

Operating profit.

Mr. DREW: Well, just a moment again.

The CHAIRMAN: I really think that these other items have been covered in our other questions.

Mr. DREW: Well, I do not want to ask a question that will have any effect upon discussions that are taking place but you might simply say what the situation is. You say that expense estimates are based upon current wage scales. Are there any negotiations under way at the present time which would lead you to believe there would be any substantial change in this wage scale?

Mr. MCGREGOR: There is one negotiation under way with respect to pilots—and I think that is the only negotiation that is in process. There is an open-ended clause in two completed association agreements with respect to hours in the working week.

Mr. DREW: Do you anticipate any substantial change in regard to that?

Mr. MCGREGOR: No, I do not anticipate it, and I hope very strongly, naturally, that we will not be required to make any change of that type.

Mr. DREW: In answer to a question asked by someone else earlier, you spoke of the fact that you did expect to have a very much higher utilization of your aircraft this year. Did the percentage increase you mentioned relate to the whole, combined, Trans-Canada Air Lines service?

Mr. MCGREGOR: Yes.

Mr. DREW: What is the percentage?

Mr. MCGREGOR: The percentage of increase?

Mr. DREW: Yes?

Mr. MCGREGOR: About 25 per cent.

Mr. DREW: 25 per cent?

Mr. MCGREGOR: Yes.

Mr. DREW: Now, in that respect, can you also say what utilization you anticipate in revenue hours flown per day?

Mr. MCGREGOR: Ten hours and fifteen minutes in the case of the North Star, and I think eight hours and thirty minutes in the case of the DC-3's.

Mr. DREW: As compared with what last year?

Mr. MCGREGOR: About seven hours and fifty-five minutes in the case of the North Stars and on the order of six hours for the DC-3's.

Mr. DREW: Six hours?

Mr. MCGREGOR: Six hours and thirty minutes.

Mr. DREW: You are in a position to give the different revenue flight hours for these two different types of aircraft?

Mr. MCGREGOR: Yes.

Mr. DREW: If that is so, then, it would seem that you must keep separate record of the miles flown on each of these aircraft?

Mr. MCGREGOR: Yes.

Mr. DREW: That breakdown is not included in the statements we now have?

Mr. MCGREGOR: It was not asked.

Mr. DREW: But you have it?

Mr. MCGREGOR: Yes.

Mr. DREW: Will you prepare a statement for 1949?

Mr. MCGREGOR: That is the same question on miles flown? But you want it broken down as between the two types of aircraft?

Mr. DREW: That is right.

Mr. MCGREGOR: Yes.