

**CANADA-U.S. AIR TALKS:** Representatives of the Governments of Canada and the United States met on December 14 and 15 in Washington, D.C., to hold informal discussions on matters of current concern in the field of civil aviation. Mr. J.R. Baldwin, Chairman of the Canadian Air Transport Board and Mr. Oswald Ryan, Chairman of the United States Civil Aeronautics Board, were the principal spokesmen for their respective Governments.

The main subjects discussed were:

(1) A proposed operation by Trans-Canada Air Lines of an air service linking eastern Canada with Mexico City via Tampa, Florida, where a technical, non-traffic stop would be made;

(2) Pan American World Airways service between Seattle, White Horse and Fairbanks, as well as the Colonial Airlines operation Washington-Ottawa-Montreal-New York; and

(3) The desirability of a consultation within the next few months, for the purpose of considering amendments to the route annex of the Canada-United States Air Transport Agreement.

#### SIX-MONTH PERMIT

It was agreed that the Civil Aeronautics Board would issue to Trans-Canada Air Lines a six-month renewable permit for Montreal-Mexico City flights making non-traffic stops at Tampa. In the special circumstances, the CAB also agreed that TCA might, for reasons of economy, utilize the same aircraft and the same schedules for the Montreal-Tampa portion of such flights as are used for the Montreal-Tampa services operated by that carrier under the Air Transport Agreement.

The Canadian representatives had indicated their desire that TCA be permitted to combine its Montreal-Tampa operations under the Air Transport Agreement and Montreal-Mexico City operations with a technical stop at Tampa, under the International Air Services Transit Agreement for a temporary period until aircraft and facilities for non-stop operations between Canada and Mexico become available. The representatives of the United States made known their desire to co-operate with Canada in helping TCA resolve its operational problem, stating that in the circumstances such co-operation did not imply a departure from the established policy of the United States in the field of international aviation.

The spirit of co-operation was carried into the discussion regarding the operations of United States carriers which have been under review by the Canadian authorities, and it was agreed that Pan American World Airways and Colonial Airlines should be permitted to continue their respective combined services through Canadian points and that the Air Transport Board would vacate the outstanding show-cause orders.

With reference to the present network of air routes between Canada and the United States it was understood that the Canadian Government will, within the next few months, bring forward proposals looking toward a review of the route schedules of the bilateral Air Transport Agreement.

\* \* \* \*

**SMALL ARMS AMMUNITION AGREEMENT:** The following announcement of agreement on standardization of small arms ammunition was made in the House of Commons on December 15 by the Associate Minister of National Defence, Mr. R.O. Campney:

I am pleased to inform the House that the Minister of National Defence has today announced in Paris, on behalf of the North Atlantic Council, that agreement has been reached by Belgium, Canada, France, the United Kingdom and the United States on the very important matter of standardization of small arms ammunition.

These five countries have agreed, as the result of extensive tests over a two-year period of close co-operation, to adopt as standard small arms ammunition the new 7.62mm light weight cartridge.

#### RETOOLING

These tests have shown conclusively that there is no significant difference in the performance of rounds which were tested or examined of the 7mm round, which in the English system is known as .280 calibre, and the 7.62mm round which in the English system is known as .30 calibre. Decision to adopt the 7.62mm round was based primarily on the overall problem of retooling requirements and weapons production facilities of each country concerned. Since adoption of either the 7.62mm or 7mm cartridge would necessitate retooling by Canada and the United Kingdom, and adoption of 7mm would require retooling by all five countries, it was agreed that the most advanced 7.62mm ammunition will be adopted as standard.

The five nations who co-operated in the solution of this problem have jointly invited the other NATO nations to adopt it.

The successful outcome of the joint effort of the nations concerned is of special importance to Canada in view of our close relationship with the armed forces and supply systems of Great Britain on the one hand and the United States on the other...

It is understood that troop trials by NATO countries of light weight automatic rifles to use the new ammunition will commence relatively soon.

For Canadian troop trials, the Canadian Army has ordered from Fabrique Nationale, Belgium, a number of new light weight automatic rifles of a Belgian design, which will fire the new ammunition.