

## PART V.—CIVIL AIR TRANSPORTATION\*

### Section 1.—Administration and Development

**Historical Developments.**—Canada's aviation history dates back to 1909 when the *Silver Dart* piloted by Jack McCurdy (Hon. J. A. D. McCurdy, former Lieutenant-Governor of Nova Scotia) flew at Baddeck, N.S. This was the first aeroplane flight by a British subject in the British Empire.

There was little aviation development in this country until World War I. Following the War, many of Canada's wartime aviators assisted in developing air transportation services into inaccessible areas, air forestry patrols and inter-city air services. During this period, the flying clubs movement received Government assistance in the training of pilots and engineers required by Canada's civil aviation industry.

World War II 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 which came into being by Act of Parliament in 1937 to provide for the development of a government-controlled transcontinental air service 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. In 1949 the Canadian Pacific Air Lines was designated to provide transpacific services on behalf of Canada and began its scheduled operations from Vancouver to Australia and New Zealand in July of that year and to Japan, China and Hong Kong in September.

**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 regulations of commercial air services. Part III of the Act deals with matters of government internal administration in connection with the Act.

**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 17 airports. Twelve of Canada's civil airports are regular ports of call for international commercial air services.

\* Sections 1 and 2 of this Part were revised in the Department of Transport and Section 3, except where otherwise indicated, in the Transportation Section, Public Finance and Transportation Division, Dominion Bureau of Statistics. For military air transportation, see Chapter XXVII on Defence of Canada.