

EXCHANGE OF NOTES (1943) BETWEEN CANADA
AND THE UNITED KINGDOM RECORDING ARRANGEMENTS
FOR ESTABLISHING A CANADIAN GOVERNMENT TRANS-
ATLANTIC AIR SERVICE

CANADA
—
TREATY SERIES, 1943
No. 8

EXCHANGE OF NOTES
(July 15 and 16, 1943)

BETWEEN

CANADA

AND

THE UNITED KINGDOM

RECORDING ARRANGEMENTS FOR
ESTABLISHING A CANADIAN GOVERNMENT
TRANS-ATLANTIC AIR SERVICE

In force July 15, 1943



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EXCHANGE OF NOTES

(July 15 and 16, 1943)

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EXCHANGE OF NOTES (JULY 15 AND 16, 1943) BETWEEN CANADA
AND THE UNITED KINGDOM RECORDING ARRANGEMENTS
FOR ESTABLISHING A CANADIAN GOVERNMENT TRANS-
ATLANTIC AIR SERVICE.

I

*The Secretary of State for Dominion Affairs
to the High Commissioner for Canada*

DOMINIONS OFFICE

LONDON, 15th July, 1943.

My dear High Commissioner,

With reference to conversations in London between officials of His Majesty's Government in Canada and His Majesty's Government in the United Kingdom concerning the proposed establishment of a Canadian Government Trans-Atlantic Air Service on a wartime basis, I have the honour to inform you that:—

(1) His Majesty's Government in the United Kingdom will afford all assistance to His Majesty's Government in Canada for establishing a trans-Atlantic air service for war purposes.

(2) The arrangements will apply for the duration of the war and six months thereafter.

(3) The service will not be a commercial or permanent one. Only Service or other official traffic (passengers, mail and freight), will be carried, including troop mail. The service is primarily for Canadian traffic directly connected with the Canadian war effort but it is hoped that there may be some interchange of traffic on a limited scale, i.e., the Canadian authorities would agree to carry a small amount of urgent United Kingdom traffic when capacity is not available on United Kingdom services and *vice versa*.

(4) The service will be operated by Trans-Canada Air Lines as agents of the Canadian Government. The aircraft used initially will be a "Lancaster"; this will be replaced at a later date by Canadian aircraft.

(5) The route will be as agreed and between terminals in Canada and the United Kingdom as agreed. It is understood that the Canadian Government will seek the consent of the Newfoundland Government so far as Newfoundland is concerned.

(6) Transport Command, Royal Air Force, provide meteorological and radio facilities and control organization for the North Atlantic route. When in the areas under the jurisdiction of Transport Command, Canadian aircraft will be subject to their control arrangements. A Canadian liaison officer may be stationed with Transport Command at the terminals in the United Kingdom and Canada.

2. I understand that the Canadian Government have communicated with the Newfoundland Government and the Government of Eire.

Yours sincerely,

C. R. ATTLEE.



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The High Commissioner for Canada
to the Secretary of State for Dominion Affairs

OFFICE OF THE HIGH COMMISSIONER FOR CANADA

LONDON, 16th July, 1943.

My dear Secretary of State,

I have the honour to inform you that the Canadian Government considers as most satisfactory the arrangements set forth in your note of July 15th regarding the establishment of a Canadian Trans-Atlantic Air Service on a war-time basis.

The Canadian Government has been in communication with the Governments of Newfoundland and Eire on this subject.

Yours sincerely,

VINCENT MASSEY.

My dear High Commissioner,
 I have the honour to acknowledge your letter of the 14th inst. in London between officials of His Majesty's Government in Canada and His Majesty's Government in the United Kingdom concerning the proposed establishment of a Canadian Government Trans-Atlantic Air Service on a wartime basis. I have the honour to inform you that—

(1) His Majesty's Government in the United Kingdom will accord all assistance to His Majesty's Government in Canada for establishing a trans-Atlantic air service for war purposes.

(2) The arrangements will apply for the duration of the war and six months thereafter.

(3) The service will not be a commercial or postwar one. Only services or other official traffic (passenger, mail and freight) will be carried including troop mail. The service is primarily for Canadian traffic directly connected with the Canadian war effort. It is hoped that there may be some interchange of traffic on a limited scale, i.e. the Canadian authorities would agree to carry a small amount of urgent United Kingdom traffic when capacity is not available on United Kingdom services and vice versa.

(4) The service will be operated by Trans-Canada Air Lines as agents of the Canadian Government. The aircraft used initially will be a "Lancaster", this will be replaced at a later date by Canadian aircraft.

(5) The route will be as agreed and between territories in Canada and the United Kingdom as agreed. It is understood that the Canadian Government will seek the consent of the Newfoundland Government so far as Newfoundland is concerned.

(6) Transport Command, Royal Air Force, provides meteorological and radio facilities and control operation for the North Atlantic route. When in the area under the jurisdiction of Transport Command, Canadian aircraft will be subject to their control arrangements. A Canadian liaison officer may be stationed with Transport Command at the terminals in the United Kingdom and Canada.

I understand that the Canadian Government have communicated with the Newfoundland Government and the Government of Eire.

Yours sincerely,

C. R. ATHERTON