



DOMESTIC AIR TRANSPORTATION NETWORK, 1983

- AIRPORTS**
 ○ International
 ○ National
 ○ Regional
 • Local-Commercial
- CHARTER BASES**
 • Aerodrome Base
 • Other Base
- AIR CARRIER COMPANIES**
- National Air Carriers**
 GBA Georgian Bay Airways
 CPA Canadian Pacific Airlines Limited
 EPA Eastern Provincial Airways
 NDR Nordair Ltd.
 PWA Pacific Western Airlines Limited
 QUE Quebecair
- Local Air Carriers**
 AAI Air Alma Incorporated
 AAW Austin Airways Limited
 ABL Air B.C. Limited
 ASU Air Saboteur Incorporated
 ATW Aero Trades (Western) Limited
 BLS Bassalin Lake Air Service Limited
 CAT Cairn Air International Ltd.
 CRD Air Creebec Incorporated
 FAB Bradley Air Services Limited (First Air)
- Local Air Carriers continued**
 GBA Georgian Bay Airways
 KSA Kern Brook Air Ltd.
 NAH Nahanni Air Services Limited
 NKA North Canada Air Limited (Norcanair)
 NWC/Northern Northwest Territorial Airways Limited
 ONT Air Ontario Limited
 OUL Air Altonabee Limited
 PAG Peimister Airlines (Inland) Limited
 PEM Pem-Air Limited
 PVL Powell Air Limited
 SFS Southern Frontier Air Transport Limited
 TAF Time Air (1982) Limited
 TNT Trans North Turbo Air Limited
 VAL Voyageur Airways Limited
- NAVIGATIONAL AIDS**
 * Selected Navigational Aid of Reporting Station

NOTES:

1. THE INFORMATION SHOWN ON THIS MAP IS FOR GENERAL REFERENCE ONLY AND IS NOT INTENDED FOR NAVIGATIONAL USE.

2. This map shows Canada's domestic air transportation network only; the transborder network between Canada and the continental U.S.A. is not shown, nor is the network between Canada and other foreign countries.

3. Canada's domestic air transportation network has been largely developed as a response to commercial air services. The Canadian Transport Commission, the regulatory agency responsible for licensing air services, differentiates seven classes of domestic commercial air services: Class 1 - Scheduled; Class 2 - Regular Specific Point; Class 3 - Specific Point; Class 4 - Charter; Class 5 - Contract; Class 6 - Flying Club; and Class 7 - Specialty commercial air service.

4. An airport is an aerodrome for which a Transport Canada licence has been issued under the terms of the Air Regulations Act.

5. An aerodrome is any area of land or other supporting surface used or intended for aircraft movement and associated activities.

6. The airports shown are classified by Transport Canada according to their air service operations and other common characteristics as International, National, Regional and Local-Commercial airports. In the Regional and Local-Commercial airport classes, the following aerodromes have been included: Altonab, Baker Lake, Cambridge Bay, Cape Peter, Eureka Point, Igloodik, Kujuvik, Kimbenley Lake, Natashquan, Oulicat, and Repulse Bay.

7. International Airports act as gateways to the world air transportation network. These, along with National Airports, support the bulk of interprovincial travel with airports located, in general, at points of relatively high population and at all provincial and national coasts. The Regional Airports act as hubs to collect the more localized, regularly scheduled services and support direct access to the International and National Airports. Located at the more remote communities, the Local-Commercial Airports support the most localized of the regularly scheduled services and other commercial activities such as touring, crop-dusting and small charters. Local airports are not shown on this map as they do not support commercial air services.

8. A charter base is any location from which CTD Class 4 - Charter Services are available. A majority of the airports shown on this map also serve as charter bases. Other charter bases, both at aerodromes and other sites, are indicated.

9. The routes shown are the most commonly used routes flown by individual air carrier companies on regularly scheduled flights for public convenience and necessity. An Air Route is an optimum routing for aircraft to follow between locations and uses airspace under Air Traffic Control. An Air Route is an optimum routing for aircraft to follow between two facilities and is established when air movements are of a permanent nature; the airspace used is not under Air Traffic Control. Though a Company-Approved Route is the same as an Air Route in technical specifications, air movements are restricted to only one or two operators.

10. Navigational aids and reporting points are shown only when routes make a significant change in direction, those at or near airports are not shown. When the last navigational aid on a route is at some distance from the airport it serves, a linkage is shown.

11. Air carrier operations may be generally grouped by the major geographical areas they serve. National air carrier companies operate the major transcontinental routes to provide mainline service to major centers in Canada. Regional air carriers operate local or regional routes to supplement the domestic mainline operations of the national carriers and provide regular and scheduled service into the north; the main operations of each regional carrier are carried on in one broadly defined region of Canada. The local air carriers operate routes within relatively small or local areas of Canada.

12. The abbreviations used for the identification of individual air carrier companies on the map are the official designators of the International Civil Aviation Organization.

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