

Mr. MCGREGOR: Well, Mr. Hamilton, I can, but it is like most of these things a rather lengthy and involved one. I have the situation that exists described in detail in a memorandum and the highlights of the agreement which has now been concluded and I could include those in the records of the committee or give it to you separately.

Mr. HAMILTON (*York West*): Could you inform the committee. I think we would all be interested in this. You said it has to do with a 24-28 hour period. Could you tell us what the change has been in the maximum number of hours during that stated period which you have talked about?

Mr. MCGREGOR: Yes, I think I could. Perhaps the easiest way for me to do it would be to take the actual conditions which might arise under the previous agreement and the ones under the new agreement and detail them specifically as differences.

Mr. HAMILTON (*York West*): Could you do that in a few words?

Mr. MCGREGOR: I think so. If you will let me run through the effect of some of these things. Under the old agreement there was a clause which said "A cycle shall not exceed 30 hours of schedule flying during any period of consecutive flight duty days." Item 4 was "A cycle shall not exceed 85 hours of schedule flying in a month." That remains the same with respect to any given cycle. I think this is the new clause which covered 4:

(4) For the purpose of this agreement, an on-duty period shall commence one (1) hour prior to the scheduled departure of a flight, or the required reporting time, whichever is later, and shall continue until fifteen (15) minutes after the termination of the flight. Such duty period shall run continuously until broken by a rest period of eight (8) hours where sleeping accommodations are provided at or nearby the airport, or ten (10) hours in the case of a relief from duty at an airport where sleeping accommodations are not provided. In no case may an on-duty period be broken at the pilot's home base by an off-duty period of less than ten (10) hours.

And then item 5:

A pilot on domestic operations shall not be scheduled to remain on duty in excess of fourteen (14) hours during any twenty-four (24) hour period.

That I think is the point we were referring to. The hours per month are constant between the two agreements at 85 hours, and hours per quarter are the same at 255 hours.

Mr. HAMILTON (*York West*): How does this original period of ten hours at home and fourteen hours maximum compare with the previous contract?

Mr. MCGREGOR: That was not defined in the previous contract, I believe.

Mr. HAMILTON (*York West*): They were not defined at all?

Mr. MCGREGOR: No, I think not.

Mr. HAMILTON (*York West*): Now, in connection with the disposal of the cargo aircraft, were they disposed of at a profit?

Mr. MCGREGOR: A small one, yes. That is, difference between depreciated value and the sale price.

Mr. HAMILTON (*York West*): Depreciated value and sale price. Where was the difference in price, that is between depreciation price and sale price, credited?

Mr. MCGREGOR: To the depreciation account. I can give you the amount of that.