

flights to and from Moncton to Charlottetown each day, but both the flights to Moncton leave late in the evening, 8:00 pm and 10:00 pm, too late to make connections anywhere. And both flights from Moncton leave that airport early in the morning, 6:45 am and 8:30 am., too early for a traveller to have arrived there by air from any other destination.

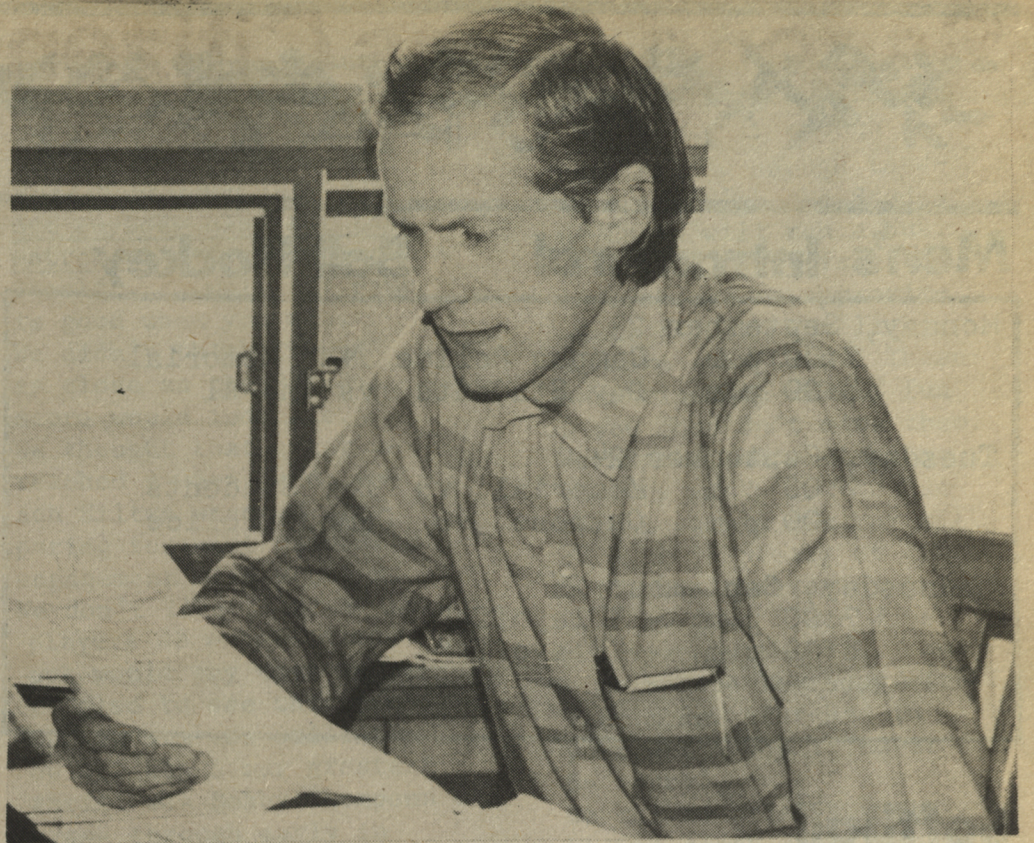
In fact, the awkward timing of these flights means that anyone wishing to spend a shopping or business day in Moncton must spend two overnights there before he can get a return flight to the Island!

Of all Canadian cities and provinces, Charlottetown and the whole of Prince Edward Island are the only Canadian capital city and province from which there is no direct (toll-free telephone) access to information on Air Canada routes, fares and services! Eastern Provincial provides only a connection to the national airlines and a traveller from P.E.I. must use one of the larger airlines if he is to go beyond the Atlantic area or Montreal. Yet from this province no free direct information on any such further service, connections, rates of routings is available to the traveller. He is advised to use the services

of EPA or of a local travel agent, and although these sources are no doubt well-meaning and well-intentioned, they are frequently and recurrently unaware, mistaken, and incorrect.

It is not the intention of this brief to blame these sources of information; the blame lies full-square on Air Canada and the Canadian Transport Commission for failing to provide a whole Canadian Province with direct toll-free telephone access to the personnel of the national airline and through them to the computer-links which they have immediately available. It is a national scandal that hundreds of foreign cities and entire states of our neighbour to the south have direct toll-free telephone access to Air Canada services, while a Canadian province has none at all!

The airport terminal and runway facilities at Charlottetown are also grossly disproportional in a negative way to the buildings and services supplied at corresponding Canadian cities. The passenger through-traffic in Charlottetown is greater than that at Fredericton. Both are provincial capitals. Yet the facilities available at Charlottetown's airport are greatly inferior. The air connections to Fredericton are poor and



cumbersome. The connections to Newfoundland are very expensive and even worse.

The cumulative effect of these and other disparities and discriminatory policies makes Prince Edward Islanders "Second Class Citizens" in the Canadian context.

parts of Canada.

2) In view of the special transportational requirements arising from the island nature of the province, air fare rates and services to P.E.I. should discriminate in favour of Island residents and their visitors.

3) Direct access without charge to the information and reservation services available through Air Canada should be provided in Prince Edward Island immediately.

4) Facilities and services should be provided at Charlottetown airport commensurate with the flow of traffic, the number of passengers, and the provincial capital status of the city.

RECOMMENDATIONS:

1) That provisions be made that residents of Prince Edward Island and their visitors immediately receive at least the same benefits on air fare rates and policies as residents of other

