



## STATEMENTS AND SPEECHES

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### RECENT CIVIL AVIATION GROWTH AND POLICY IN CANADA AND THE UNITED STATES.

An address by J.R. Baldwin, Chairman of the Air Transport Board, to the International Northwest Aviation Council, at Great Falls, Montana, October 10, 1952.

#### Pre-War and Wartime Growth

Both Canada and the United States made considerable progress in civil aviation during the 1930's but along rather different lines. The United States achieved a considerable network of scheduled services and the passage of federal legislation designed to achieve this objective. In Canada, while a number of scheduled services came into existence, much of the activity related to the discovery and development of natural resources in the far-flung North and other sparsely settled or unsettled areas. It was not until 1936 that civil aviation in Canada was separated from military control and that the first steps were taken towards trans-continental air services, with the establishment thereafter of the government-owned Trans-Canada Air Lines; and it was only after the outbreak of war that full trans-continental operations came into being.

Because of this, the wartime pattern differed considerably. It was possible for the U.S. scheduled operators not only to continue but to improve their route patterns and to provide military air transport services as well. In Canada, TCA was able to build up its trans-continental operations but it was not possible for it to embark upon military air transport operations. Moreover, with one sizeable exception, virtually all the private services, scheduled or non-scheduled, passed out of existence during the War and the personnel involved were absorbed into the military effort.

The United States emerged from the War with a broad pattern of civil operations for a sizeable number of carriers and with much experience with new types of aircraft and new routes. Canadian aviation emerged from the War in a less fortunate position. A trans-continental operation by TCA had been started and one private company, Canadian Pacific Air Lines, possessed a number of small disconnected regional services. Apart from that, most civil aviation was in a state of static potential. Moreover, the United States had twin-engine and four-engine transport aircraft readily available as war surplus. Such war-surplus aircraft as existed in Canada were generally of smaller and less suitable types.

#### Post-War Licensing Jurisdiction

When the War ended, civil aviation had gained greater recognition in both countries. Canadian legislation relating to aeronautics was brought up to date rapidly and it was at this time that the Air Transport Board came into existence. This Board, together with the Air Services Branch (and more particularly the Civil Aviation Division) of the Department of Transport, gave Canada Federal machinery similar to the Civil Aeronautics Administration in