

The Second World War was a period of intensive construction of airports and aerodromes to meet the requirements for training of airmen under the British Commonwealth Air Training Plan. At the end of the War, many service-trained Canadian airmen turned to commercial flying and were absorbed in existing operating companies or helped to develop other flying services. Transatlantic air services, which were inaugurated by the Department of Transport during the War, were turned over to Trans-Canada Air Lines for operation as regular scheduled operations.

Canadian Pacific Air Lines was created by the amalgamation of small commercial operators for the servicing of Canada's northland. The Canadian Pacific Air Lines has been designated to provide trans-Pacific services on behalf of Canada. Canadian Pacific Air Lines began its scheduled operations from Vancouver to Australia and New Zealand in July, 1949, and expected to begin operating a service to Japan, China and Hong Kong later in the year.

**The Control of Civil Aviation.**—The control of civil aviation in Canada is under the jurisdiction of the Federal Government and is administered under the authority of the Aeronautics Act, 1919, and amendments thereto. The Aeronautics 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.

**Recent Developments.**—Scheduled operations of the Great Lakes air route, that went into operation in 1947, have been expanded. This shorter line in the trans-Canada airways system was completed with the co-operation of United States authorities, by the construction of intermediate airports on the south shore of Lake Superior.

Instrument Landing Systems (I.L.S.) to facilitate safe landings under low visibility conditions have been installed at seven major airports in Canada and installations are being made at nine other airports. Canada was to the forefront among air-minded nations in the installation of I.L.S. which was adopted in July, 1949, by the International Civil Aviation Organization for international flying.

Twelve of Canada's civil airports extending from coast to coast are now regular ports of call for international commercial air services. Considerable research has been made into the problem of constructing airports to withstand the weight of modern transport aircraft and in this Canada has developed an economical airport design that is meeting the requirements of both national and international aviation.

Further expansion of the aviation weather forecasting services, provided by the Meteorological Division, has been made possible by the establishment of weather observing stations in sparsely populated Arctic and sub-Arctic regions including