

Aids to navigation. To ensure safe marine navigation, the Ministry of Transport operates lights, buoys, beacons and two electronic networks working on the hyperbolic principle — Loran and Decca. During the year ended March 31, 1974, 4,124 lights, 378 fog signals, 2,656 lighted buoys and 14,777 unlighted buoys and beacons were maintained in Canadian and contiguous waters.

The Ministry operates a vessel traffic management program in the approaches to both coasts, principal harbours, estuaries and bays leading to ports to provide the maximum element of safety to ships entering and leaving Canadian ports.

All aids incorporating light or sound devices are listed in the Ministry of Transport annual publication, *List of lights, buoys and fog signals*. Information on radio beacons and on Loran and Decca is published in *Radio aids to marine navigation*. Broadcast *Notices to shipping* and weekly editions of *Notices to mariners* provide additional information on marine hazards and related matters.

Steamship inspection. The Board of Steamship Inspection, established under the Canada Shipping Act, formulates and enforces a variety of regulations made under the Act, the most important of which deal with approval of design and construction of ships and equipment, inspection during construction and periodically afterward, the carriage of dangerous goods, accident prevention during cargo operations, pollution prevention and control of the marine environment, and training and certification of marine engineers.

The Board's headquarters is in Ottawa; field offices are maintained in the principal ocean and inland ports. Some 1,802 Canadian owned or registered ships were inspected during the fiscal year ending March 31, 1974.

15.5 Civil aviation

15.5.1 Administration and policy

Administration. Civil aviation in Canada is under the jurisdiction of the federal government and is administered under the authority of the Aeronautics Act and the National Transportation Act as amended. The Aeronautics Act is in three parts. Part I deals with the technical side of civil aviation including matters of aircraft registration, licensing of personnel, establishing and maintaining airports and facilities for air navigation, air traffic control, accident investigation and the safe operation of aircraft. This Part of the Act is administered by the Director General, Civil Aeronautics, under the supervision of the Administrator, Canadian Air Transportation Administration, Ministry of Transport. Part II of the Act deals with the economic aspects of commercial air services and assigns to the Canadian Transport Commission certain regulatory functions respecting commercial air services. Part III deals with matters of internal administration in connection with the Act.

Federal civil aviation policy. The federal government announced some revisions to its air policy in 1973. On November 23, the Minister of Transport tabled in the House of Commons a "Statement on Air Policy" which listed the following objectives: to ensure safe, efficient and convenient air services to meet the needs of travelling Canadians; to contribute to the economic and social well-being of the country; and to ensure that air transportation services are reasonably balanced to create an atmosphere in which the airline industry can continue to develop in an efficient and profitable manner without imposing undue burdens on the taxpayer.

On the domestic side, the role of the regional carriers, and their relationship with the mainline carriers (Air Canada and Canadian Pacific Air Lines), remained basically unchanged from that described in the "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. (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; in a few cases, secondary routes at present operated by the mainline carriers may become eligible for transfer to regional carriers; and a large role will be allotted to regional carriers in connection with the development of domestic and international charter services, package tours and