Yellowknife Airport
Nunavut	Iqaluit Airport Rankin Inlet Airport
Yukon	Dawson City Airport Erik Nielsen Whitehorse International Airport Old Crow Airport

Source: Mead & Hunt.

Table A-2
Airports Assessed in Study by ID

ID	Airport	Province or Territory
YAM	Sault Ste. Marie Airport	Ontario
YCD	Nanaimo Airport	British Columbia
YCG	West Kootenay Regional Airport	British Columbia
YDA	Dawson City Airport	Yukon
YDF	Deer Lake Regional Airport	Newfoundland and Labrador
YEG	Edmonton International Airport	Alberta
YEV	Inuvik (Mike Zubko) Airport	Northwest Territories
YFB	Iqaluit Airport	Nunavut
YFC	Greater Fredericton International Airport	New Brunswick
YGK	Kingston/Norman Rogers Airport	Ontario
YHM	John C. Munro Hamilton International Airport	Ontario
YHU	Montreal Metropolitan Airport	Quebec
YHY	Hay River/Merlyn Carter Airport	Northwest Territories
YHZ	Halifax Stanfield International Airport	Nova Scotia
YKA	Kamloops Airport	British Columbia
YKF	Region of Waterloo International Airport	Ontario
YLW	Kelowna International Airport	British Columbia
YMM	Fort McMurray International Airport	Alberta
YMT	Aeroport de Chibougamau-Chapais	Quebec
YMX	Montréal–Mirabel International Airport	Quebec
YOC	Old Crow Airport	Yukon
YOW	Ottawa Macdonald–Cartier International Airport	Ontario
YPA	Prince Albert (Glass Field) Airport	Saskatchewan
YPR	Prince Rupert Airport	British Columbia
YQB	Québec City Jean Lesage International Airport	Quebec
YQG	Windsor International Airport	Ontario
YQM	Greater Moncton International Airport	New Brunswick
YQQ	Comox Valley Airport	British Columbia
YQR	Regina International Airport	Saskatchewan
YQT	Thunder Bay International Airport	Ontario
YQX	Gander International Airport	Newfoundland and Labrador
YQY	McCurdy Sydney Airport	Nova Scotia
YRQ	Trois-Rivières Airport	Quebec
YRT	Rankin Inlet Airport	Nunavut
YSB	Sudbury Airport	Ontario
YSC	Sherbrooke Airport	Quebec
YSJ	Saint John Airport	New Brunswick
YTZ	Billy Bishop Toronto City Airport	Ontario
YUL	Montréal–Pierre Elliott Trudeau International Airport	Quebec
YVQ	Norman Wells Airport	Northwest Territories
YVR	Vancouver International Airport	British Columbia
YWG	Winnipeg James A. Richardson International Airport	Manitoba
YXC	Canadian Rockies International Airport	British Columbia
YXE	Saskatoon John G. Diefenbaker International Airport	Saskatchewan
YXH	Medicine Hat Airport	Alberta
YXJ	North Peace Regional Airport (Fort St. John Airport)	British Columbia
YXS	Prince George Airport	British Columbia
YXT	Northwest Regional Airport, Terrace-Kitimat	British Columbia
YXU	London International Airport	Ontario
YXX	Abbotsford International Airport	British Columbia
YXY	Erik Nielsen Whitehorse International Airport	Yukon
YYB	North Bay Jack Garland Airport	Ontario
YYC	Calgary International Airport	Alberta
YYG	Charlottetown Airport	Prince Edward Island
YYJ	Victoria International Airport	British Columbia
YYR	Goose Bay Airport	Newfoundland and Labrador
YYT	St. John's International Airport	Newfoundland and Labrador
YYZ	Toronto Pearson International Airport	Ontario
YZF	Yellowknife Airport	Northwest Territories
YZZ	Trail Regional Airport	British Columbia
ZBF	Bathurst Airport	New Brunswick

Source: Mead & Hunt.