

Gander, Nfld.; Moncton, NB; Montreal, Que.; Toronto, Ont.; Winnipeg, Man.; Edmonton, Alta.; and Vancouver, BC.

Four new and improved terminal radar units have been purchased for installation at Moncton, Montreal, Edmonton and Vancouver. The unit now at Vancouver will be transferred to Gander to replace the older type now in use there.

The Airspace Reservation Coordination Office 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 Office, located in Ottawa, is responsible for providing the service in all Canadian airspace 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 71% 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 17% is earned by some 600 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, the People's Republic of China, Japan and Hong Kong, Mexico and South America, the Caribbean, Australia and the United States (including Hawaii). Thirty-two 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: (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, fire-fighting, 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 extending to 31 destinations in Canada, the United States, Ireland, the British Isles, Europe, Bermuda and the Caribbean. After earning net profits in all but one of the last 10 years, the company has been adversely affected by world economic pressures especially in the area of fuel, and as a result, a loss of \$9.2 million was recorded for 1974. Air Canada carried 10.7 million revenue passengers in 1974, a 7% increase over 1973.

Available seat-miles on scheduled flights increased in 1974 to 16.1 billion compared with 14.4 billion in 1973. Revenue passenger-miles grew by 7% to 10.2 billion. Passenger load factor across the system was 64.0%, down from 67.0% in 1973. Total revenue ton-miles equalled 1.3 billion while air freight ton-miles totalled 239.6 million. Passenger revenues amounted to