

The nature and role of the affiliates have also develop somewhat during this time, mainly in anticipation of deregulation rather than following it. In several cases, affiliates are former independents which have, in various ways, been brought under the umbrella of a major carrier to meet the needs of the evolving market - hence the sharp decline observed in the tables of the independents' share of both departures and seats offered. Additionally, many of the affiliates are acquiring small jets and expanding into longer-haul routes, especially those formerly served by majors using turbo-prop equipment. The affiliates have also significantly increased the trans-border services offered, both in terms of their capacity and the routes served. These types of change should all be seen in the light of developments by the major carriers and are effectively complements to them.

Carrier	Domestic (South)		Domestic (North)		Transborder		International	
	1988	% change	1988	% change	1988	% change	1988	% change
Air Canada	2342	-1.1	10	0.0	246	-2.0	72	-6.5
Affiliates	2143	32.9	631	32.3	184	102.2	0	NA
<i>Total</i>	<i>4485</i>	<i>12.7</i>	<i>641</i>	<i>31.6</i>	<i>430</i>	<i>25.7</i>	<i>72</i>	<i>-6.5</i>
Canadian	2438	4.8	363	-5.5	68	-9.3	46	24.3
Affiliates	2771	168.5	743	167.3	54	500.0	0	NA
<i>Total</i>	<i>5209</i>	<i>55.1</i>	<i>1106</i>	<i>67.1</i>	<i>122</i>	<i>45.2</i>	<i>46</i>	<i>24.3</i>
Wardair	230	113.0	0	NA	0	NA	35	118.8
Independents	3337	-14.7	1090	-11.8	123	-24.1	7	75.0
Total	22955	22.7	4584	29.7	1227	21.0	278	12.1

TABLE 3

Second Quarter 1988 Changes in Total Scheduled Flights per Week Compared with Second Quarter 1987⁷²

The former charter airline, Wardair has engaged in a programme of expansion both domestically (where it has increased its share of scheduled seat miles from 3% in 1987 to 6% in 1988) and internationally. The airline has engaged in a massive investment programme (at an estimated cost of \$1 billion) to expand its fleet from 18 aircraft (it was 7 in 1987) to 56 aircraft by 1992. It is also proposing to initiate innovative fare schemes (the Wardair Premier Pass 2000) for regular business travellers on trans-Atlantic services. In the domestic market the expansion has been

⁷² From Table 3A of *Airline Industry Review: Second Quarter 1988*, *op cit*.