

*T.W.A. (Trans-World Airlines Inc.)*.—Operating between New York, Washington, Philadelphia, Boston, U.S.A.; Gander, Canada; The Azores; Shannon, Ireland; London, England; Paris, France; and beyond.

*United Air Lines Inc.*.—Operating between Vancouver, B.C., and Seattle via Bellingham, U.S.A.

*Western Air Lines Inc.*.—Operating between Great Falls and Cut Bank, U.S.A., and Lethbridge and Edmonton, Canada; via Calgary and Penhold, Canada.

### Section 3.—Civil Aviation Statistics

**Aircraft.**—The Canadian aircraft industry on Mar. 31, 1952, consisted of the following companies making the civilian type of aircraft named:—

Canadair Limited, Montreal, Que., manufacturers of the *North Star*, *Canadair Four* and the converted *Canadair Dakota*;

Canadian Car and Foundry Company Limited, Montreal, Que., manufacturers of the *Norseman*;

DeHavilland Aircraft of Canada Limited, Toronto, Ont., manufacturers of the *Beaver*, *Chipmunk* and *Otter*;

Fairy Aviation Company of Canada Limited, Eastern Passage, N.S., conversion of trainer aircraft;

MacDonald Bros. Aircraft Limited, Winnipeg, Man., overhaul and conversion work;

Northwest Industries Limited, Edmonton, Alta., overhaul and conversion work;

A. V. Roe Canada Limited, Toronto, Ont., engaged in the design and construction of a jet-powered transport for inter-city operations, the *AVRO Jetliner*;

British Aeroplane Engines Limited, Vancouver, B.C., overhaul work;

Canadian Pratt and Whitney Aircraft Company Limited, Longueuil, Que., overhaul and maintenance work;

Canadian Wright Limited, Montreal, Que., overhaul and testing.

The principal statistics of the aircraft industry are shown for the latest available year (1949) in Chapter XVI, Manufactures.

**Ground Facilities.**—Early ground facilities for civil aviation consisted chiefly of municipal or flying-club airports adjacent to the larger urban centres and of numerous terminals from which commercial flying services operated, mainly into the northern mining regions. These airports formed the nucleus which, with many additions and improvements, became the chain of airports constituting the Trans-Canada airways operated by the Department of Transport. To-day, Canada is well supplied with airports and aerodromes scattered throughout the country. The Department of Transport retained a certain number of the airports that had been constructed for war purposes and others were made available to municipalities for local use. The airports, airfields and anchorages in Canada are as classified in Table 3; and a statement is given showing the number of airports and airfields by provinces equipped with control facilities and certain other facilities.