

I can see where with a great investment in instrument flying facilities both in the air and on the ground you might have to keep to the present pattern. Where those are not being used would it not be possible for a new approach pattern coming up the river and turning in towards Dorval?

Mr. MCGREGOR: As a matter of fact the actual approach to Dorval from the east is not over the city normally. An aircraft may be cleared under visual flight conditions only to make an approach in almost any manner, but an aircraft—and this applies to Trans-Canada Air Lines and those are the only ones I am speaking of with knowledge—approaches Dorval across the river from the south shore. The approach and the runway directions at Dorval are such and the fact that a large aircraft must be lined up with the runway a considerable distance away means that some of that flying may be done over a built-up area.

Mr. HAMILTON (*Notre Dame de Grâce*): In the interest of your own public relations and yourself, Mr. McGregor, would you say the high percentage of planes which sometimes come there within the built-up areas are not your aircraft but defence aircraft?

Mr. MCGREGOR: Yes, very definitely, because other North Stars do not use the cross-over exhaust and that makes them a great deal noisier. There are more R.C.A.F. North Stars operating from Dorval than those of Trans-Canada Air Lines.

The CHAIRMAN: Carried?
Carried.

Mr. CHURCHILL: Mr. Chairman, it could be this question overlaps, because my question deals with equipment and airways facilities and other things so I might ask it on the next section.

The CHAIRMAN: I think you might ask it on this section.

Mr. CHURCHILL: I will save it until the airways facilities, if you like.

Mr. HAMILTON (*York West*): You have had these aircraft, the Bristols and the Super Constellations operating long enough to get a picture of operating costs. How do they compare? You have the Viscount taking over the DC-3 run and the Super Constellations taking over North Star. How do they compare as to the cost per mile in operation?

Mr. MCGREGOR: We have not had sufficient experience with the Viscounts to form any accurate opinion because they are not in line service until today. With respect to the Super Constellation it is behaving very much as we expected it would and indicated costs per ton mile are very close to our calculations and those calculations assumed that they would represent a higher cost per ton mile in the earlier months of their service because there is always a shake-down period.

Mr. HAMILTON (*York West*): Now, how do they compare to the North Star in cost per ton mile?

Mr. MCGREGOR: I know they are considerably higher because the North Stars have expended their depreciation period.

Mr. HAMILTON (*York West*): But without depreciation, not working on a depreciation basis.

Mr. MCGREGOR: If we excluded that they would compare very favourably.

Mr. HAMILTON (*York West*): Which would be the higher?

Mr. MCGREGOR: The Super Constellation is higher per ton mile than the North Star. The North Star, I think, is the most economical aircraft of its class that has ever been operated.

Mr. CARRICK: Would that be so even in the initial flights of the North Stars to put it on a comparative basis?