

B. Cost Comparisons	68
VII. Views Presented to the Task Force	79
1. Major Canadian Scheduled Carriers	80
2. Commuter and Smaller Scheduled Carriers	85
3. Canadian Charter and New Entrant Carriers	87
4. Canadian Cargo Carriers/Specialty Services	89
5. United States Carriers	89
6. Computer Reservation Systems	92
7. Tour Operators	93
8. Labour Unions	95
9. Provincial and Local Governments and Other Public Organizations	96
10. Shippers	98
11. Consumers' Association	100
12. International Organizations	101
13. Asian and European Governments, Carriers and Other Organizations	101
VIII. Conclusions	102
A. Changes to the Regime in the 1970s and 1980s	102
B. Forces Which Will Induce Significant Further Change in the Regime	107
1. Consolidation	107
2. Privatization	111
3. The Spread of Deregulation	113
4. European "Domestic" Deregulation has International Consequences	114
5. More Open International Regimes	115
6. Changing Relationship Between Charter and Scheduled Services	115
7. Increased Gateway Competition	116
8. Consumer Power	117
C. Conclusions - The Direction of International Air Transport	117
1. General Directions of the Industry	117
2. Canada's Advantages	120
3. Toward Recommendations	121
IX. Recommendations: International Issues (Chapter IX is in Volume II of this Report)	
X. Recommendations: U.S. Transborder Issues (Chapter X is in Volume III of this Report)	
Appendices	123
Appendix 1: Individuals/Groups Consulted	124
Appendix 2: List of Task Force Reports	127
Appendix 3: Canadian International Policy Statements	128
A3-A. Canadian Aviation Policy Statements, 1964 to 1987	128
A3-B. 1964 Civil Aviation Policy	130
A3-C. 1965 Policy Statement	131
A3-D. 1973 Policy Statement	134
A3-E. 1978 Charter Policy	140
A3-F. 1984 "Use It or Lose It" Policy Statement	147