

(1) Scheduled carriers provide public transportation of persons, goods or mail to designated points according to a service schedule, at a toll per unit; (2) Regular Specific Point carriers, to the extent that facilities are available, provide public transportation of persons, etc., to points according to a service pattern, at a toll per unit; (3) Specific Point carriers provide public transportation, serving points consistent with traffic requirements and operating conditions, at a toll per unit; (4) Charter carriers offer public transportation from a base specified in the licence, 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 Committee; (5) Contract carriers do not offer public transportation, but carry persons or goods solely under contract; (6) Flying clubs are incorporated as non-profit organizations and provide flying training and recreational flying; (7) Specialty carriers operate for purposes not provided by other classes such as aerial photography and survey, aerial distribution (crop dusting, seeding), aerial inspection, reconnaissance and advertising, aerial control (fire control, firefighting, fog dispersal), aerial construction, and air ambulance and mercy services.

International air carriers, which operate between points in Canada and points in any other country, constitute two more classes of carrier: (8) International Scheduled carriers provide public transportation, serving points according to a service schedule, at a toll per unit; and (9) International carriers are domestic and foreign air carriers which operate any commercial service performed by domestic carriers in (2), (3), (4) and (5).

#### 15.5.2.1 Canada's international flag carriers

**Air Canada**, a Crown corporation incorporated in 1937 as Trans-Canada Air Lines, maintains passenger, mail and commodity services over a network of 89,000 route-miles, extending to 57 destinations in Canada, the United States, the British Isles, Europe and the Caribbean. Affected by recessionary pressures in both North America and Europe, the company's growth was slow in 1971, but economic improvement helped stimulate records in 1972. In 1971, Air Canada carried 7.4 million revenue passengers, virtually unchanged from 1970; in 1972, this figure increased to 8.3 million. A small net income of \$1.7 million was recorded in 1971, compared with a \$1 million loss the year before. Results were expected to be sharply improved in 1972.

The record revenue and traffic performances achieved in 1972 were adversely affected during January and February by strikes that disrupted air traffic control services, and by a one-day walkout of pilots in June to protest hijackings. However, single-day, one-month, and one-year records were established for passenger volumes.

Available seat-miles on scheduled flights increased in 1972 to 12.169 million compared with 11,706 million in 1971. Revenue passenger-miles grew by 23.0% to 7,901 million, a reflection of growth in the long-haul North Atlantic market. Passenger load factor across the system was 64.9%, up from 55.0% in 1971. Total revenue ton-miles increased almost 20.0% to 1,060 million. Air freight continued to show satisfactory growth, expanding by 11.0% in 1972 to 223 million ton-miles. Air mail totalled 35.8 million ton-miles, an 8.0% increase over 1971, and air express grew by 10.8% to 9.8 million ton-miles.

Passenger revenues, which account for 80% of total revenues, amounted to \$410 million in 1971, up from \$387 million in 1970. Total revenues were \$508 million, compared with \$478 million in 1970. Operating expenses in 1971 climbed to \$480 million, compared with \$457 million the previous year.

During the period, Air Canada took delivery of three Boeing 747s and 11 DC-9s, while retiring all Vickers Vikings and most Vickers Viscounts. At the end of 1972, the operating fleet consisted of 103 aircraft: three Boeing 747s, 38 DC-8s, 47 DC-9s and 15 Viscounts; jets accounted for 98% of all seat-miles provided compared with 90% in 1970. The company will take delivery of five 257-seat Lockheed L-1011 aircraft during 1973 and another five in 1974.

**Canadian Pacific Air Lines Limited (CP Air)**, a private airline, was established in 1942 by integrating ten bushline air carrier companies and has since developed into a major national flag carrier. In 1971, CP Air carried 1.5 million revenue passengers 2,410.1 million passenger-miles. Operating revenues for the year reached \$154.9 million.

CP Air's network radiates from the company's headquarters at Vancouver to Japan, Hong Kong, the Netherlands, Honolulu, Fiji, Australia, Portugal, Spain, Italy, Greece, Israel, Mexico, Peru, Chile and Argentina. There are regular west coast flights between San Francisco and Vancouver. The airline's operations in the Far East are extremely important to Canada's