

DOMESTIC AVIATION

1. During the war a remarkable expansion of Canadian aviation has taken place--in the training of air and ground personnel, in the construction of airports and air navigation facilities, in the manufacture of aircraft, and in the extension of air transport services. Details of this expansion in aviation cannot be revealed at present, and therefore its magnitude is not generally appreciated. The Canadian Government is aware of the importance of the developments in aviation now in progress and intends that the people of Canada shall benefit from them to the fullest possible extent.

2. The expansion of air transport services during the period of the war has been confined to war requirements. Canada has concentrated on the development of the British Commonwealth Air Training Plan and on combat flying and, as a result, by agreement with our allies, military air transport in the northwest has largely been undertaken by the United States Army and on the northeast ferry routes by the Ferry Commands. When war necessities permit and suitable equipment can be obtained, the Government will encourage the further development within Canada of air transport services, to supplement and form part of an up-to-date transportation system for Canada by land, water and air. Transport by air requires close supervision on the part of the Government. The Board of Transport Commissioners will be responsible for regulating traffic matters and for allocating new routes apart from the lines brought under the Trans Canada Air Lines Act. The Civil Aviation branch of the Department of Transport will be responsible for the administration of traffic and safety regulations and the physical development of airways. The Government intends to plan a number of routes suitable for post-war air services and offering traffic possibilities that will warrant a service. These routes will make use of aerodromes that have been developed for war purposes. The Government will also continue to develop airports and other facilities for weather reporting and communications, which will contribute to the expansion of Canadian air transport.

3. While the employment in a peace-time air transport service of all the air and ground personnel of the Royal Canadian Air Force and all the men and women now employed in the aircraft industry in Canada will be impossible, a considerable number will be absorbed into the peace-time aviation industry. To this end the Government has undertaken the design of distinctive Canadian types of transport aircraft suitable for post-war industry, in the hope that, when the war ends, a part, at least of the equipment for Canadian air transport will be furnished by Canadian factories.

4. Trans-Canada Air Lines will continue to be the instrument of the Government in maintaining the trans-continental air transport service and in operating services across international boundary lines and outside Canada. The Government will encourage the company to obtain modern aircraft which will keep present services up to modern standards and will expand these services to the fullest extent that post-war conditions permit. The development of supplementary routes will continue to be left to private enterprise, unless considerations of public interest indicate that certain of these routes should be designated by the Government as routes to be operated by T.C.A. The operations of T.C.A. will continue to be limited to important services of a mainline character, where the volume of passenger and mail traffic would justify it.

INTERNATIONAL AVIATION

5. Canada has a geographical position that will enable it to play an important part in the development of international air transport routes. During the war, the development of international civil air routes must be deferred in favour of military aviation. Canada today is the fourth greatest military air power among the United Nations,

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