

1.—Summary Statistics of Civil Aviation in Canada, calendar years 1932-37—concluded.

Item.	1932.	1933.	1934.	1935.	1936.	1937.
Licensed Civil Aircraft.³						
Total Aircraft (all types)—						
Gross Weight—						
Up to 2,000 lb..... No.	416	331	4	4	4	316
2,001- 4,000 lb..... "	4	1	4	4	4	132
4,001-10,000 lb..... "	1	4	4	4	4	147
Over 10,000 lb..... "	4	4	4	4	5	9
Type—						
Sea boats..... No	416	331	4	4	4	32
Amphibians..... "	26	12	4	4	4	1
Land planes..... "	2	1	4	4	4	322
Convertible..... "	445	345	368	380	450	349
Licensed Civil Air Personnel.						
Commercial pilots..... No	5	474	405	414	390	320
Limited commercial pilots..... "	6	6	6	6	65	129
Transport pilots..... "	4	6	6	6	42	73
Private pilots..... "	4	405	429	496	559	625
Air engineers..... "	5	403	461	472	533	595

¹ Revised since publication of the 1938 Year Book.² Under postal contract 1,323,584 lb.³ Details of licensed aircraft for 1937 are given in Table 3.⁴ No information reported.⁵ The basis of classification was changed in 1935 and is now shown from 1933 onward. Figures on the old basis for 1929-34 will be found at p. 746 of the 1934-35 edition of the Year Book.⁶ This class did not exist prior to 1936.**Section 1.—History and Administration.****Subsection 1.—Development of Aviation in Canada.**

Historical Sketch.—A brief historical outline of the development of aviation in Canada appeared at pp. 710-712 of the 1938 Year Book.

THE TRANS-CANADA AIRWAY.

Modern Airway Facilities.—The term 'airway' may be defined as the path of flight between two terminal airports on which have been installed permanent aids to air navigation. In North America a standard system of aids to air navigation has gradually been evolved. This is being closely adhered to in the construction and equipment of the Trans-Canada airway, and some of the most important characteristics should be mentioned. Efficient weather and radio services are essential features. Terminal airports, *i.e.*, those where regular stops are made, should be all-way and all-weather fields, having three or more hard-surfaced runways, at least 3,000 feet in length, fully lighted with electric airway beacons, floodlights, boundary lighting systems to define the runways, range and approach lights to indicate the path of flight to the paved landing strips, and obstruction lights to define obstacles that might interfere with the clear approach to the airport. At a distance of about three miles there should be a radio-beam station, by means of which the pilot is guided along the airway and brought directly over the airport at the proper altitude for landing.

A meteorological service is essential on every main airport. By means of two-way radio, aeroplanes in flight are given, every thirty minutes, the latest information on the weather, are controlled during their flight, given full information as to other aeroplanes flying in their vicinity, and advised when to land.

Present practice requires radio-beam and two-way communication stations along the airway at intervals of about 100 miles between the terminal airports.