

- 14,000 direct jobs,²³ and an additional 17,000 indirect jobs.²⁴

Domestic versus International. Air transportation to/from and within Canada accounts for slightly more than 2 percent of all global air markets. **Table III** shows the mix of domestic and international passenger carriage for 1989. Global markets vary considerably in their mix of domestic and international passenger traffic. The U.S. has a relatively low proportion of international service, about 24 percent, while U.K. carriers depend on international traffic for 97 percent of their services. For Canada, the mix in scheduled services is more balanced--44 percent international versus 56 percent domestic, while for charter services the mix is overwhelmingly international--97 percent--indicating the importance of international traffic for Canadian carriers.

Charter Traffic. In general, scheduled air services dominate as the favoured mode of air travel: globally 90 percent of travel is on scheduled services.²⁵ Canadian traffic patterns show a much higher use of charter services, but these services are localized, predominating in some areas and completely absent in others. The passengers who travel on charter services to and from Canada are predominantly Canadian origin (over 90 percent) and generally travel on Canadian charter carriers (over 90 percent).²⁶

Cargo Traffic. **Table IV** shows cargo carriage by Canadian air carriers in 1989. Overall, cargo accounts for 20 percent of total (cargo plus passenger) revenue ton

²³ Including employees of Air Canada and CAI referred to above.

²⁴ Transport Canada Airports (1988), *The Economic Impact of Vancouver International Airport*, TP9820.

²⁵ Source: International Civil Aviation Organization, *Civil Aviation Statistics of the World, 1989*. Percentage computed from data in Table 1-14.

²⁶ Note that in this table, international passengers include not just those travelling on Canadian air carriers, but those travelling on foreign carriers as well.