

**Civil Aviation in Newfoundland.**—Previous to the federation of Newfoundland with Canada, the Newfoundland Commission Government had established a Civil Aviation Division to administer aviation matters and had published its own Air Regulations. After the federation, these Regulations were replaced by the Air Regulations of Canada, and the Civil Aviation Division of the Department of Transport assumed responsibility for all aviation matters in the new province.

There were 12 commercial aircraft and no private aircraft registered. Two commercial operators were getting well established, one at Torbay and one at Gander, and were providing charter services. Two industrial companies owned their own aircraft—a mining concern and a paper manufacturer.

Transatlantic service was flourishing. All airlines engaged in this work had permission to use Gander Airport but only British Overseas Airways Corporation and Trans-Canada Airways were allowed to carry passengers to or from Gander. T.C.A. established a service through Gander in 1943, on one of its domestic runs.

The following were the chief Newfoundland airports at the time of union:—

**Gander**—The largest field on the Island and formerly an international airport under Newfoundland jurisdiction, was turned over to the Federal Government with the provision that it should continue to be operated as an international airport.

**Torbay**—This airport is now jointly owned by the Department of Transport and the Newfoundland Government, and is operated by the Department of Transport.

**Buchans**—The Buchans Airport was constructed and operated by the Department of Transport under a 30-year lease on the property dating from 1943.

**Botwood**—The only water airport of any consequence was the large base at Botwood which was used extensively during the Second World War by Pan American Airways and B.O.A.C. who were flying large transoceanic flying boats. This base had been abandoned by the Newfoundland authorities before union.

**Stephenville and Argentia**—During the Second World War, the United States Government had established military air bases at Stephenville and Argentia. By the terms of union, the United States Government retained these airports on the understanding that T.C.A. could make two calls daily at Stephenville on the Sydney-Gander-Torbay service.

**Recent Developments in Ground and other Facilities.**—Airports and aerodromes coming under the jurisdiction of the Department of Transport have been improved and enlarged to meet the requirements of larger and heavier aircraft. Instrument Landing Systems (ILS) designed to facilitate safe landings under low visibility conditions have been installed in 10 airports and installations are being made in six others. Twelve of Canada's civil airports are regular ports of call for international commercial air services.

Expansion of the weather forecasting services of the Meteorological Division of the Department of Transport has been made possible by the establishment of additional weather-observing stations in Arctic and sub-Arctic regions. Canada has undertaken to maintain a weather-observing station, manned by three weather ships in the Pacific Ocean, 300 miles off Vancouver Island, for meteorological purposes. This weather station was established in December, 1950, as a result of Canada's undertaking with International Civil Aviation Organization. Canada's part-time operation of a weather station in the Atlantic Ocean is being assumed by the United States.

**Royal Canadian Flying Clubs.**—At the end of 1949 there were 33 member clubs of the Royal Canadian Flying Clubs Association with total individual membership of 5,200. During the year, 25,720 instructional hours were flown and the number of aircraft utilized for instructional purposes was 124: the number of students who completed tests as pilots was 366.