

HALIFAX INTERNATIONAL AIRPORT

On September 10, Transport Minister Hees officially opened the new Halifax International Airport and the \$4.5-million terminal building, built to serve it.

Construction of the airport was started in 1956 following detailed meteorological observations to determine a site in the Halifax area where better weather conditions prevailed than at the naval air-base at Dartmouth. The new airport will make possible a separation of naval and civil air operations.

Two runways, 8,800 feet and 7,700 feet long, have been built in northeast and southeast directions, so that aircraft may take advantage of prevailing and bad-weather winds. The site of the airport, determined by aerial and ground surveys to be the best in the area, lies on high rocky ground near the historic Guysborough Road. The land was a gift of the City of Halifax.

Elevation of the airport is about 500 feet above sea level and considerable rock excavation was necessary to get the desired runway gradients. The construction and length of the runways will accommodate easily the largest commercial jet aircraft now in service.

A new section of provincial highway between Waverly and Enfield was re-routed to service the airport. Completion of this road to Halifax will diminish the driving time to the airport, 21 miles away.

It was the intention of the department's designers to provide a useful, graceful building that, in its design, its appointments and the accommodation it offers, would serve as a suitable gateway to Canada. Attractive customs, health and immigration rooms in the north wing will generously accommodate the greater numbers of passengers to be carried by the largest jet aircraft.

WAITING ACCOMMODATION

For Haligonians and their guests, the terminal offers as comfortable accommodation as can be found at any of the world's airports. The two-storey waiting-room is overlooked on three sides by a mezzanine floor, which offers a pleasant seclusion from the traffic below. The 475-foot spectators' deck, accessible from the mezzanine, permits visitors to participate in the activity of the airport from an elevated vantage-point providing an uninterrupted view of the field. The spectators' decks shelter walkways beneath them for arriving and departing passengers. The dining-room, planned to give diners a view of the busy runways, is accessible from the mezzanine; and below it, opening off the main waiting-room, is a coffee shop.

The main waiting-room overlooks the airport through a 27-foot wall of glass, glazed with special heat and glare-reducing tinted plate-glass. Close by will be a bank and a gift shop.

The circulation of travellers through the building has been so arranged that passengers on incoming and outgoing flights need not cross each other's paths. The traveller arriving to board an aircraft enters the ticket concourse in the south wing of the terminal. Obtaining his ticket and surrendering his luggage at the airlines counters lining the concourse, he may proceed to board his flight from an exit adjacent to the main waiting-room. His luggage has meanwhile passed through the air-lines areas facing immediately onto the aircraft parking-apron.

Passengers arriving by air enter the terminal by another door flanking the main waiting-room, and can claim their baggage and leave the building through the exit concourse leading off the waiting-room. Taxis and buses arrive and depart from the terminal by means of an elevated approach road; the lower-level parking-lot lying beyond it is accessible to the terminal through underpasses leading under the elevated roadway. Escalators carry travellers up to the main floor.

OPERATION AREA

The second and third floors of the building accommodate offices for the Department of Transport, airlines, and others involved with the administration of the airport and its operations. The five-storey control tower contains a complex of the most advanced electronic aids known to navigation, to assist the controllers in directing all air traffic in the vicinity of the airport. The control cab, itself the nerve centre of the airport, commands an unobstructed view to the horizon in all directions.

Exterior walls are mainly of aluminum curtain-wall construction carrying plate-glass and blue enamelled-metal panels. Some buff brick is exposed both on the interior and exterior of the ground floor. Other interior walls are clad in glazed tile; the main floors are finished throughout in white terrazzo.

The public-address system is arranged so that announcements are quietly but clearly amplified through many low-level amplifiers located in all public areas of the building.

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CANADA-SOVIET TRADE PACT

Mr. Gordon Churchill, Minister of Trade and Commerce, and Mr. P.F. Strounnikov, Chargé d'Affaires *ad interim* of the Union of Soviet Socialist Republics to Canada, recently exchanged instruments ratifying the Protocol, signed in Moscow on April 18, that extends for a three-year period the trade agreement between the two countries signed in Ottawa on February 29, 1956.

The Protocol reflects the desire of Canada and the U.S.S.R. to expand and further diversify their trade to their mutual advantage. It includes a provision whereby sympathetic