

Pan American World Airways Inc. operates between Seattle, Wash., and Fairbanks, Alaska, U.S.A. with points of call at Juneau and Annette Island, Alaska, and Whitehorse, Y.T., Canada; and between points in the United States, Gander Canada, and Europe.

Qantas Empire Airways Ltd. operates between Sydney Australia, San Francisco U.S.A., and Vancouver Canada.

Sabena Belgian World Airlines operates between Brussels Belgium, Shannon Ireland, and Montreal Canada.

Seaboard and Western Airlines, Inc. operates between points in the United States, Gander Canada, and beyond.

TWA (Trans-World Airlines, Inc.) operates between points in the United States, Gander Canada, and points abroad.

United Air Lines, Inc. operates between Vancouver Canada, and Seattle U.S.A., via Bellingham U.S.A.

West Coast Airlines, Inc. operates between Spokane, Wash., U.S.A., and Calgary Canada.

Western Air Lines, Inc. operates between Great Falls, Mont., U.S.A., Calgary Canada and Edmonton Canada.

Flying Schools and Clubs.—At the end of 1961, 79 commercial flying schools were registered as members of the Air Industries and Transport Association. During the year, these schools instructed and graduated 1,638 students as private pilots and 142 students as commercial pilots.

Membership in the 39 flying clubs connected with the Royal Canadian Flying Clubs Association numbered 10,504 at the end of 1961. During the year these clubs instructed and graduated 1,473 students as private pilots and 90 students as commercial pilots.

Weather Services.—Weather services are provided by the Meteorological Branch, Department of Transport, to meet the demands of the general public and all basic economic endeavours such as agriculture, industry, forestry, shipping and fishing. Meteorological service is provided to national and international aviation. The military meteorological requirements in Canada and overseas are met by special co-operative arrangements with the Department of National Defence. The observing and forecasting of ice conditions in navigable waters, both inland and coastal, are rapidly expanding services.

There are 53 forecast offices in Canada, one on shipboard and four in Europe. Forecast offices are linked by 54,000 miles of teletype and radio-teletype circuits, and a national facsimile system 13,000 miles long is used for the distribution of meteorological information in chart form. As of Jan. 1, 1962, the Branch maintained 270 surface synoptic and hourly weather reporting stations, a network of 31 radiosonde stations including five in the Arctic operated jointly with the United States, 87 stations recording upper winds, and 1,732 climatological stations. One Ocean Weather Station in the Pacific, 1,000 miles west of Vancouver, is maintained under International Agreement. (See also pp. 43-44.)

Ground Facilities.—Aircraft landing areas in Canada are classified in Table 3 by administrative agency, as licensed or unlicensed land facilities or seaplane bases, and military air fields. The unlicensed aerodromes and seaplane bases shown are kept in varying degrees of readiness but lack one or more of the facilities usually found in licensed airports, such as lights, passenger accommodation, ground/air communication, etc. Associated with these facilities is a network of radio aids to navigation designed to facilitate en route navigation and safe landings under low visibility conditions.

As at February 1962, the Department of Transport operated 93 low frequency radio ranges (12 of which were scheduled to be downgraded to non-directional radio beacons during 1962) and 34 VHF omni-directional ranges (13 additional ranges were under construction). Instrument landing systems in operation totalled 35 (one of which was scheduled for decommissioning and 12 additional systems were under construction) and there were 155 non-directional radio beacons in operation (an additional 31 were under construction). These facilities are regularly calibrated and flight-checked by civil aviation inspectors.