

In recent years Canada has been a signatory to agreements concerning civil aviation with Australia, New Zealand, Belgium, Denmark, France, Ireland, Japan, Mexico, the Netherlands, Norway, Peru, Portugal, Sweden, Switzerland, the United Kingdom and the United States.

Section 2.—Air Services

Air transport services may be grouped into two broad classes—Scheduled Services and Non-scheduled Services. Services in the first group are operated by air carriers who offer public transportation of persons, mails and/or goods by aircraft, serving designated points in accordance with a service schedule and at a toll per unit. The second group includes the following:—

- (1) Regular Specific Point Air Services—operated by air carriers who offer public transportation of persons, mails and/or goods by aircraft serving designated points on a route pattern and with some degree of regularity, at a toll per unit.
- (2) Irregular Specific Point Air Services—operated by air carriers who offer public transportation of persons, mails and/or goods by aircraft, from a designated base, serving a defined area or a specific point or points, at a toll per unit.
- (3) Charter Air Services—operated by air carriers who offer public transportation of persons and/or goods by aircraft from a designated base, at a toll per mile or per hour for the charter of the entire aircraft, or at such other tolls as may be permitted by the Board.
- (4) Contract Air Services—operated by air carriers who do not offer public transportation but who transport persons and/or goods solely in accordance with one or more specific contracts.
- (5) Flying Clubs—operated by air carriers incorporated as non-profit organizations for the purpose of furnishing flying training and recreational flying to club members.
- (6) Specialty Services—operated by air carriers for purposes not provided for by any other class, such as flying training, recreational flying, aerial photography and survey, aerial pest control, aerial advertising, aerial patrol and inspection, etc.

Current operations of the two major air lines forming the nucleus of Canada's freight and passenger air service are outlined below.

Trans-Canada Air Lines.—During 1959, TCA flew 1,828,902,000 passenger miles, carrying 3,209,197 passengers. Ton-miles of air freight totalled 15,100,000, air express 2,653,000 and mail 10,905,000.

During the year the company introduced non-stop Viscount service between Regina and Edmonton and extended Viscount operations to Tampa, Florida, from Toronto. In May, direct service began between Canada and Austria with a weekly flight to Vienna, while winter service to Antigua, West Indies Federation, was extended on a year-round basis. Transcontinental service was increased to 12 daily round-trip flights during summer months, representing 700 available seats in each direction, while as many as 18 weekly return flights were operated across the North Atlantic between Canada and the United Kingdom and Continental Europe. At the year's end, TCA was serving 39 Canadian cities, and six centres in the United States, as well as the British Isles, France, Germany, Belgium, Switzerland and Austria, Bermuda and the islands of the Caribbean over 30,500 miles of air routes.

TCA's fleet in service at the end of 1959 consisted of 49 Viscounts, 13 Super Constellations, 21 North Stars and nine DC-3's. Its working force numbered 10,452.

The airline took delivery of the first of six ordered Douglas DC-8 jets on Feb. 7, 1960, and the first of 20 Vickers Vikings on order was delivered to the airline in July for service on domestic and trans-border routes beginning in October. Combined with the long-range DC-8's and the short-range Viscounts, the Vikings will give TCA an all-four-engined, turbine-powered fleet in 1961, probably the first in the air transportation industry.