

Act is in three parts. Broadly speaking, Part I deals with the technical side of civil aviation, comprising matters of registration of aircraft, licensing of airmen, the establishment and maintenance of airports and facilities for air navigation, air-traffic control, accident investigation and the safe operation of aircraft. This part of the Act is administered by the Controller of Civil Aviation under the supervision of the Director of Air Services, Department of Transport. Part II of the Act deals with the social and economic aspects of commercial air services and assigns to the Air Transport Board certain statutory functions with respect to the issue of licences to operate commercial air services, and the subsequent economic regulation of commercial air services in accordance with the dictates of the public interest. Part III of the Act deals with matters of internal Government administration in connection with the Act.

With the cessation of hostilities, the Air Services Branch (Civil Aviation, Meteorological and Radio Services) found it necessary to make certain changes in its organization in order to expedite the demands made upon it by civil flying activities. In making the necessary changes in organization it was important to anticipate the development of civil flying, and, as a result of surveys and careful consideration given to the problem, a District Controller of Air Services was appointed in the spring of 1948, for each of six districts in Canada, with headquarters at Vancouver, Edmonton, Winnipeg, Toronto, Montreal, and Moncton. The District Controller has jurisdiction in his district over civil aviation, meteorology, and aviation radio, and is charged with the responsibility of co-ordinating these services to the most efficient service possible in the public interest.

Since the autumn of 1936, when the administration of civil aviation was transferred from the Department of National Defence to the then new Department of Transport, civil aviation has, in turn, been under the jurisdiction of the Minister of Transport, the Minister of Munitions and Supply and the Minister of Reconstruction and Supply. On May 4, 1948, an Order in Council was passed and revested in the Minister of Transport jurisdiction over civil aviation, meteorological and radio services. However, under the provisions of the same Order in Council the administration of the Trans-Canada Air Lines Act, 1937, was to remain under the jurisdiction of the Minister of Reconstruction and Supply.

Trans-Canada Airway.—An article describing this Airway appears at pp. 703-705 of the 1940 Year Book.

Pre-War Civil Aviation and the Defence Program.—An article describing the developments of importance in civil aviation prior to the outbreak of war in 1939, and also the contribution that civil aviation made to the air defence program, is given at pp. 608-612 of the 1941 Year Book. An article describing the development and progress of the British Commonwealth Air Training Plan is given at pp. 1090-1099 of the 1946 Year Book.

Administration.—The 1942 Year Book, at pp. 638-639, outlines the administrative arrangements for the control of civil aviation. Present control under the Air Transport Board is given at pp. 682-683.

Subsection 2.—Recent Developments

Disposal of Airports.—Most of the airports and aerodromes built for or adapted to war use by the British Commonwealth Air Training Plan have been acquired by the Department of Transport since the cessation of hostilities. Post-war civilian use was envisioned for many of these aerodromes when they were