



Bulletin

Vol. 24, No. 5 January 29, 1969

CONTENTS

Problems of Supersonic Flight	1
Canadian Stamps in New York	2
Health Services Costs Study	2
Modish Mukluks	2
Arts Centre Festival Opening	3
Skiers Triumph in Sweden	3
Record Year for Exports	3
Robert Pilot Exhibition	4
Fish Don't Go to Waist	4
Monthly Index	5

PROBLEMS OF SUPERSONIC FLIGHT

The aim of the National Facilitation Committee of the Canadian Transport Commission, which was reactivated two years ago to study all aspects of international air travel and air-cargo movement, is to speed-up, streamline and refine all procedures and formalities before the expansion of airline operations brought about by the introduction of supersonic and super-sized aircraft make the task impossible. The volume of air traffic during the next eight years is expected to be ten times what it is today.

Last May, the Facilitation Division of the International Civil Aviation Organization held a three-week meeting in Montreal with some 300 delegates from 63 countries and 11 international organizations to study problems of air-traffic control, inspection and facilitation with a view to simplifying methods of expediting passenger and cargo services without sacrificing the controls essential for the protection of member countries.

METHODS IN OPERATION

Several Canadian federal departments and agencies are now testing, or have already implemented, new methods to handle the congestion expected at air terminals when the "jumbo" jets and supersonic aircraft begin operating. For example, a co-ordinated system of customs and immigration examination of passengers, which began at Montreal International Airport during 1967 and spread to Halifax, Ottawa and Toronto, is now being instituted in Vancouver. The system permits faster movement of passengers who do not need more than a cursory examination by customs or immigration and enables officers

of both services to examine more carefully those passengers in whom they have a greater interest.

Because of a "selective" system of baggage checks introduced by customs, many air travellers entering Canada through such centres as Montreal, Halifax and Toronto are not even required to present their baggage for physical examination.

Since January 1968, inspecting officers have accompanied passengers on some flights to Canada and actually conducted complete *en route* clearance formalities. This meant that a sizable number of passengers could step off the plane, pick up their baggage with not much more than a nod to waiting officials.

IDEAS FOR THE FUTURE

Canadian officials have also been studying the feasibility of a new method of passport control which would shorten document inspection, speed-up passenger examinations and record full particulars of the visitor's passport data for control and statistical purposes.

The passport would be in the form of an embossed card, from which pertinent data could be extracted by mechanized means, much as in the manner of a credit card.

An added feature of the passport card would be the elimination of the time-consuming task of recording the data by hand, as is done at present.

Another experiment being undertaken in Canada could result in one of the biggest boons a foreign