

or equivalent), six days per week in each direction with an average load factor of 65 percent. Table II shows the distribution of traffic in the top 19 of Canada's largest international markets.¹⁷

D. Principal Characteristics of Canada's Bilateral Agreements

There are a number of main characteristics to bilateral air services agreements which determine the scope of route rights and the flexibility with which they may be operated. Flexibility, or the "liberalism" of an agreement reflects a combination of the various provisions that may limit freedom of operation. The following paragraphs briefly summarize the pattern of Canada's bilaterals. To do so, the Task Force undertook an analysis of Canada's 61 bilateral air treaties with other nations. These treaties were analyzed as to whether their terms and conditions were *facilitating*, *moderate*, or *restrictive* for the operation of air services. Of the 61, the Task Force was of the view that only eight could be considered facilitating, and almost all of these have been negotiated since 1980. The others have sufficiently restrictive features to classify them as either moderate (25) or restrictive (27).^{18,19}

Routes. In all but very isolated instances, Canadian carrier routes can originate from any point or points in Canada (Hong Kong, Japan and the U.S. are notable exceptions), while foreign carriers have been granted more limited access to points in Canada. The U.K., Germany, Netherlands and Mexico have notably greater access to

¹⁷ The traffic shown in the table is origin/destination traffic. In some markets, such as Canada-U.K., flights will have additional passengers: those travelling via the U.K. to other destinations.

¹⁸ For details, see D. Mitchell, 1990, *Canadian International Air Transport: Historical Background and Current Policy*, especially Chapter 4, Section E.

¹⁹ The exception is the treaty with Fiji which was negotiated prior to 1980.