

provided using both radar and procedural means, with direct and indirect communication between controller and pilot. An extensive land line communication system links an area control centre with all affiliated airport control towers, terminal control units and communication stations and with adjacent area control centres in Canada and adjoining states, as well as with other agencies providing supporting and auxiliary services or having a need to deal directly with the centre, such as air carrier operations agencies and military operations agencies. Area control centres provide several additional services. The Aircraft Movement Information Service assists the Department of National Defence in identifying all aircraft operating in specified areas. The Customs Notification Service facilitates the notification of appropriate customs agencies by pilots planning to cross the Canada—United States border. When necessary, appropriate search and rescue organizations are notified by the Alerting Service. Pilots en route may receive current information such as weather reports and field condition reports from the Flight Information Service. Area control centres are located at 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 72% 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 11% 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 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).