

Since (3) is provided solely for the convenience of the airline operating agencies, a system of charges was introduced during 1950-51 to recover from the airlines the cost of providing this portion of the service. The charge at present is \$13 per aircraft per oceanic crossing, and the yield for a year is estimated at \$132,000. The charges will be adjusted from time to time depending upon any change in the cost of provision for the service.

Very High Frequency Communications.—Owing to the overcrowded conditions of the high frequency portion of the radio spectrum and to the fact that communication in the very high frequency portion of the spectrum is relatively free from atmospheric interference, progress is being made in providing air-ground communications on the latter frequencies. Very high frequency air-ground communication facilities are now provided at 52 radio range stations and in 18 airport control towers. Very high frequency equipment has been provided also in all control towers and in a large number of airport vehicles to facilitate direction of traffic on the airport surface.

Improvements in Radio Aids to Air Navigation.—An investigation is under way on a new type of Radio Aid to Air Navigation known as the VHF Omnidirectional Range. This type of facility, unlike the existing type of Radio Range, does not limit the aircraft using the station to one of four distinct courses. Instead, it is of a type which enables the pilot in the aircraft to select at will his desired course. These stations operate in the very high frequency band between the portion reserved for the ILS localizers and that portion used for very high frequency Aeronautical Communications. The complete program involves testing two different models of this type of facility at Uplands, Ont., a site near the Ottawa airport. The first, now in operation, uses a fixed antenna array, whereas the second will have a rotating antenna system. Proof of performance tests are being made on each type of station.

Section 3.—The Canadian Broadcasting Corporation*

The history and development of the Canadian Broadcasting Corporation is given in the 1947 Year Book, pp. 737-740.

The Canadian Broadcasting Corporation operates under authority of the Canadian Broadcasting Act, 1936, and is headed by a Board of ten Governors, chosen to give representation to the principal geographic divisions of Canada, and a full-time Chairman. The Board determines and supervises policy, but day-to-day operations and executive direction are the responsibility of the General Manager. The organization of the CBC consists of the following Divisions: Executive, Personnel and Administration, Finance, Engineering, Program, Press and Information, Commercial, Broadcast Regulations and Station Relations.

Under the Canadian Broadcasting Act, 1936, the CBC is responsible for regulations controlling the establishment and operation of networks, the character of all programs broadcast over its own and privately owned stations, and the proportion of time that may be devoted to advertising in broadcast programs. The CBC neither exercises, nor authorizes any private station to exercise on its behalf, censorship of any broadcast program. The responsibility of seeing that the regulations are observed rests with the individual station management.

Frequency Modulation.—The development of frequency modulation is given in the 1948-49 Year Book, p. 773. On Apr. 1, 1952, there were five CBC and 30 privately owned frequency modulation stations in operation.

* Prepared by Donald Manson, General Manager, Canadian Broadcasting Corporation, Ottawa.