

Mr. HAMILTON (*Notre Dame de Grâce*): I would have thought that there might be certain major ones such as Malton and Toronto, Ottawa and Montreal where proportionately and absolutely the need was far greater than at some other airports where the facilities might be inferior or where your traffic was so small that it was not a major item and that is what I was looking for. If we were to go through the whole Department of Transport, for example, and we said "We think you should get something done here in Toronto, Montreal and Ottawa right away" we would like to know that we were pushing on behalf of the air lines in the spots where the air lines would most like to see us push because we do not want to advocate an expenditure of millions of dollars of public funds without having some facts to back them up.

Mr. MCGREGOR: As I mentioned before, each year the air lines are requested to make their requests and to do so on an order of priority basis and that has been done and I think the Department of Transport have well recognized the comparative urgency between one city and another and I think that it is true to say at least from the air line standpoint that Montreal is in the greatest need and it is also true to say that the greatest concentration of planning by the Department of Transport has been applied to Montreal. The reason why I say Montreal is the worst is that we have two terminals in one airport, one for Atlantic and one domestic. It is extremely expensive and most inconvenient for passengers connecting between domestic and trans-Atlantic services.

The plan for a permanent Montreal terminal has been finalized sometime ago and my understanding is that work will be commencing early this spring. I would think the next order of urgency would be Toronto closely followed by Winnipeg and I am speaking of a point right off our own system now but I would think Quebec City should certainly have something done.

Mr. LANGLOIS (*Gaspé*): There is a plan in Quebec for a new terminal building and I understand work will commence this summer.

Mr. MCGREGOR: Yes, but to answer your question there is an order of priority established and recognized by the department.

Mr. HAMILTON (*Notre Dame de Grâce*): One question arises from what you have said. Do you feel that once the plans have been completed in Montreal that it will be completely satisfactory, that is, is your line satisfied with the proposed development in Montreal?

Mr. MCGREGOR: I personally have not seen the final plan but I would think generally speaking that would be right. There is always the problem as to for how long ahead one should build but I understand the plan is capable of expansion as air line traffic grows.

Mr. HAMILTON (*Notre Dame de Grâce*): You have not seen the plan yourself?

Mr. MCGREGOR: I personally have not but our people have.

Mr. FAIREY: I didn't hear what you said about Vancouver and Moncton. Did you say they were good or were bad?

Mr. MCGREGOR: Good.

Mr. JAMES: There has been some question of using Oshawa airport as an alternative to Toronto?

Mr. MCGREGOR: Yes.

Mr. JAMES: Any comments to make at this time?

Mr. MCGREGOR: There has been no action taken on the question of the Oshawa airport from the standpoint of installing facilities to fit it as an alternate. Weatherwise our studies would indicate that it would be a good one.

The CHAIRMAN: Shall the item carry?