

single integrated plan which could be achieved by amalgamation, by partnership or by a clear division of fields of operations. In a further policy statement in June 1965, the Minister of Transport defined more precisely the respective areas of operation of Air Canada and Canadian Pacific Air Lines Limited (CP Air); additional international air services have since been introduced consistent with government policy.

The second principle stated that, although competition was not to be rejected, development of competition should not compromise or seriously injure the economic viability of Air Canada's domestic operations, and if competition continues, opportunity should be ensured for growth to both lines above this basic minimum. In accordance with this principle, the government authorized the Canadian Transport Commission (CTC) to permit CP Air to operate additional transcontinental air services, and to serve Calgary, Edmonton and Ottawa in addition to Vancouver, Winnipeg, Toronto and Montreal.

The third principle concerned the role of regional air carriers providing scheduled service and their relationship with the mainline carriers. Recommendations were prepared by the two major airlines and the larger regional carriers which resulted in a "Statement of principles for regional air carriers" tabled by the Minister of Transport in the House of Commons on October 20, 1966. These principles are summarized as follows: (1) Regional carriers will provide regular route operations into the North and will operate local or regional routes to supplement the domestic mainline operations of Air Canada and CP Air; they will be limited to a regional role. (2) Greater scope will be allowed regional carriers in developing routes and services by the following means: where appropriate, limited competition on mainline route segments of Air Canada or CP Air may be permitted to regional carriers if this is consistent with their local route development; in a few cases, secondary routes at present operated by Air Canada and CP Air may become eligible for transfer to regional carriers; and a larger role will be allotted to regional carriers in connection with the development of domestic and international charter services, inclusive tours and new types of services. (3) Greater co-operation between the mainline carriers and the regional carriers will be developed in a variety of fields, ranging from technical and servicing arrangements to joint-fare arrangements. (4) A limited policy of temporary subsidies for regional routes will be introduced, to be based on a "use it or lose it" formula. (5) Firmer control will be exercised over the financial structure of regional carriers in connection with new licensing arrangements. (6) Regional carriers will be assisted in acquiring aircraft by developing a scheme for consultation between government and the carriers regarding plans for new aircraft, and by a special investigation designed to explore the possibility of developing a joint approach to this problem on the part of the carriers.

In a statement made on August 15, 1969, the Minister of Transport defined more precisely the regions in which each of the five regional carriers would be permitted to supplement, or authorized to replace, mainline operations as circumstances warranted; and authorized the CTC to consult with the mainline carriers and appropriate regional carriers and give urgent consideration to the application of the regional policy. During 1969, the CTC's Air Transport Committee issued a number of decisions authorizing new services by regional air carriers in accordance with the Regional Air Policy, and the Committee is continuing to apply this policy.

Air traffic control. The primary functions of air traffic control in the Ministry of Transport are to prevent collisions between aircraft operating within controlled airspace and between aircraft and obstructions on the manoeuvring area of controlled airports, and to expedite and maintain a safe, orderly flow of air traffic. These functions are carried out by air traffic controllers situated in airport control towers, terminal control units and area control centres.

Airport control service is provided to aircraft operating on the manoeuvring area or in the close vicinity (five to ten nautical-mile radius) of civil airports where the volume and complexity of air traffic indicate its need in the interest of flight safety. Service is also provided to other traffic, such as vehicles and maintenance equipment, on the manoeuvring area of an airport. Radio is the prime means of communication, although light signals may be used where radio is not available. Airport control towers are in operation at: Gander International, St. John's, and Wabush (Labrador), Nfld.; Halifax International and Sydney, NS; Fredericton, Moncton and Saint John, NB; Baie Comeau, Cartierville, Montreal International, Quebec, St. Honoré, St. Hubert, St. Jean and Sept Îles, Que.; Buttonville, Hamilton, London, North Bay, Oshawa, Ottawa International, Sault Ste. Marie, St. Catharines, Sudbury, Thunder Bay, Toronto International, Toronto Island, Waterloo - Wellington and Windsor, Ont.; Brandon,