

# CANADA

## AIR TRANSPORTATION NETWORK

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Scale 1:7 500 000 or 1 centimetre represents 75 kilometres  
0 75 150 225 300 375 450 Kilometres  
Lambert Conformal Conic Projection, Standard Parallels 49°N and 77°N.  
Modified Polyconic Projection, North of Latitude 80°.

### DOMESTIC AIR TRANSPORTATION NETWORK, 1983

- AIRPORTS**
- International
  - National
  - Regional
  - Local-Commercial
- CHARTER BASES**
- Aerodrome Base
  - Other Base
- ROUTES**
- Airway
  - Air Route
  - Company-Approved Route
- NAVIGATIONAL AIDS**
- Selected Navigational Aid or Reporting Station

#### AIR CARRIER COMPANIES

- National Air Carriers**
- AC Air Canada
  - CP Canadian Pacific Airlines Limited
  - OP Regional
  - EPA Eastern Provincial Airways Limited
  - QIE Quebecair
  - Local Air Carriers**
  - AAJ Air Alma Incorporated
  - AAW Aeris Airways Limited
  - ABL Air B.C. Limited
  - ASJ Air Satellite Incorporated
  - ATW Aero Trades (Western) Limited
  - BLS Bearskin Lake Air Service Limited
  - CAV Calm Air International Ltd.
  - CRQ Air Creebec Incorporated
  - FAB Bradley Air Services Limited (First Air)
- Local Air Carriers continued**
- GBA Georgian Bay Airways
  - KBA Kinnikinnick Air Ltd.
  - NAB Napanee Air Services Limited
  - NKA North Canada Air Limited (Norcanair)
  - NOA noOntair
  - NWT Northwest Territorial Airways Limited
  - ONT Air Ontario Limited
  - QUL Air Alouette Limited
  - PAG Perimeter Airlines (Inland) Limited
  - PAM PamAir Limited
  - PWL Powell Air Limited
  - SFS Southern Frontier Air Transport Limited
  - TAF Time Air (1982) Limited
  - TNT Trans North Turbo Air Limited
  - VAL Voyageur Airways Limited

Note:  
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; Class 3 - Specific Point; Class 4 - Charter; Class 5 - Contract; Class 6 - Flying Club; and Class 7 - Specially commercial air service.  
4. For the purpose of this map, the network of regularly scheduled flights for public convenience and necessity (Class 1, 2 and selected Class 3 services) is portrayed.  
5. An airport is an aerodrome to which a Transport Canada licence has been issued under the terms of the Air Regulations Act.  
6. An aerodrome is any area of land or water or other supporting surface used or intended for aircraft movement and associated activities.  
7. 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 air classes, the following aerodromes have been included: Atlatik, Baker Lake, Cambridge Bay, Clyde River, Estevan Point, Igloolik, Inukjuik, Kitchikotie, Lake Harbour, Old Crow, and Repulse Bay.  
8. 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 territorial capitals. 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 training, crop-dusting and small charters. Local airports are not shown on this map as they do not support commercial air services.

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4. A charter base is any location from which CTC 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.  
5. 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 Airway 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.  
6. Navigational aids and reporting points are shown only when routes make a significant change in direction; those at or near airports are not shown.  
7. When the last navigational aid on a route is at some distance from the airport it serves, a linkage is shown.  
8. Air carrier companies 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.  
9. The abbreviations used for the identification of individual air carrier companies on the map are the official designations of the International Civil Aviation Organization.

Major Sources:  
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Information and data are provided by representatives of each of the air carrier companies shown on the map.