

**Air Industries and Transport Association.**—Commercial Flying Schools, which are members of the Air Industries and Transport Association, numbered 70 at the end of 1949. During the year 1949, the number of students passing pilots' tests was 437: the number of instructional hours flown was 31,844.

**International Air Agreements.**—The position of Canada in the field of aviation as well as its geographical location makes co-operation with other nations of the world engaged in international civil aviation imperative. Canada played a major part in the original discussions that led to the establishment of the International Civil Aviation Organization, generally known as ICAO, which has its headquarters at Montreal, Que. Canada has participated actively in the deliberations of ICAO and its many committees and, as a result, has secured the benefit of the joint knowledge and experience of all member states in the technical and economic aspects of all phases of civil aviation.

In recent years, Canada has been a signatory to agreements concerning civil aviation with Australia, Ireland, Netherlands, Portugal, Sweden, United Kingdom, United States and, prior to federation, with Newfoundland.

Since the union of Newfoundland with Canada on Mar. 31, 1949, bi-lateral air agreements have been signed between Canada and the United States, the United Kingdom, Belgium and France.

On the North Atlantic, Trans-Canada Air Lines has been given new rights in the United Kingdom for traffic from Ireland, Iceland and the Azores. It has been given rights in Brussels by the Belgian Government and landing rights in France by the French Government adding other possible continental stops to the one previously granted at Amsterdam in the Netherlands.

On the Caribbean route, Canada has obtained rights from the United States for a traffic stop at Tampa—St. Petersburg, Florida, and additional points of call at British territories in the Caribbean, notably Barbados, Antigua and British Guiana.

In the trans-border field, Trans-Canada Air Lines has been given the right to operate from Montreal, Que., to New York, N.Y.

In the Pacific, new agreements provide that on its south-Pacific run Canadian Pacific Air Lines may also make traffic calls at Honolulu and at Fiji. On the north-Pacific route Canadian Pacific Air Lines has been given traffic rights at Hong Kong.

## Section 2.—Air Services

**Air Transport Services.**—These services are grouped into two broad classes—Scheduled Services and Non-Scheduled Services.

Scheduled Services provide regular point-to-point service on scheduled advertised routes and Non-Scheduled Services include:—

- (1) Specific Point Services from a designated base to specific points on the basis of unit rates that may be undertaken as the traffic warrants and that are not on a time schedule;
- (2) Chartered Services operated on the basis of the private chartering of an entire aircraft for a specific trip;
- (3) Contract Air Services which operate on one or more specific contracts. These do not operate on a time schedule nor need the contractor take the entire space of the aircraft;
- (4) Specialty Air Services concerned with large-scale forestry and utility surveys according to some specific agreement.