

Table 6 shows the number of civil air personnel and airport licences in force and the number of civil aircraft registered at the end of each of the years 1964 and 1965.

6.—Personnel and Airport Licences in Force and Aircraft Registered as at Dec. 31, 1964 and 1965

Item	1964	1965	Item	1964	1965
	No.	No.		No.	No.
<b>Personnel Licences in Force—</b>			<b>Personnel Licences in Force—</b>		
<b>Pilot—</b>			<b>concluded</b>		
Glider.....	763	823	Flight engineers.....	36	59
Private.....	16,159	16,831	Aircraft maintenance engineers..	2,277	2,369
Commercial.....	2,575	2,835	<b>Airport Licences in Force.....</b>	<b>665</b>	<b>696</b>
Senior commercial.....	317	359	<b>Aircraft Registered—</b>		
Airline transport.....	1,387	1,523	Commercial.....	2,011	2,187
<b>Totals, Pilot Licences.....</b>	<b>21,301</b>	<b>22,381</b>	Private.....	4,722	5,205
Air navigators.....	98	128	State.....	200	200
Air traffic controllers.....	792	782	<b>Totals, Aircraft Registered..</b>	<b>6,933</b>	<b>7,542</b>

## PART VI.—OIL AND GAS PIPELINES\*

**Oil Pipelines.**—Since the late 1940s large capital expenditures have been made each year for oil pipeline construction. Expenditures in 1965 and 1966 were an estimated \$50,000,000 and \$38,000,000, respectively, and the cumulative total for the period 1950-66 was \$703,000,000.

The prime components of the network of Canadian oil pipelines are the trunk lines of the Interprovincial Pipe Line Company and the Trans Mountain Oil Pipe Line Company. The bulk of the domestic crude oil produced is carried by these lines. The refineries that do not rely on these systems are located in the oil producing regions such as Calgary and Edmonton. The Interprovincial system carries crude oil eastward from Edmonton receiving and discharging oil at various locations along its length. The Trans Mountain system operates similarly westward from Edmonton. Supplying these two trunk lines are pipeline systems funnelling oil from hundreds of fields into storage tanks at the pipeline terminals. Some of these feeder lines are impressive in themselves, not only in size of pipe and in length of route but in the volumes of oil that they transport. Most of the feeder lines are in Alberta, which is to be expected because of the pre-eminent position of that province in oil production. The main pipeline terminal at Edmonton has eight crude oil feeder lines, including the Interprovincial extension to Redwater, as follows:—

Pipeline	Length	Capacity	General Area of Supply Related to Edmonton
	miles	bbl./day	
Britam Oil Pipe Line Co.....	410	60,000	south-southeast
Federated Pipe Lines Ltd.....	517	151,000	northwest
Imperial Pipe Line Co.....	311	78,400	southwest
Interprovincial Pipe Line Co.....	31	110,000	northeast
Pam Oil Limited (Edmonton Pipeline).....	82	15,000	southeast
Peace River Pipe Line Co.....	691	66	northwest
Pembina Pipe Line Ltd.....	920	154,000	west-southwest
Texaco Exploration Co.....	173	111,000	south

In addition, three pipelines are connected to the Interprovincial at Hardisty, some 100 miles southeast of Edmonton. Here Gibson Associated Oil Ltd. makes deliveries of up to 15,000 bbl. daily of oil from fields just south of the pipeline terminal. Husky Pipe Line Ltd. takes deliveries of condensate and delivers a blended crude, incorporating the light condensate received and the heavy Lloydminster asphaltic crude. The Husky pipeline is a twin line system carrying the condensate to Lloydminster in one line and returning

\* Prepared in the Mineral Resources Division, Department of Energy, Mines and Resources, Ottawa.