

1.—Summary Statistics of Civil Aviation, 1940-45—concluded

Item	1940	1941	1942	1943	1944	1945
Ownership, Other—						
Up to 2,000 lb. No.	158	118	57	19	64	52
2,001- 4,000 lb. "	24	28	18	13	26	13
4,001-10,000 lb. "	23	25	28	19	34	34
Over 10,000 lb. "	Nil	1	1	3	Nil	4
Licensed Civil Air Personnel—						
Commercial pilots. No.	128	77	108	67	68	96
Limited commercial pilots. "	249	322	324	218	181	457
Transport pilots. "	152	158	188	235	318	485
Private pilots. "	825	760	656	242	255	389
Air engineers. "	822	832	944	983	850	962

¹ Exclusive of passengers carried between foreign stations. ² Includes employees other than crews. ³ Revised since the publication of the 1946 Year Book. ⁴ Exclusive of freight carried between foreign stations. ⁵ Compiled on a different basis from those of the Post Office shown at p. 745. ⁶ For Canadian carriers only. ⁷ Not available.

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, Que., 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 during the Second World War affected the status and facilities of many former municipal airports.

2.—Civil Airports by Type, as at Dec. 31, 1945

Type	Landing Surfaces			Total
	Land Only	Water Only	Land and Water	
Public.	No.	No.	No.	No.
Dominion Government.	13	14	Nil	27
Intermediate.	22	4	"	26
Provincial.	49	Nil	"	49
Private.	Nil	7	"	7
Municipal airports.	7	17	"	24
	8	3	2	13
Totals.	99	45	2	146

Subsection 3.—Aircraft

The construction in Canada of aircraft and equipment is essential to the development of flying. Before the War several manufacturers were producing original types especially suited to operation in Canada, and a number of manufacturers from England and the United States formed branches in Canada for the assembly and servicing of their products. There were also a number of plants for the manufacture of landing gear, especially skis and pontoons, designed to meet the particular requirements of Canadian conditions. Plants equipped to manufacture