

the subsequent regulation of the licensees in respect of tariffs and schedules, public liability, and standards of service to the public. Regulations respecting commercial air services made by the Air Transport Board, under the Aeronautics Act, were approved by Order in Council P.C. 972 of Mar. 25, 1947, and became effective on Apr. 9, 1947. These Regulations, which were made pursuant to amendments to the Aeronautics Act of Dec. 15, 1945 (9-10 Geo. VI, c. 9), deal with the classifications of air carriers, applications for licences, accounts records and reports, traffic, tolls and tariffs, and other related matters. The Aeronautics Act was further amended in 1950; in pursuance thereof new Regulations are (October, 1950) in process of preparation. Detailed regulatory instructions are issued by the Board in the form of directives, which are made consistent with the Regulations. In addition, the Board advises the Minister in the exercise of his duties and powers under the Act in all matters relating to civil aviation.

Consequent upon union of Newfoundland with Canada, commercial air carriers in the new Province came under the jurisdiction of the Air Transport Board in June, 1950. The scheduled air services, heretofore operated by Trans-Canada Air Lines to Newfoundland, were then integrated with the carrier's domestic system. Four other air carriers in the Province have since been licensed by the Board to conduct non-scheduled air services. Furthermore, foreign scheduled air carriers operating through the international airport at Gander came under the jurisdiction of the Air Transport Board, and at Sept. 1, 1950, five of these carriers had been licensed to serve Newfoundland on their transatlantic operations.

The Board takes an active part in the proceedings of the International Civil Aviation Organization, a member of its staff being the Canadian Council Member.

The Board consists of three members, including the chairman, and the staff comprises a Secretary's Branch, which includes the Administration and Licensing Division; an Executive Director who is Legal Adviser to the Board and to the Government of Canada on all matters of domestic and international air law; an Examiner who conducts public hearings by order of the Board; a Traffic Branch; and a Research Aeronautical Engineering Branch.

Financial and operating statistics are collected under authority of the Board's Regulations by the Bureau of Transportation Economics which was established in 1947 under the administration of the Board of Transport Commissioners and serves that Board as well as the Air Transport Board.

Up to Dec. 31, 1949, the Board had issued 31 licences for domestic scheduled commercial air carriers, 14 licences for Canadian international air services, 246 licences for domestic non-scheduled air services and 24 licences to domestic commercial air carriers not involved in transport of passengers and goods. In addition, 17 licences had been issued to foreign scheduled air carriers and 629 permits to foreign non-scheduled air carriers. The following statement shows traffic revenue miles flown during the year 1949.

<i>Service</i>	<i>Total</i>	<i>Passenger</i>	<i>Ton Miles</i>	<i>Mail Ton Miles</i>
	<i>Route Miles</i>	<i>Miles</i>		
	No.	No.	No.	No.
Domestic scheduled air services.....	20,082	340,345,077	4,468,516	3,794,289
Canadian international air services.....	1,171	48,756,812	294,421	59,058
Domestic non-scheduled air services.....	—	11,443,433	893,103	—