

Associated Press

Continued... NewLeaf lacks operating license

One of the problems stems from confusion around baggage liability within NewLeaf's General Conditions of Carriage, says Lukacs.

"They have two separate statements about baggage and liability. One says \$750, the other says \$1,500. Then go to the bottom of the page and lookup Flair Airlines terms and conditions; they say \$250," says Lukacs. "Now which of them is going to apply? Whichever is best for the airline?"

Chris Lapointe, Flair Airlines' vice-president of commercial operations, says his company is currently working with lawyers and the Canadian Transportation Agency to review Flair's tariff document, including baggage liabilities.

Lapointe says once the NewLeaf service begins, Flair's tariff document will be applied.

Jack Branswell with the CTA confirms NewLeaf is not required to have its own licence during a review of the Canada Transportation Act, but says that could change.

"While this review is underway, the agency will not require companies such as NewLeaf, who bulk purchase all seats on planes and then resell those seats to the public, to apply for a licence," Branswell writes in email to CTV News.

"The agency will continue to carefully monitor this issue. Should NewLeaf's business model evolve into that of an air carrier, the agency will require NewLeaf to hold the appropriate licence."

NewLeaf Travel is promising non-stop trips beginning on Feb. 12, with flights running out of airports in Nova Scotia, Ontario, B.C., Saskatchewan and Manitoba. Flights will cost between \$89 and \$149, which includes all airline fees and additional taxes.