

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 24 aircraft, including 11 helicopters, three Boeing 737 twin jets, two Fokker F-28 jets, two Argosy 222 freighters capable of carrying 28,500 lb., two YS-11s, three Twin Otters and a Boeing 707. 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 \$17.5 million in 1973 and \$16.9 million in 1972.

15.5.2.3 Commonwealth and foreign scheduled commercial air services

At the end of 1974 there were 32 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 Airways, British West Indian Airways, Czechoslovak Airlines, Delta Airlines Inc., Eastern Air Lines, El Al Israel Airlines Ltd., Frontier Airlines Inc., 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., Qantas Airways Limited, Sabena Belgian World Airlines, Scandinavian Airlines System, Seaboard World Airlines Inc., Swissair, Transportes Aereos Portugueses S.A.R.L., United Air Lines Inc., Western Air Lines Inc. and Wien Air Alaska, Inc.

15.5.3 Civil aviation statistics

Airport activity. In 1974, 183 reporting airports recorded 7.4 million take-offs and landings. There are 57 airports which have air traffic control towers supervised by the Ministry of Transport or are municipally run while four have towers controlled by the Department of National Defence. These airports handled 5.7 million movements (Table 15.24) and the remaining 122 airports without towers reported 1.6 million movements.

At airports with control towers total movements rose by 438,741, an 8.4% increase over 1973. Local traffic went up by 18.2% (485,825) which offset a decrease of 47,084 movements in itinerant activity.

Toronto International airport continued to lead in itinerant activity with 226,921 movements, Montreal International retained second place with 186,097, Vancouver International was third with 180,759 while Edmonton Industrial and Winnipeg International held the fourth and fifth positions with 120,002 and 112,942 movements, respectively.

There were 251,123 international movements, 7,435 more than in 1973 which represents a 3.0% increase. Toronto and Montreal International airports were again responsible for over half (51.6%) of the international total. Toronto handled 64,990 "transborder" (to and from the United States) and 12,098 "other international" movements (to and from points outside Canada and the United States). Montreal reported 36,489 "transborder" and 16,064 "other international" movements.

Aircraft with a maximum take-off weight of less than 4,000 lb. accounted for 45.8% of all itinerant movement and those weighing over 39,000 lb. accounted for over 30%. Heavy aircraft activity (e.g. Boeing 747) continued to increase significantly in the period.

The 1974 survey shows that the 122 airports without air traffic control towers handled 1.6 million movements, an increase of 7.2% over the total number recorded by 121 airports in 1973. A 10.5% increase brought the yearly itinerant total to 591,962. Local movements, primarily training flights, numbered 1,035,395 which is 5.4% more than the previous year.