

1.—Summary Statistics of Civil Aviation in Canada, 1937-42—concluded

Item	1937	1938	1939	1940	1941	1942
Licensed Civil Air Harbours						
Airports (all types).....No.	158	123	124	*	180	177
Licensed Civil Aircraft						
Total Aircraft (all types)—						
Gross weight—						
Up to 2,000 lb.....No.	316	222	283	267	227	132
2,001- 4,000 lb.....“	132	113	96	85	86	64
4,001-10,000 lb.....“	147	119	90	103	96	89
Over 10,000 lb.....“	9	17	19	18	31	33
Totals, Aircraft.....“	604	471	488	473	440	318
Ownership						
Commercial—						
Up to 2,000 lb.....No.	111	98	100	105	109	75
2,001- 4,000 lb.....“	95	86	66	61	58	46
4,001-10,000 lb.....“	127	94	78	80	71	61
Over 10,000 lb.....“	9	17	19	18	30	32
Other—						
Up to 2,000 lb.....No.	205	124	183	158	118	57
2,001- 4,000 lb.....“	37	27	30	24	28	18
4,001-10,000 lb.....“	20	25	12	23	25	28
Over 10,000 lb.....“	Nil	Nil	Nil	Nil	1	1
Licensed Civil Air Personnel						
Commercial pilots.....No	320	226	166	128 ¹	77	108
Limited commercial pilots ..“	129	165	191	249 ¹	322	324
Transport pilots.....“	73	130	147	152 ¹	158	188
Private pilots.....“	635	734	795	825 ¹	760	656
Air engineers.....“	595	643	722	822 ¹	832	944

¹ Revised since the publication of the 1942 Year Book.

² Compiled upon a different basis from

those of the Post Office shown at p. 651.

³ Figure not available for 1940.

Subsection 2.—Ground Facilities

Early ground facilities for civil aviation in Canada consisted chiefly of municipal or flying-club airports adjacent to the larger urban centres, and of numerous terminals from which commercial flying services operated, mainly into the northern mining regions. A large air terminal was built at St. Hubert, seven miles south of Montreal, with immigration, customs and postal facilities available. These earlier airports formed the nucleus which, with many additions and improvements, became the chain of aerodromes constituting the Trans-Canada Air Lines. The development of this airway and the use and expansion of the ground facilities for military purposes since the outbreak of war have affected the status and facilities of many former municipal airports.