

Mr. MCGREGOR: That is right. It has been done, and I would like to say that the attitude of the chief of the air staff is extremely cooperative in this matter. It is unfortunate that the station should be located so close to the airway and the suggestion has been made that trainer aircraft crossing the airway should do so below a minimum altitude until they are sure they are clear of the airway.

Mr. HAHN: There are two elements there. One is that unless you signal ahead there is no way of knowing that the airway is clear. Do you give any warning to the control tower?

Mr. MCGREGOR: We know our own position at all times.

Mr. HAHN: Does the R.C.A.F. flight know your position?

Mr. MCGREGOR: Probably not. But as I say there are as many as 30 flights in each direction going past almost in a continuous stream.

Mr. HAHN: Then to be sure that it is safe for the training planes to go up to that level again, we should at least contact the station to let them know our plane is passed. They would have no other way of knowing, would they?

Mr. MCGREGOR: There is the difficulty of transmitting that information to the training aircraft which I mentioned earlier.

Mr. HANNA: I realize that.

Mr. MCGREGOR: And also as I pointed out, I think the air force feels that traffic on the airway is such that they would be kept off it more often than not, and that the better arrangement would be to have a band of altitudes reserved for the use of civil aircraft on the airway, and that the training aircraft or other military aircraft should pass either below the bottom of that band or above it, and I think the altitudes suggested have been 3,000 and 25,000 feet, the space above 25,000 feet being reserved for the operation of jet aircraft.

Mr. HAHN: The other factor which has been mentioned is that it was undesirable—you used the term “unfortunate”—that we had the R.C.A.F. station along the same route. Would you be suggesting that we should remove our R.C.A.F. station from the route?

Mr. MCGREGOR: As a taxpayer, no.

The CHAIRMAN: Would it be possible to move the airstrip so that the scheduled flights would not pass over training depots?

Mr. MCGREGOR: There is only one case in Canada that I know of where we do actually pass over an R.C.A.F. airport. The airway lies, I think, seven miles north of the Moose Jaw training station.

Mr. CHURCHILL: I have some questions to ask in regard to what has been said in respect of the airways elevation. Have those suggestions that restrictions should be placed on the R.C.A.F. with regard to the altitude at which their flights should be made, actually been put into operation?

Mr. MCGREGOR: The regulations under which the R.C.A.F. operate have been very considerably modified during the past year, and the regulations as they now exist—if they are adhered to, are, in my opinion, entirely safe. The adoption of the band system has not, I believe, been promulgated, and I do not know that it will be. I rather think it may. On the other hand, the R.C.A.F. has agreed that all training operations will be conducted at least five miles clear of the edge of the airway.

Mr. CHURCHILL: I suppose that with or without these bands or restrictions, the safety of the pilot and the plane, depends upon the pilots own visual observation, does it not?

Mr. MCGREGOR: No, Mr. Churchill. I think that is not correct. We are getting rather technically involved, but there are two sets of regulations—I.F.R. and V.F.R. The regulations are such in both cases that regardless of