

(ICAO) which has headquarters at Montreal, Que. A special article on The International Civil Aviation Organization and Canada's Participation Therein appears in the 1952-53 Year Book, pp. 820-827.

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 Air Transport 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 airlines forming the nucleus of Canada's freight and passenger air service are outlined below.

**Trans-Canada Air Lines.**—During 1960, TCA flew 2,050,600,000 passenger-miles, passing the two billion passenger-mile mark for the first time in its 24-year history, and carried 3,440,303 passengers. Ton-miles of revenue commodity traffic, including excess baggage and express, totalled 20,868,000, and ton-miles of mail traffic totalled 11,593,000.

During the year the company introduced giant 127-passenger, 550-mile-an-hour DC-8 jets on transcontinental routes, linking Vancouver, Winnipeg, Toronto and Montreal, and on transatlantic routes to London and Prestwick. The Air Lines provided more than 725 round-trip seats daily across the Continent during the summer months, and more than 1,500 round-trip seats weekly across the North Atlantic to the United Kingdom and Continental Europe. At the year's end, TCA was serving 39 Canadian cities, six centres in the United States, three in the United Kingdom, France, Germany, Belgium, Switzerland and Austria in Continental Europe, Bermuda and the islands of the Caribbean—over 31,000 miles of air routes. Early in 1961, TCA began flying DC-8 jets only to all cities served in Europe.

TCA's fleet at the end of 1960 consisted of seven DC-8's, 49 Viscounts, 12 Super Constellations, 21 North Stars, seven DC-3's and two Vanguards, the first of which was delivered on Dec. 7. Four more DC-8's and 21 Vanguards have been ordered for delivery in 1961 and 1962. By late 1961, TCA expects to possess the world's first all-turbine-powered intercontinental air fleet, flying DC-8's, Vanguards and Viscounts exclusively.