

3.—Aircraft Landing Areas classified by Type of Facility and Operator, by Province, as at February 1962

Type of Facility and Operator	Nfld.	P.E.I.	N.S.	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	N.W.T.	Yukon	Total
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
Licensed Airports (Land)—													
Department of Transport..	1	1	3	2	8	21	2	4	6	20	11	5	84
Municipal.....	—	—	2	1	15	19	5	20	16	15	—	2	95
Private.....	1	2	—	—	18	38	2	8	14	2	—	1	86
Unlicensed Aerodromes—													
Department of Transport..	1	—	—	—	2	10	1	2	—	11	5	4	36
Municipal.....	3	—	2	—	9	3	3	33	7	13	—	3	76
Private.....	4	—	1	14	30	12	32	104	26	36	7	1	267
Abandoned or unknown....	5	—	1	—	11	2	—	3	—	40	—	3	65
Licensed Seaplane Bases—													
Department of Transport..	—	—	—	—	—	—	—	—	—	2	—	—	2
Municipal.....	—	—	1	—	—	21	1	6	1	9	—	1	40
Private.....	5	—	3	1	57	82	31	6	4	30	11	4	234
Unlicensed Seaplane Bases—													
Department of Transport..	—	—	—	—	—	—	—	—	1	15	1	—	17
Municipal.....	—	—	1	1	—	9	7	5	3	3	1	—	30
Private.....	6	—	—	2	19	15	8	1	5	15	26	—	97
Abandoned or unknown....	16	1	8	4	24	13	11	10	4	26	19	6	142
Military Airfields—													
RCAF.....	3	1	1	2	8	16	6	3	8	1	21	2	72
Army.....	—	—	—	—	—	—	—	—	2	—	—	—	2
RCN.....	—	—	3	—	—	—	—	—	—	—	—	—	3
U.S. Navy.....	1	—	—	—	—	—	—	—	—	—	1	—	2
U.S. Air Force.....	2	—	—	—	—	—	1	—	—	1	—	—	4
Totals, Land Bases.....	15	3	9	17	93	105	45	174	69	137	23	19	799
Totals, Seaplane Bases..	27	1	13	8	100	140	58	28	18	100	58	11	562
Totals, Military Airfields	6	1	4	2	8	16	7	3	10	2	22	2	83
Grand Totals.....	48	5	26	27	201	261	110	205	97	239	103	32	1,354

Air Traffic Control.—The primary functions of the Air Traffic Control Division of the Department of Transport are to expedite and maintain an orderly flow of air traffic and to prevent collision between aircraft operating within controlled air space, and between aircraft and obstructions on the movement area of controlled airports. This is accomplished through airport control, terminal control and area control services, together with flight information, alerting for search and rescue, customs notification and aircraft identification. These services are described below.

Airport Control is designed particularly to provide air traffic control service in the vicinity of major civil airports where the volume and type of aircraft operations, weather conditions and other factors indicate its need in the interests of safety. The service includes the control of pedestrians and vehicles on the manoeuvring area of the airport. Control is effected by means of direct radiotelephone communication or visual signals to aircraft and surface vehicles on and in the vicinity of controlled airports. The control towers are located at Whitehorse, Y.T., Victoria (International), Port Hardy, Abbotsford and Vancouver, B.C.; Lethbridge, Calgary, Edmonton (Municipal) and Edmonton (International), Alta.; Saskatoon and Regina, Sask.; Winnipeg (International), Man.; Lakehead, Windsor, London, Toronto Island, Toronto (International), Ottawa and North Bay, Ont.; Montreal (International), Cartierville, Quebec, Val d'Or, Baie Comeau and Sept Iles, Que.; Moncton, Fredericton and Saint John, N.B.; Halifax (International) and Sydney, N.S.; Gander, Nfld.; and Frobisher, N.W.T. Most of the control towers are in continuous operation but a few provide 16-hour daily service only.

Terminal Control service consists of the provision of standard IFR separation to aircraft operating in accordance with Instrument Flight Rules within the local terminal control area, (which is generally within a 30-mile to 40-mile radius of the airport). Such service is provided by terminal control units at Vancouver, B.C.; Edmonton and Calgary, Alta.; Saskatoon and Regina, Sask.; Winnipeg, Man.; Lakehead, Toronto, Ottawa and North Bay, Ont.; Quebec and Montreal, Que.; Halifax (International), N.S.; Gander, Nfld.; and Frobisher, N.W.T.