

**2.—Aircraft Landing Areas classified by Type of Facility and Operator, by Province,  
as at Apr. 1, 1964—concluded**

Type of Facility and Operator	Nfld.	P.E.I.	N.S.	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	N.W.T.	Y.T.	Total
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
<b>Licensed Seaplane Bases—</b>													
Department of Transport.....	—	—	—	—	—	—	—	—	—	4	1	—	5
Municipal.....	—	—	1	—	1	14	1	1	1	10	—	2	31
Private.....	7	—	2	1	70	97	35	24	4	54	27	4	325
<b>Unlicensed Seaplane Bases—</b>													
Department of Transport.....	—	—	—	—	—	—	—	—	—	9	—	—	9
Municipal.....	—	—	1	1	1	10	7	4	2	5	1	—	32
Private.....	12	—	—	1	20	14	9	—	7	22	15	—	100
Abandoned or unknown.....	17	1	9	6	23	14	13	9	6	14	19	5	136
<b>Military Airfields—</b>													
RCAF.....	3	1	1	2	6	15	3	3	5	3	—	2	44
Army.....	—	—	—	1	—	1	1	—	2	—	—	—	5
RCN.....	—	—	3	—	—	—	—	—	—	—	—	—	3
U.S. Navy.....	1	—	—	—	—	—	—	—	—	—	1	—	2
U.S. Air Force.....	1	—	—	—	—	—	1	—	—	—	21	—	23
<b>Totals, Land Bases.....</b>	<b>16</b>	<b>4</b>	<b>10</b>	<b>20</b>	<b>100</b>	<b>118</b>	<b>55</b>	<b>180</b>	<b>81</b>	<b>178</b>	<b>27</b>	<b>18</b>	<b>807</b>
<b>Totals, Seaplane Bases.....</b>	<b>36</b>	<b>1</b>	<b>13</b>	<b>9</b>	<b>115</b>	<b>149</b>	<b>65</b>	<b>38</b>	<b>20</b>	<b>118</b>	<b>63</b>	<b>11</b>	<b>638</b>
<b>Totals, Military Airfields.....</b>	<b>5</b>	<b>1</b>	<b>4</b>	<b>3</b>	<b>6</b>	<b>16</b>	<b>5</b>	<b>3</b>	<b>7</b>	<b>3</b>	<b>22</b>	<b>2</b>	<b>77</b>
<b>Grand Totals.....</b>	<b>57</b>	<b>6</b>	<b>27</b>	<b>32</b>	<b>221</b>	<b>283</b>	<b>125</b>	<b>221</b>	<b>108</b>	<b>299</b>	<b>112</b>	<b>31</b>	<b>1,522</b>

**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. These and other allied services are described below.

*Airport Control Service* provides control service to flights operating 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 interest of flight safety. The service also includes the control of all traffic on the manoeuvring area of the airport. Control is effected by means of direct radiotelephone communication or visual signals. Airport control towers are located at: Whitehorse, Y.T.; Victoria (international), Port Hardy, Abbotsford and Vancouver, B.C.; Lethbridge, Calgary, Edmonton (industrial) 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, Baie Comeau and Sept Îles, Que.; Moncton, Fredericton and Saint John, N.B.; Halifax (international) and Sydney, N.S.; Gander (international), Nfld.; and Frobisher, N.W.T.

*Area Control Service* provides control service to en route flights operating within controlled airspace under weather conditions that prevent a pilot from seeing other aircraft or obstructions and necessitate his reliance on instruments to conduct the flight. Area control centres are located at Vancouver, B.C., Edmonton, Alta., Winnipeg, Man., Toronto, Ont., Montreal, Que., Moncton, N.B., Goose Bay and Gander, Nfld. Each centre is connected with control towers, terminal control units, communications stations and operation offices within its area by means of an extensive system of local and long-line interphone or radio circuits, and through radio communications facilities available at these stations to all aircraft requiring area control service. Area control centres are also capable of communicating directly with most pilots flying within their control areas. Each area control centre is similarly connected with adjacent centres, including centres in the United States, for the purpose of co-ordinating control of aircraft operating through more than one control area. This communications system permits each centre to maintain a continuous detailed record of all aircraft operating in accordance with the Instrument Flight Rules (IFR) and a general record of aircraft operating in accordance with the Visual Flight Rules within its control area. In addition to providing area control service to aircraft operating within controlled airspace over Newfoundland, the Gander Control Centre provides control 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.