

The air transport industry, like many another industry, has been profoundly influenced by the recent expansion of the national economy and it has been found necessary, therefore, to modify and adjust the regulatory controls and administrative procedures falling within the Air Transport Board's terms of reference. Since 1950, the Board's regulations and administrative orders have undergone complete revision as the result of a modification of the air-carrier regulatory classification.

Recent modifications in the Board's policy have reflected the use of increasingly larger aircraft coupled with the continued development in importance of route-type transportation services as opposed to fixed-base operations of various types. Policy decisions have given increased prominence to route-type services and, at the same time, some of the controls over specialty activities of various kinds and, later, small-scale charter activities have been relinquished. A considerable number of charter carriers utilizing small aircraft exclusively were freed from tariff-control and statistical-reporting requirements and, at the same time, base-protection privileges afforded by the Board were withdrawn.

The rapid industrial and commercial advancement of the country, highlighted by such developments as the exploitation of iron-ore deposits in northern Quebec, the northward movement of mining interests in the Prairie Provinces and the aluminum undertaking on the northern coast of British Columbia, necessitated the alteration of the basic policies underlying Air Transport Board regulation. Thus, the fundamental principle of single-carrier service over mainline routes is to be modified to permit some degree of competition on a regional basis.

The Air Transport Board has done much to crystallize international charter operations and, in co-operation with United States authorities, has recently created new procedures facilitating non-scheduled air-traffic movements across the international boundary.

Section 2.—Government Control Over Agencies of Communication*

The development and control of radio-communication in Canada from the beginning of the century is outlined in the 1945 Year Book, pp. 644-647.

The present phase of national radio broadcasting in Canada was entered upon in 1936 when, with the passage of the Canadian Broadcasting Act, the Canadian Broadcasting Corporation replaced the Canadian Radio Broadcasting Commission (*see* p. 887). The Act gave the Corporation wide powers in the operation of the system and gave to the Minister of Transport the technical control of all broadcasting stations and the authority to make regulations for the control of any equipment liable to cause interference with radio reception.

With the exception of those matters covered by the Canadian Broadcasting Act of 1936, radio-communications are now regulated under the Radio Act, 1938, and Regulations. In addition, all radio-communication matters are administered in accordance with the provisions of the International Telecommunication Convention and Radio Regulations annexed thereto, as well as such regional agreements as the Inter-American Telecommunications Convention and Inter-American Agreement, and the North American Regional Broadcasting Agreement.

* Revised under the direction of G. C. W. Browne, Controller, Telecommunications Division, Department of Transport, Ottawa.