

A STATEMENT MADE BY THE REPRESENTATIVE OF THE GOVERNMENT OF CANADA

At the same time the Canadian Delegation reminded the Delegates that Canada is maintaining a very extensive and expensive system of air navigation services for the benefit in whole or part of North Atlantic air services which in the opinion of our Government is far more than our proportionate share and therefore should be taken into account in considering the question of Canadian participation in any North Atlantic air services scheme and particularly in the two schemes presently under discussion. The proposal that collateral contributions of this nature should be taken into account has been rejected at these Conferences by the Delegates. The Canadian Delegation regrets that it has not found any substantial support in this Conference for its views on this point. However it is the Canadian opinion that joint support in the North Atlantic Region or any other area must be undertaken in a manner which will ensure equitable treatment for all the States concerned and that substantial impediments are permitted to exist the whole structure of Joint Support will be undermined and ultimately may collapse. The Canadian Government has consistently recognized and endorsed the principle of Joint Support. Accordingly Canada became a party to the First North Atlantic Ocean Stations Agreement and the two related arrangements and did not claim special treatment in those cases. However the Canadian situation has changed since Newfoundland became a part of Canada. Our commitments in respect of North Atlantic air navigation have almost doubled because of the additional North Atlantic air navigation facilities taken over as a result of the Confederation. Of the total cost of those land based air navigation facilities and services in Canada which contribute in whole or part to trans-Atlantic air navigation, that proportion which is directly and solely attributable thereto amounts to more than \$2,300,000 per annum without taking into account capital costs or depreciation. This means that this annual amount would all be saved without adversely affecting domestic services if trans-Atlantic flying were to cease. It is submitted that by any criteria, whether of the proportion of trans-Atlantic flights by Canadian aircraft, or national income

APPENDICE II

A l'Acte final de la Conférence des Services de navigation aérienne au Groenland et aux Îles Féroé

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