

Area Control is designed particularly to provide air traffic control service to aircraft operating within controlled airspace during weather conditions which prevent a pilot from seeing other aircraft or obstructions and necessitate his reliance on instruments to conduct the flight. Control centres are located at Vancouver, B.C.; Edmonton, Alta.; Winnipeg, Man.; Toronto, Ont.; Montreal, Que.; Moncton, N.B.; and Goose Bay and Gander, Nfld. Each centre is connected with the control towers, radio range stations and operations offices within its area by means of an extensive system of local and long-line interphone or radio circuits, and through the radio communication facilities available at these offices to all aircraft requiring area control service. Each area control centre is similarly connected with the adjacent centres, including centres in the United States, for the purpose of co-ordinating the control of aircraft operating through more than one control area. This communications system permits each centre to maintain a continuous detailed record of the movements of all aircraft operating in accordance with the Instrument Flight Rules, and a general record of the movements of all aircraft operating in accordance with Visual Flight Rules within its control area. In addition to providing area control service to aircraft operating within the controlled airspace over Newfoundland, the Goose and Gander control centres provide this service within the airspace over approximately one-half of the North Atlantic Ocean. The Vancouver area control centre also provides control service over the Pacific Ocean within the Vancouver Oceanic Control Area. Area control service is provided for approximately 16,000 miles of airways and control channels.

Radar Service aids in the control of both terminal and en route IFR traffic at certain locations. Terminal radar service is provided by the following terminal control units: Vancouver, B.C.; Calgary and Edmonton, Alta.; Regina and Saskatoon, Sask.; Winnipeg, Man.; Lakehead, Toronto and Ottawa, Ont.; Montreal and Quebec, Que.; Halifax, N.S.; and Gander, Nfld. In addition to an en route radar facility located at Kenora, Ont., further en route radar control service is provided by the following area control centres: Goose and Gander, Nfld.; Moncton, N.B.; Montreal, Que.; Winnipeg, Man.; and Vancouver, B.C.

Flight Information provides advice and information useful for the safe and efficient conduct of flight, including weather reports and forecasts, field condition reports, data concerning aids to navigation, traffic information, refuelling and transportation facilities and other related data of assistance to the pilot in planning or conducting a flight. Such service is provided by all air traffic control units but particularly by the eight area control centres.

Alerting for Search and Rescue is designed to ensure that the appropriate organizations are notified of aircraft in need of search and rescue aid and otherwise to alert such organizations promptly of non-arrival at destination of any aircraft for which a flight plan or flight notification has been received. This requires the maintenance and constant supervision of a continuous record of active flights to ensure that non-arrival of any aircraft is detected immediately. The service is available to any pilot who files either a flight plan or a flight notification with any communications agency of the Air Services of the Department or directly with one of the area control centres or control towers.

Customs Notification Service facilitates the routine notification of the appropriate customs agency by pilots who plan to cross the Canada-United States boundary. The Air Traffic Control communications system and units concerned therewith forward pilot requests to notify the customs officer at the airport of destination.

Aircraft Movement Information Service is provided by area control centres to assist the Department of National Defence in establishing the identification of all aircraft operating within specified areas.

The number of controlled operations in Canada during 1961 was 2,409,099.

Section 2.—Civil Aviation Operation Statistics

Table 4 gives data on miles and hours flown, traffic carried, fuel and oil consumed, employees, salaries and operating revenues and expenses, by type of service, for Canadian air carriers followed by summary statistics for both Canadian and foreign air carriers operating in Canada. Figures for Canadian carriers include domestic and international operations, and figures for foreign companies cover miles and hours flown over Canadian territory only and exclude passengers and goods in transit through Canada. Unit toll service refers to the transportation of passengers or goods at a toll per unit, whereas bulk service is the transportation of passengers or goods at a toll per mile or per hour for the entire aircraft. Other flying services comprise non-transportation services such as flying training, aerial photography and aerial patrol and inspection.