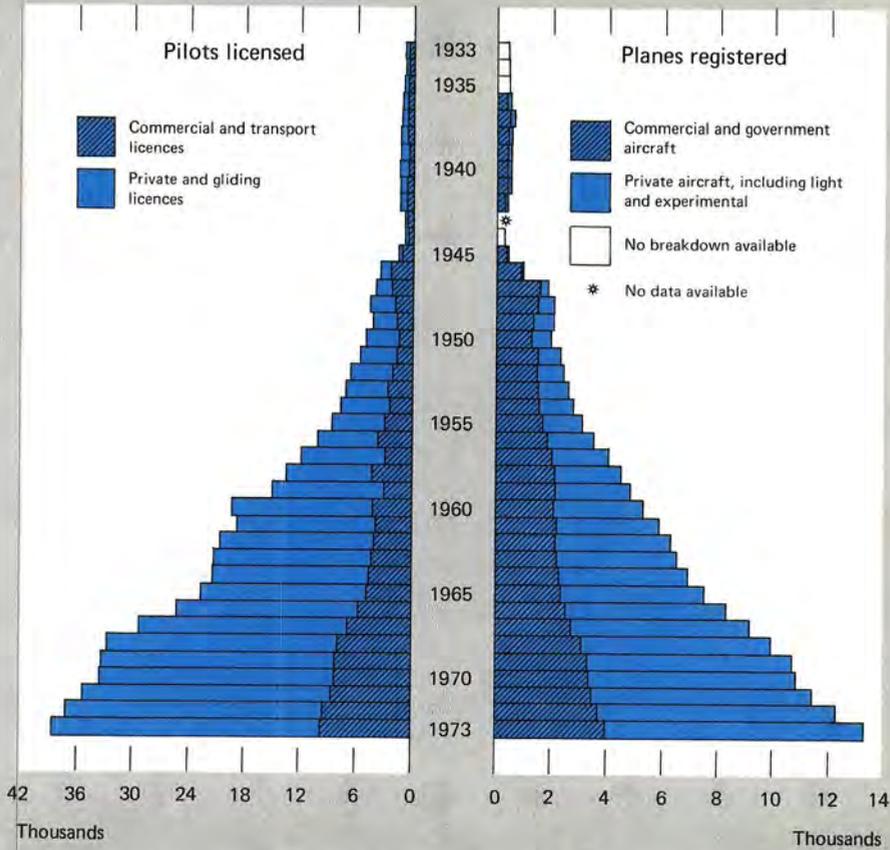


Canadian aviation, 1933-73



Terminal control service is provided to aircraft which are "climbing out", after departure from, or "letting down" for a landing at an airport. It is a service provided to flights operating in accordance with the instrument flight rules in order to separate them from one another and from en route aircraft operating through the terminal area which normally is an airspace within 30-50 nautical miles of an airport and which, in some cases, may encompass more than one airport. Radar is normally used, in conjunction with direct controller-pilot radio communication. Procedural means are used at some remote locations where radar is not yet available. The service is provided from all area control centres but separate terminal control units are installed at high-traffic-density airports where no area control centre is located. Such separate units have been established at Halifax, Quebec City, North Bay, Ottawa, Thunder Bay, Regina, Saskatoon and Calgary.

Area control service is essentially an aircraft separation and flight-following service provided to aircraft operating en route between airports. All flights that elect to file flight plans are given flight-following service and separation is provided to all aircraft operating according to the rules for instrument flight or controlled visual flight within designated controlled airspace. Designated controlled airspace consists of (1) high level airspace, i.e. the Southern Control Area, at and above 1,800 ft above sea level (asl); the Northern Control Area, at and above flight level 230; and the Arctic Control Area, at and above flight level 290; and (2) low level airspace, i.e. all airways, terminal control areas and control area extensions in airspace below the high level airspace. In addition, separation is provided to aircraft operating above 5,500 ft asl over almost all of the western half of the North Atlantic Ocean. Separation is