

major airports as well as the majority of secondary fields although some far-sighted municipalities operate their own municipal airports.

In conclusion I want to refer to the close co-operation which has existed between Ottawa and Washington in civil aviation matters, in particular as between the Canadian Air Transport Board and the U.S. Civil Aeronautics Board, between the Canadian Air Services Branch of the Department of Transport and its counterpart, the U.S. Civil Aeronautics Administration, and in matters of international aviation policy, between our Department of External Affairs and the U.S. State Department. We have on no occasion found Washington lacking in co-operation. Personal contacts at all levels are frequent and close and while occasional differences may arise, these have been far outnumbered by the instances in which co-operation has proved fruitful for both countries. In turn I believe the work of the International Northwest Aviation Council plays a major role in making our co-operation even more fruitful.

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