

St. Andrews, Thompson and Winnipeg International, Man.; Regina and Saskatoon, Sask.; Calgary International, Edmonton International, Edmonton Industrial, Grande Prairie, Lethbridge and Springbank, Alta.; Abbotsford, Fort St. John, Kamloops, Kelowna, Langley, Penticton, Pitt Meadows, Port Hardy, Prince George, Vancouver International and Victoria International, BC; Whitehorse, YT; and Yellowknife, NWT.

Terminal control service is provided to aircraft which are "climbing out" after departure from or "letting down" for a landing at an airport. It is a service provided to such flights operating in accordance with the instrument flight rules in order to separate them from one another and from en route aircraft operating through the terminal area which normally is an airspace within 30-50 nautical miles of an airport and which, in some cases, may encompass more than one airport. Radar is normally used, in conjunction with direct controller-pilot radio communication. Procedural means are used at some remote locations where radar is not yet available. The service is provided from all area control centres but separate terminal control units are installed at high traffic density airports where no area control centre is located. Such separate units have been established at Halifax, Quebec City, North Bay, Ottawa, Thunder Bay, Regina, Saskatoon, and Calgary.

Area control service is essentially an aircraft separation and flight-following service provided to aircraft operating en route between airports. All flights that elect to file flight plans are given flight-following service, and separation is provided to all aircraft operating according to the rules for instrument flight or controlled visual flight within designated controlled airspace, i.e., all airways below 23,000 ft above sea level (asl) and all airspace in Canada south of 70° North latitude above 23,000 ft asl. In addition, the service is provided north of 70°N to all aircraft operating above 29,000 ft asl, and to aircraft operating above 5,000 ft over almost all of the western half of the North Atlantic Ocean. Separation is provided using both radar and procedural means, with direct and indirect communication between controller and pilot. An extensive land line communication system links an area control centre with all affiliated airport control towers, terminal control units and communication stations and with adjacent area control centres in Canada and adjoining states, as well as with other agencies providing supporting and auxiliary services or having a need to deal directly with the centre, such as air carrier operation agencies and military operation agencies. Area control centres provide additional services. The Aircraft Movement Information Service assists the Department of National Defence in identifying all aircraft operating in specified areas. The Customs Notification Service facilitates the notification of appropriate customs agencies by pilots planning to cross the Canada - United States border. When necessary, appropriate search and rescue organizations are notified by the Alerting Service. Pilots planning flights receive information such as weather and field reports from the Flight Information Service. Area control centres are located at Gander, Nfld.; Moncton, NB; Montreal, Que.; Toronto, Ont.; Winnipeg, Man.; Edmonton, Alta.; and Vancouver, BC.

Airspace Reservation Service provides reserved airspace for specified operations within controlled airspace and information to other pilots concerning these reservations and military activity areas in controlled and uncontrolled airspace. The Airspace Reservation Coordination Office, located in Ottawa, is responsible for providing the service in all Canadian airspace of Canada and in the Gander Oceanic Control Area.

15.5.2 Commercial air services

The Canadian flag carriers operating international and domestic air routes are Air Canada and CP Air, which together earn 75% of the total operating revenues of Canadian commercial air carriers. The five regional carriers (Eastern Provincial Airways, Nordair, Quebecair, Pacific Western Airlines and Transair) earn 12% of the total operating revenues. The remaining 13% is earned by some 500 smaller airlines, many of them operating in areas of Canada which are relatively inaccessible by surface transport. On international routes, the Canadian flag carriers provide scheduled services to Europe, the Soviet Union, Asia Minor, Japan and Hong Kong, Mexico and South America, the Caribbean, Australia and the United States (including Hawaii). Thirty-one foreign airlines have scheduled services between Canada and other countries.

The Canadian Transport Commission (Air Transport Committee) in its Directory of Canadian Commercial Air Services classifies commercial air carriers into two major groups, domestic and international.

Domestic air carriers, which operate wholly within Canada, are divided into seven classes: