

*Terminal Control Service* consists of the provision of separation to aircraft operating in accordance with IFR in the vicinity of all controlled airports. This service is normally provided by area control centres but separate terminal control units have been established at Calgary and Edmonton (international), Alta.; Saskatoon and Regina, Sask.; Lakehead, Toronto, North Bay and Ottawa, Ont.; Quebec, Que.; Halifax, N.S.; Gander, Nfld.; and Frobisher, N.W.T.

*Northern Area Control Service*, inaugurated Sept. 26, 1963, is provided by the Edmonton, Winnipeg and Goose area control centres for aircraft flying above 23,000 feet, and is available throughout more than 3,000,000 sq. miles of Northern Canada.

*Radar Control Service* is provided extensively in the control of IFR traffic, both in terminal areas and while en route. Terminal service is provided at Vancouver, B.C.; Calgary and Edmonton, Alta.; Regina and Saskatoon, Sask.; Winnipeg, Man.; Lakehead, Toronto, North Bay and Ottawa, Ont.; Montreal and Quebec, Que.; Moncton, N.B.; Halifax, N.S.; and Gander, Nfld. En route service is provided by area control centres and by one radar unit located at Kenora, Ont. Ground Control Approach Service is provided at Gander, Nfld., Montreal, Que., and Toronto, Ont.

*Flight Information Service* is provided by all air traffic control units, but particularly by all area control centres. It consists of 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 data of assistance to the pilot in planning or conducting a flight.

*Alerting Service* ensures that appropriate organizations are notified of aircraft that may be in need of search and rescue aid. This entails the maintenance and constant supervision of a continuous record of active flights to ensure that failure of an aircraft to arrive at the planned destination notified to air traffic control is detected immediately. The service is available to any pilot who files either a flight plan or flight notification with air traffic control.

*Customs Notification Service* facilitates the routine notification of the appropriate customs agency by pilots who plan to cross the Canada-United States boundary at certain designated customs airports. This is achieved through the prompt notification by air traffic control, at a pilot's request, of the customs officer at the destination airport of the intended arrival and of the need for customs clearance.

*Airspace Reservation Service* provides reserved airspace for specified air operations within controlled airspace and information to other pilots concerning these reservations and military activity areas in controlled and uncontrolled airspace. The Airspace Reservation Co-ordination Office, located at Ottawa, is responsible for co-ordinating all airspace reservations in Canada and in the Gander and Vancouver Oceanic Control Areas.

*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 total number of aircraft movements at Department of Transport controlled airports in Canada during 1963 was 2,251,561.

## Section 2.—Civil Aviation Operation Statistics

Table 3 provides a picture of commercial civil aviation in Canada for the years 1959-63. It shows 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.