

Canadian Airlines International Ltd. became operational in April 1987. This constituted a major structural change in the industry, resulting from the integration of the operations of Pacific Western Airlines Ltd. and Canadian Pacific Air Lines Ltd., along with the subsidiary airlines Nordair and Eastern Provincial.

Pacific Western Airlines Ltd. operated scheduled passenger and cargo services in Western and Northwestern Canada, as well as to Toronto in Eastern Canada and a transborder service to Seattle.

Canadian Pacific Air Lines, Ltd. (CP Air), a private company, was established in 1942 by integrating 10 air carrier bushline companies and developed into a major international airline linking Canada with cities in North and South America, Europe, Asia and Australasia.

Nordair Ltée - Ltd. was established in 1957 by the merger of Mont Laurier Aviation and Boreal Airways and became a subsidiary of Canadian Pacific Air Lines Ltd. It operated scheduled services in Quebec, Ontario and Northwest Territories, and to Winnipeg and Pittsburgh, as well as extensive domestic and international charter flights throughout Canada and from Eastern Canada to the Southern United States, the Caribbean and Mexico.

Eastern Provincial Airways (1963) Ltd., another subsidiary of CP Air, provided scheduled services in the Atlantic provinces and Quebec.

Air Canada, a Crown corporation incorporated in 1937 as Trans-Canada Air Lines, maintains passenger, mail and commodity services over a network extending to some 60 destinations in Canada, the United States, Great Britain, Europe, Bermuda and the Caribbean; Bombay and Singapore have recently been included. As well, it has extensive charter operations to the southern United States and the Caribbean.

Wardair Canada Ltd. is Canada's principal charter airline but now operates both domestic and international scheduled services. Mainly, it provides domestic and international charter services, especially to Europe, the United States and the Caribbean.

Québecair, with its head office at Montreal International Airport, Dorval, offers scheduled services in Quebec and Labrador; subsidiaries handle flights by light aircraft, charter and contract services.

13.2.3 Airport statistics

Airports. Of the approximately 2,200 aerodromes in Canada in 1985, 1,255 held operating

licences from Transport Canada, which itself operated 122. These include such major airports as Vancouver, Calgary, Edmonton and Montreal, as well as both large and small airports at scattered locations across the country and extending far into the Arctic. Municipalities and other organizations operate the rest of the airports. Municipal airports served by scheduled air services are eligible for an operating subsidy from the department which also provides capital grants to help in the construction of smaller community airports.

In 1985, the number of international, national and regional airports in Canada, as defined by Transport Canada, was respectively 8, 12 and 48; the most important international airports, in terms of passengers handled, were Lester B. Pearson (formerly Toronto International), Vancouver and Calgary, respectively, with 15.8, 7.0 and 3.9 million passengers. The three busiest national airports were Montreal (Dorval), Ottawa and Regina, respectively, with 5.5, 2.1 million and 639 thousand passengers. The leading regional airports were Edmonton Municipal, Thunder Bay and Kelowna, respectively, with 903, 492 and 466 thousand passengers handled.

From 1964 to 1980, itinerant aircraft movements increased steadily at major airports with air traffic control towers, from just under one million to 3.7 million. The average annual increase over these years was 8.8%.

Growth in local movements has suffered a number of set-backs. In the 1960s, the federal government eliminated the subsidy it had paid for students at flying clubs and in the early 1970s, with fuel scarcities and consequent hikes in fuel prices, there were further declines in activity. The economic recession of the early 1980s served as a further set-back. The result has been without precedent in the history of civil aviation in Canada. In 1964, there were approximately 1.2 million local movements; in 1979, the figure climbed to 3.6 million; due to set-backs, by 1985 the number of local movements had dropped to 1.9 million.

Similarly, the number of itinerant movements at all airports were affected, although not as severely. Collectively their recorded landings and take-offs dropped from 3.7 million in 1980 to 3.0 million in 1985. From 1980 to 1985, 22 of the 61 airports surveyed recorded decreases in excess of 30%. The most affected were Fort St. John, BC, Grande Prairie, Alta., Pitt Meadows, BC and St. Andrews, Man. where movements dropped by about 50%. Of the five busiest airports, in terms of itinerant movements,