

neterre, Mistassini, Témiscaming, Lac Doda, Lac Caché, Lac Mistassini, Rupert River, Fort George, Obedjiwan, Oskelaneo, Manouane, Val-d'Or, Amos, Lebel-sur-Quévillon, Rupert House, Chibougamau, Matagami, Blanc Sablon, Saint-Paul, Old Fort Bay, Saint-Augustin, La Tabatière, Tête à la Baleine, Harrington Harbour, Gethsemani, Kégaska, Natashquan, Aguanish, Baie Johan Beetz and Havre-Saint-Pierre. Quebecair also operates group charters within Canada and to the United States, the Caribbean, Bermuda, Mexico and South America, using jet aircraft.

Revenue passengers transported by Quebecair in 1973 numbered 522,744 for 191.4 million passenger-miles, and 4,011 tons of goods were hauled for a total revenue of \$14.4 million.

Quebecair's large and varied fleet of aircraft enables it to meet the varied requirements of the many diversified groups in today's charter market. The combined fleet of Quebecair and its subsidiaries totalled 61 units: three BAC 111 jets, eight Douglas DC-3s, 10 DHC-3 Otters, three Cessna 180s, one Beechcraft Queen Air 80, four F-27 turbo-props, one Curtiss C-46, 14 DHC-6 Beavers, two Cessna 185s, one Beechcraft 18 and 14 helicopters.

**Transair Limited.** This company was formed in November 1969 through the merger of Transair Limited and Midwest Airlines Ltd., both of Winnipeg. With headquarters at the Winnipeg International Airport, the company operates scheduled services in Manitoba, Saskatchewan, Ontario and the Northwest Territories and charter flights throughout Canada and from Canada to the United States, Mexico and the Caribbean. The company's scheduled services are operated in Manitoba — from Winnipeg to The Pas—Flin Flon—Lynn Lake—Thompson and return; from Winnipeg to Thompson—Churchill and return; from Winnipeg to Norway House and return; Eastern — from Winnipeg to Thunder Bay—Toronto and return; from Winnipeg to Kenora—Dryden—Thunder Bay—Sault Ste Marie—Toronto and return; from Winnipeg to Red Lake and return; and Arctic — from Churchill to Eskimo Point—Rankin Inlet—Baker Lake and return; from Churchill to Coral Harbour—Repulse Bay—Hall Beach and return; and from Winnipeg to Churchill—Yellowknife and return. Several other points in the Northwest Territories are also served by flights from Churchill.

Transair's fleet comprises 22 aircraft, including nine helicopters, three Boeing 737 twin jets, two Fokker F-28 jets, three Argosy 222 freighters capable of carrying 28,500 lb., two YS-11s, two Twin Otters and a Boeing 707 (on lease). Since 1961, under contract with the United States Air Force, Transair has operated the vertical re-supply flights to the four main sites in the Canadian sector of the DEW-line in the high Arctic from Winnipeg and Churchill.

In 1973 Transair flew 6.4 million miles and carried 405,000 passengers 225.0 million passenger-miles, compared with 327,707 passengers for 159.0 million passenger-miles in 1972. Operating revenues equalled \$22.1 million in 1973 and \$16.8 million in 1972.

### 15.5.2.3 Commonwealth and foreign scheduled commercial air services

At the end of 1973 there were 33 foreign air carriers holding valid Canadian operating certificates and licences issued for international scheduled commercial air services into Canada: Aeroflot (USSR), Aeronaves de Mexico, S.A., Air France, Air Jamaica (1968) Ltd., Alitalia-Linee Aeree Italiane, Allegheny Airlines Inc., American Airlines Inc., British Overseas Airways Corporation, British West Indian Airways, Czechoslovak Airlines, Delta Airlines Inc., Eastern Air Lines, El Al Israel Airlines Ltd., Hughes Air West, a division of Hughes Air Corporation, Iberia Air Lines of Spain, Irish International Airlines, Japan Air Lines Company Ltd., KLM Royal Dutch Airlines, Lufthansa German Airlines, North Central Airlines Inc., Northwest Airlines Inc., Olympic Airways S.A., Pan American World Airlines Inc., Qantas Airways Limited, Sabena Belgian World Airlines, Scandinavian Airlines System, Seaboard World Airlines Inc., Swissair, Transportes Aereos Portugueses S.A.R.L., Trans-World Airlines Inc., United Air Lines Inc., Western Air Lines Inc. and Wien Air Alaska, Inc.

### 15.5.3 Civil aviation statistics

**Ground facilities.** Canadian aerodromes are listed in Table 15.22, classified by region as licensed or unlicensed land facilities or seaplane bases, or military aerodromes. Licensed aerodromes are those that are inspected by Ministry of Transport inspectors at regular intervals and meet specific standards. In addition to aerodromes, a network of radio aids to navigation is maintained to facilitate en route navigation and safe landings under instrument conditions.