

Mr. DRYSDALE: I see.

Mr. MCGREGOR: This may not, necessarily, be the total number of seats in the aircraft. If, for instance there was a fuel requirement that exerted a weight limitation on the payload of the aircraft, then the 44 seats in a Viscount might be counted as 40 seats available, because we could not carry more than 40 passengers on that particular flight.

Mr. DRYSDALE: That percentage would include people travelling on passes, then?

Mr. MCGREGOR: No.

Mr. DRYSDALE: What is the pass policy of the T.C.A.?

Mr. MCGREGOR: You want me to describe the T.C.A. pass policy?

Mr. DRYSDALE: Yes. I was interested regarding employees, that is all.

Mr. MCGREGOR: Employees and dependents get vacation passes related to distance based on years of service with the company. There is no other pass granted to T.C.A. employees, except they may obtain transportation on a half-fare basis. All other T.C.A. personnel that level on the airline are doing so on company business.

Mr. CHOWN: How many such passes were issued last year, please?

Mr. MCGREGOR: They are divided into several categories: persons on company business—that is, employees on company business; employees on personal account—that is what I have just been talking about—and persons outside the company.

The total the first category, employees on business, including employees and dependent transfers—that is where we move a person from one place to another and move his family also—is 4,159; educational, 512; periodic tours or familiarization, Link instructors, 152; flight dispatch supervisors and dispatchers, 270; employee familiarization, 2,914; applicants for employment and employees leaving the company, 543.

Mr. CHOWN: Have you an estimate of the cost to the company?

Mr. MCGREGOR: There is little or no cost to the company; these are "space available" except where indicated. Employees' personal account, vacation, 24,979; compassionate, 739; isolated leave, 402. Persons outside the company, promotional and public relations, 1,698; courtesy trips between points in the United Kingdom, 163; department of Transport, 112; Air Transport Board, 8; Canadian National Railways, 456.

Mr. CHOWN: If these are on "space available" basis, would the Members of Parliament that live outside a radius of 500 miles be treated in any other category?

Mr. MCGREGOR: This point has come up several times, and I have expressed the opinion that it would be exceedingly unfair to junior employees of T.C.A. to put them in the position of having to refuse forward transportation to a Member of Parliament who had begun his trip. This happens to these employees.

Mr. CHOWN: As a result of other passengers taking the space?

Mr. MCGREGOR: Yes, revenue passengers.

The CHAIRMAN: Are there any other questions on traffic?

Mr. DRYSDALE: I do not know whether Mr. McGregor would be interested in this, but I wonder if we could extend to him this courtesy, perhaps, that if he had problems that he thought should be drawn to the attention of the committee on some of these sections, perhaps he could bring them before us. I do not know whether he has, or not; but at present he is limited to the