

market was to be encouraged to use scheduled carriers. On the other hand, charter and scheduled services were to "compete as freely and fairly as possible" for the leisure travel market.

The policy set out eight objectives to govern the competitive relationship between scheduled and charter services. They are summarized as follows:

1. Charter competition not prevent an adequate frequency of direct scheduled service;
2. The demand for low-priced leisure air travel be adequately served;
3. Any unnecessary regulatory obstacles to efficiency in the operation of charter services be avoided;
4. Canadian carriers capture as large a share of the Canadian charter market as possible;
5. Canada's regulatory regime for international charters be broadly acceptable to the destination countries;
6. Consumers be adequately protected against performance failures by charterers and charter carriers;
7. Legitimate established interests of all carriers to be respected without closing off entry by new carriers where such entry is justified;