

"feed" traffic from the small and medium size communities around one of their spoke stations. British Airways may be effective in obtaining a share of Toronto originating passengers going to Europe (or beyond) on its own system. But it is not likely to pick up feed traffic in Toronto. Thus, sixth freedom carriers will tend to rely on O-D traffic the further a station is from its home base hub. BA's Toronto competitor, Air Canada, is more likely to pick up feed (from say Windsor or Timmins, ON), bring it to Toronto, and keep it on-line for the long haul to the European destination. Passengers going beyond an Air Canada European station would then connect to another carrier, with no particular carrier having a pronounced advantage in obtaining Air Canada's "feed."

The term *global carrier* should be reserved for an airline which can gather feed traffic from many widely separated points throughout the world, and channel that feed onto its long haul routes. Such a carrier would have the ability to carry on-line a passenger from origin to destination for a large portion of the world. An analogy with the U.S. domestic market may help clarify the concepts. A single hub carrier would be the domestic equivalent of a sixth freedom carrier. US Air's pre-merger single hub (Pittsburgh) operation would be an example.⁹⁹ (See **Figure 33**.) A full coverage multiple hub carrier, like American Airlines, would be the domestic equivalent of a global carrier.¹⁰⁰ (See **Figure 34**.) American has the ability to take a passenger from an awesome number of places in the U.S. and keep him/her on-line to the ultimate U.S. destination. The single hub carrier can serve a large number of major cities, but in **Figure 33**, it is not likely to get traffic from the small and medium sized communities in the West. In contrast, the multiple hub carrier of **Figure 34** has great potential to collect

⁹⁹ US Air subsequently developed other hubs and acquired hubs via acquisition of Piedmont and PSA.

¹⁰⁰ American operator hubs in Chicago (East-West northern tier), Dallas-Fort Worth (East-West southern tier), Raleigh-Durham (North-South east coast), Nashville (North-South midwest), and San Jose (North-South west coast). In addition it has a Caribbean hub in San Juan, and a developing hub in Miami which could feed the South American route system it hopes to purchase from Eastern Airlines.