

PART V.—CIVIL AIR TRANSPORT*

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 Canada 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 intercity 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 by existing operating companies or helped to develop other flying services. Transatlantic air services were inaugurated by the Department of Transport during the War and were turned over to Trans-Canada Air Lines which had come into being by Act of Parliament in 1937 to provide for the development of a government-controlled transcontinental air service for 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. Current operations of TCA and CPA are covered on pp. 870-871.

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 Director of Civil Aviation under the supervision of the Director General 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 regulatory functions of commercial air services (see p. 813). Part III deals with matters of government internal administration in connection with the Act.

Weather Services.—Weather services are provided by the Meteorological Branch of the Department of Transport to meet the increasing demands of aviation, agriculture, industry and the general public. The expanding weather services required by the Department of National Defence both in Canada and with Canadian Armed Forces abroad are a major responsibility of the Branch. In 1956 a Central Analysis Office was operated in Montreal together with 51 forecast offices across Canada and four in Europe. Forecast offices are linked by teletype, radio teletype and a national facsimile system. As of July 1, 1956, the Branch maintained 250 synoptic stations taking six-hourly observations, a

* 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 XXVIII on Defence of Canada.