

- KLM Royal Dutch Airlines*, operating between Montreal (Canada) and Amsterdam (Netherlands).
- Mohawk Airlines, Inc.*, operating between Toronto (Canada) and Buffalo (U.S.A.).
- North Central Airlines, Inc.*, operating between Port Arthur/Fort William (Canada) and Duluth/Superior (U.S.A.).
- Northeast Airlines, Inc.*, operating between Montreal (Canada) and Boston (U.S.A.) via Concord, Montpelier-Barre, Burlington and White River Junction (U.S.A.).
- Northwest Airlines, Inc.*, operating between Winnipeg (Canada) and Fargo (U.S.A.) and between Minneapolis/St. Paul (U.S.A.), Winnipeg and Edmonton (Canada), Anchorage (Alaska, U.S.A.) and beyond.
- Pan American World Airways Inc.*, operating between New York and Boston (U.S.A.), Gander (Canada), Shannon (Ireland) and London (England).
- Qantas Empire Airways Ltd.*, operating between Sydney (Australia), San Francisco (U.S.A.) and Vancouver (Canada).
- Sabena Belgian World Airlines*, operating between Brussels (Belgium), Manchester (England), Shannon (Ireland), Montreal (Canada) and New York (U.S.A.).
- Scandinavian Airlines System*, operating between Stockholm (Sweden), Oslo (Norway), Copenhagen (Denmark), Hamburg (Germany) and Montreal (Canada), and New York and Chicago (U.S.A.).
- Seaboard and Western Airlines, Inc.*, operating between points in the United States, Gander (Canada) and points in Europe.
- Swiss Air Transport Company Ltd.*, (Swissair), operating between Zurich and Geneva (Switzerland), Montreal (Canada) and Chicago (U.S.A.).
- United Air Lines, Inc.*, operating between Vancouver (Canada) and Seattle (U.S.A.).
- West Coast Airlines, Inc.*, operating between Calgary (Canada) and Spokane (U.S.A.).
- Western Air Lines, Inc.*, operating between Calgary and Edmonton (Canada) and Great Falls (U.S.A.).
- Wien-Alaska Airlines Inc.*, operating between Whitehorse, Y.T. (Canada) and Fairbanks and Juneau (Alaska, U.S.A.).

Flying Schools and Clubs.—At the end of 1965, 86 commercial flying schools were registered as members of the Air Transport Association of Canada. During the year, these schools instructed and graduated 1,756 students as private pilots and 507 students as commercial pilots.

Membership in 33 flying clubs connected with the Royal Canadian Flying Clubs Association numbered 8,806 at the end of 1965. During the year these clubs instructed and graduated 1,297 students as private pilots and 140 students as commercial pilots.

Weather Services.*—Weather services are provided by the Meteorological Branch of the Department of Transport to meet the requirements 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, have expanded rapidly in recent years.

Canadian Weather Offices are linked by 59,700 miles of teletype and radio-teletype circuits, and a national facsimile system 13,700 miles long is used for the distribution of meteorological information in chart form. As of Jan. 1, 1966, the Branch maintained 274 surface synoptic and hourly weather reporting stations, at 34 of which upper air observations are taken, and 2,039 climatological stations, making a total of 2,313 weather reporting stations. One Ocean Weather Station in the Pacific, 1,000 miles west of Vancouver, is maintained under International Agreement.

Ground Facilities.—Aircraft landing areas in Canada are listed in Table 2 and classified by administrative agency as licensed or unlicensed land facilities or seaplane bases, and military airfields. Licensed aerodromes are those that are inspected at regular intervals and meet specific standards, whereas unlicensed aerodromes may not meet the same standards. In addition to aerodromes, a network of radio aids to navigation is maintained to facilitate en route navigation and safe landings under instrument conditions.

* See also p. 75.